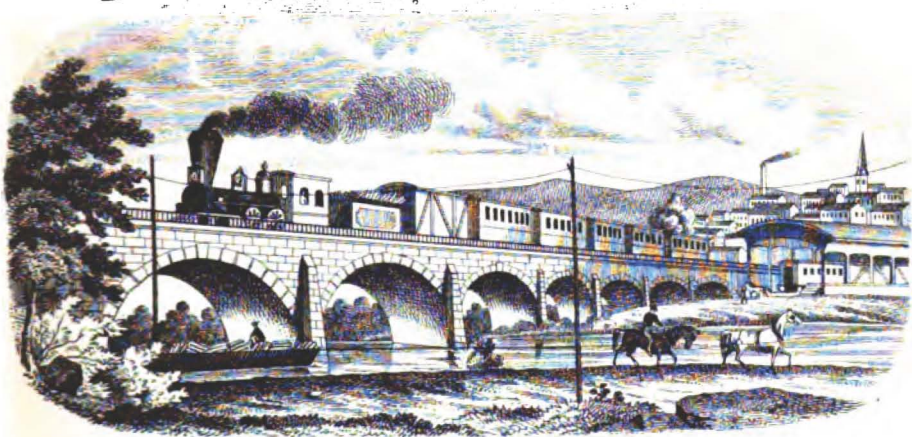


ANNUAL REPORT
OF THE
Secretary of Historical Affairs
OF THE
COMMONWEALTH OF PENNSYLVANIA



PART IV.
RAILROAD, CANAL, NAVIGATION AND
TELEGRAPH COMPANIES
FOR THE
YEAR 1877.

HARRISBURG
LANE S. HART,
STATE PRINTER & BINDER.
1878.

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ANNUAL REPORT

OF THE

SECRETARY OF INTERNAL AFFAIRS.

PART IV.

RAILROAD, CANAL, NAVIGATION, AND TELEGRAPH COMPANIES.

FOR THE YEAR 1877.

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COMMUNICATION.

DEPARTMENT OF INTERNAL AFFAIRS,
HARRISBURG, *February 15, 1878.*

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

GENTLEMEN :

In compliance with the requirements of the Constitution, and the acts of the General Assembly, approved respectively, April 9, 1870, and May 15, 1874, I herewith transmit copies of such of the annual returns of the railroad, canal, navigation, and telegraph corporations, for the year 1877, made pursuant to said acts, as have been filed in this Department up to and including this day, together with tabulated results and comparative statements compiled from the returns.

I am, very respectfully,

Your obedient servant,

WILLIAM McCANDLESS,
Secretary of Internal Affairs.

[NOTE.—The returns made by a number of companies, filed since the date of the above communication, are embodied in the accompanying printed report.
July 6, 1878.]



LIST OF THE CORPORATIONS

*Whose returns are included in this report, showing also the date at which
the returns were filed in the Department of Internal Affairs :*

Name of company.	Railroads Operated by Steam.	Report filed.
Allentown,		March 21, 1878
Atlantic and Great Western,		Dec. 27, 1877
Bachman Valley,		Jan. 31, 1878
Baltimore, Philadelphia and New York,		Jan. 29, 1878
Barclay,		Feb. 12, 1878
Barclay Coal Company,		Jan. 28, 1878
Bellefonte and Snow Shoe,		Jan. 22, 1878
Bell's Gap,		Jan. 18, 1878
Berlin Branch,		Jan. 31, 1878
Buffalo, New York and Philadelphia,		Feb. 6, 1878
Buffalo Valley,		Feb. 2, 1878
Catawauqua and Fogelsville,		Jan. 2, 1878
Catawissa,		March 11, 1878
Chester Creek,		Jan. 29, 1878
Chester and Delaware River,		March 21, 1878
Chester Valley,		Nov. 14, 1877
Chestnut Hill,		Jan. 10, 1878
Cleveland and Pittsburgh,		Feb. 5, 1878
Colebrookdale,		March 21, 1878
Connoquenessing,		Feb. 16, 1878
Corning, Cowanesque and Antrim,		Feb. 9, 1878
Corning, Cowanesque and Antrim, lessees,		Jan. 31, 1878
Cornwall,		Feb. 9, 1878
Cumberland Valley,		Feb. 10, 1878
Delaware and Hudson Canal and Railroad Company,		Feb. 20, 1878
Delaware, Lackawanna and Western,		Feb. 9, 1878
Delaware Western,		Jan. 30, 1878
Dillsburg and Mechanicsburg,		Feb. 6, 1878
Dunkirk, Allegheny Valley and Pittsburgh,		Jan. 10, 1878
East Broad Top Railroad and Coal Company,		Jan. 31, 1878
East Mahoning,		March 21, 1878
East Pennsylvania,		March 21, 1878
Ebensburg and Cresson,		Jan. 29, 1878
Edgewood,		Jan. 30, 1878
Elmira and Williamsport,		Jan. 5, 1878
Emlenton, Shipperville and Clarion,		Feb. 26, 1878
Erie and Pittsburgh,		Feb. 4, 1878
Fayette County,		Feb. 8, 1878
Foxburg, St. Petersburg and Clarion,		Jan. 29, 1878
Frankford and Holmesburg,		March 23, 1878
Geneva, Hornellsville and Pine Creek,		Dec. 26, 1877
Green Lick Narrow Gauge,		Jan. 23, 1878
Hanover Junction, Hanover and Gettysburg,		Jan. 31, 1878
Hanover Junction and Susquehanna,		Feb. 8, 1878
Hanover and York,		Feb. 1, 1878

Name of company.	Report filed.
Harrisburg and Potomac,	Feb. 15, 1878
Huntingdon and Broad Top Mountain,	Feb. 8, 1878
Huntingdon, Franklin and Fulton,	Dec. 19, 1877
Ironton,	Feb. 1, 1878
Jamestown and Franklin,	Feb. 28, 1878
Jefferson,	Feb. 12, 1878
Jersey Shore, Pine Creek and Buffalo,	Feb. 13, 1878
Karns City and Butler,	March 27, 1878
Lake Shore and Michigan Southern,	April 2, 1878
Lancaster and Reading Narrow Gauge,	Jan. 11, 1878
Lawrenceville and Evergreen,	Feb. 7, 1878
Lehigh and Lackawanna,	March 5, 1878
Lehigh and Susquehanna,	March 2, 1878
Lehigh Valley,	March 20, 1878
Ligonier Valley,	Feb. 14, 1878
Little Saw-Mill Run,	Feb. 14, 1878
Little Schuylkill Navigation and Coal Company,	Jan. 22, 1878
Littlestown,	Jan. 28, 1878
Lykens Valley Railroad and Coal Company,	Jan. 26, 1878
McKean and Buffalo,	Feb. 2, 1878
Mill Creek and Mine Hill Navigation and Railroad Company,	Feb. 1, 1878
Mine Hill and Schuylkill Haven,	Jan. 7, 1878
Monongahela Inclined Plane,	Feb. 5, 1878
Mont Alto,	Feb. 19, 1878
Montrose,	March 6, 1878
Mount Carbon and Port Carbon,	Feb. 1, 1878
Mount Oliver Incline Plane,	Feb. 5, 1878
Mount Pleasant and Broad Ford,	March 18, 1878
Muncy Creek,	March 25, 1878
Nesquehoning Valley,	March 2, 1878
New Castle Railroad and Mining Company,	Feb. 15, 1878
New Castle and Beaver Valley,	Jan. 28, 1878
New Castle and Franklin,	March 12, 1878
Newry,	Feb. 12, 1878
North-East Pennsylvania,	Feb. 15, 1878
North Pennsylvania,	March 15, 1878
Olean, Bradford and Warren,	Feb. 28, 1878
Parker and Karns City,	March 28, 1878
Peach Bottom,	Feb. 5, 1878
Pennsylvania and Erie Coal and Railway,	Feb. 1, 1878
Pennsylvania Coal,	Feb. 13, 1878
Pennsylvania Inland,	Jan. 2, 1878
Pennsylvania and New York Canal and Railroad Company,	March 20, 1878
People's,	Jan. 21, 1878
Perkiomen,	March 21, 1878
Philadelphia and Baltimore Central,	Jan. 16, 1878
Philadelphia and Chester County,	March 4, 1878
Philadelphia, Germantown and Norristown,	Oct. 29, 1877
Philadelphia, Newtown and New York,	June 10, 1878
Philadelphia and Reading,	March 20, 1878
Pickering Valley,	March 21, 1878
Point Breeze,	Jan. 31, 1878
Pittsburgh and Castle Shannon,	March 31, 1878
Pittsburgh and Connellsville,	Feb. 19, 1878
Pittsburgh, Titusville and Buffalo,	Feb. 14, 1878
Pittsburgh, Fort Wayne and Chicago,	May 29, 1878

Name of company.	Report filed.
Plymouth,	Dec. 15, 1877
Reading and Columbia,	March 28, 1878
Salisbury,	Jan. 31, 1878
Salisbury and Baltimore Railroad and Coal,	Jan. 28, 1878
Selinsgrove and North Branch,	Dec. 19, 1877
Schuykill Valley Navigation and Railroad Company,	Feb. 9, 1878
Sharon,	Feb. 19, 1878
Shenango and Allegheny,	March 14, 1878
Shenango Valley and Alliance,	March 1, 1878
Somerset and Mineral Point,	Jan. 23, 1878
Southwark,	Feb. 15, 1878
South Pennsylvania,	Nov. 20, 1877
South Mountain Railway and Mining Co.,	March 9, 1878
South Mountain,	Feb. 28, 1878
South Side,	March 2, 1878
Southern Pennsylvania Railway and Mining Co.,	Feb. 1, 1878
South-West Pennsylvania,	Feb. 15, 1878
State Line and Sullivan,	Jan. 31, 1878
Stony Creek,	Feb. 15, 1878
Spring Brook,	March 29, 1878
Tioga,	Feb. 12, 1878
Trescow,	March 2, 1878
Uniontown and West Virginia,	Feb. 15, 1878
Waynesburg and Washington,	Feb. 1, 1878
West Chester,	Jan. 16, 1878
West Chester and Philadelphia,	Jan. 16, 1878
West Chester and Phoenixville,	Jan. 3, 1878
Western Maryland,	Jan. 28, 1878
Wheeling, Pittsburgh and Baltimore,	Feb. 19, 1878
Wilcox and Howard Hill Improvement and Railway,	Feb. 6, 1878
Wilmington and Reading,	Jan. 29, 1878
Wilmington and Northern,	Jan. 29, 1878

Passenger Railways :

Allentown,	Jan. 12, 1878
Central, (Pittsburgh,)	Feb. 25, 1878
Central, (Reading,)	Feb. 15, 1878
Citizens', (Philadelphia,)	Jan. 24, 1878
Citizens', (Pittsburgh,)	Dec. 28, 1877
Coalville,	Jan. 22, 1878
Continental,	Feb. 26, 1878
Easton and South Easton,	Feb. 8, 1878
Empire,	Jan. 24, 1878
Erie City,	Feb. 6, 1878
Federal Street and Pleasant Valley,	Jan. 18, 1878
Frankford and Southwark Philadelphia City,	Dec. 29, 1877
Germantown,	Jan. 30, 1878
Green and Coates Streets,	Feb. 1, 1878
Harrisburg City,	Jan. 11, 1878
Hestonville, Mantua and Fairmount,	Feb. 8, 1878
Lombard and South Streets,	Jan. 11, 1878
Manayunk and Roxborough Inclined Plane,	Jan. 28, 1878
People's, (Philadelphia,)	Feb. 1, 1878
People's, (Scranton,)	Dec. 21, 1877
Philadelphia City,	Feb. 1, 1878
Philadelphia and Darby,	Feb. 1, 1878

Name of company.	Report filed.
Philadelphia and Gray's Ferry,	Jan. 30, 1878
Pittsburgh, Allegheny and Manchester,	Dec. 21, 1877
Pittsburgh and Birmingham,	Dec. 22, 1877
Pittsburgh, Oakland and East Liberty,	Jan. 28, 1878
Pittston,	Feb. 8, 1878
Reading City,	Feb. 4, 1878
Ridge Avenue,	Feb. 1, 1878
Riverside Horse,	Feb. 5, 1878
Schuylkill River,	Feb. 9, 1878
Second and Third Streets,	Feb. 8, 1878
Seventeenth and Nineteenth Streets,	Jan. 28, 1878
South Side,	Feb. 19, 1878
Stroudsburg,	Feb. 5, 1878
Thirteenth and Fifteenth Streets,	Feb. 8, 1878
Union, (Philadelphia,)	Feb. 2, 1878
Union, (Warren,)	Jan. 2, 1878
West Philadelphia,	Feb. 12, 1878
Wilkes Barre and Kingston,	Jan. 23, 1878
Williamsport,	March 20, 1878

Canal and Navigation Companies :

Delaware Division,	Jan. 22, 1878
Delaware and Hudson,	Feb. 12, 1878
Lehigh Coal and Navigation,	Mar. 11, 1878
Monongahela Navigation,	Feb. 1, 1878
Muncy,	Jan. 25, 1878
Pennsylvania,	Feb. 7, 1878
Schuylkill Navigation,	Feb. 1, 1878
Schuylkill Navigation, lessees,	Mar. 20, 1878
Susquehanna,	Jan. 18, 1878
Susquehanna, lessees,	Mar. 20, 1878
Union,	Jan. 21, 1878

Telegraph Companies :

American District,	Feb. 14, 1878
Atlantic and Ohio,	Feb. 25, 1878
Pacific and Atlantic,	Feb. 26, 1878
Philadelphia Local,	Dec. 24, 1877
Philadelphia, Reading and Pottsville,	Mar. 21, 1878
Rockhill,	Jan. 31, 1878
Western Union,	Feb. 25, 1878

LIST OF THE CORPORATIONS

Furnished with blanks to contain a statement of their operations and affairs for the year 1877, that failed to make returns according to the prescribed form, on or before the 31st day of January, 1878, as is required by law, and which had not filed such returns up to the 6th day of July, 1878.

NAME OF COMPANY.	OPERATED BY
Allegheny Valley	
Bald Eagle Valley,	Penna. R. R. Co.
Bedford and Bridgeport,	do. do.
Chartiers,	Pittsburgh, Cincinnati and St. Louis R. R. Co.
Cleveland and Pittsburgh,	Penna. Co.
Columbia and Port Deposit,	Penna. R. R. Co.
Connecting,	do. do.
Danville, Hazleton and Wilkes Barre,	Penna. R. R. Co.
Delaware River and Lancaster.	
East Brandywine and Waynesburg,	Penna. R. R. Co.
Ebensburg and Cresson,	Penna. R. R. Co.
Elmira and Williamsport,	Northern Central R. R. Co.
Erie.	
Erie and Pittsburgh,	Penna. R. R. Co.
Harrisburg, Portsmouth, Mount Joy and Lancaster,	do. do.
Junction, (operated by Pennsylvania, Reading and Baltimore Railroad Companies).	
Lawrence.	
Lehigh and Eastern.	
Lewisburg Centre and Spruce Creek,	Penna. R. R. Co.
Mifflin and Centre County,	do. do.
New Castle and Beaver Valley,	Penna. Co.
Newry,	Penna. R. R. Co.
Northern Central.	
Pennsylvania,	Penna. R. R. Co.
Pennsylvania and Delaware,	do. do.
Philadelphia and Erie,	do. do.
Philadelphia and Merion,	(Not completed; G. B. Roberts, president.)
Philadelphia and Trenton,	Penna. R. R. Co.
Philadelphia, Wilmington and Baltimore.	
Pittsburgh, Cincinnati and St. Louis.	
Pittsburgh, Fort Wayne and Chicago, (lessees,)	Penna. Co.
Pittsburgh, Virginia and Charleston.	
Shamokin Valley and Pottsville,	Northern Central R. R. Co.
South-West Pennsylvania,	Penna. R. R. Co.
Summit Branch.	
Sunbury and Lewistown,	do. do.
Tyrone and Clearfield,	do. do.
Western Pennsylvania,	do. do.

Telegraph Company:

Erie County.

It was the design of the laws relating to the subjects embraced in this volume, that it should contain a report, in detail, for the year 1877 of the operations and affairs of each railroad, canal, navigation, and telegraph company whose works or lines are in whole or in part within the limits of the Commonwealth, with such other information as the head of the Department should direct. For reasons that appear in the caption of the last preceding list, the returns of a large number of corporations therein named are not embraced in this report. The Department regrets as well the absence of these returns as the necessity that compels it to exercise the only power it has in the premises, to wit: To communicate the facts to the Attorney General and request him to institute proceedings against these corporations, to enforce their compliance with the law. To that end, a copy of the list mentioned, accompanied by the following letter, was submitted to that officer:

DEPARTMENT OF INTERNAL AFFAIRS,
HARRISBURG, July 6, 1878.

Hon. GEORGE LEAR,
Attorney General:

SIR: I herewith transmit a list of the names of the corporations that failed to comply with the provisions of the Constitution (art. xvii, sec. 11) and of the acts of Assembly, approved, respectively, on the 9th day of April, 1860, (P. L. 61,) and the 15th day of May, 1874, (P. L. 193,) and earnestly, yet respectfully, request that you will at once institute such proceedings against these corporations as you may deem proper to enforce the penalty incurred by their neglect to comply with the requirements of said acts.

I am, sir,
Truly yours,

WM. McCANDLESS,
Secretary of Internal Affairs.

TABULATED RESULTS

COMPILED FROM REPORTS OF COMPANIES.

Sharon,	355,000	00			355,000	56	25,500	00	35,000	00				
Shenango and Allegheny,	1,052,995	22	131,329	34	1,184,324	56	25,000	00	32,801	20	2,854	99		
Somerset and Mineral Point,	174,091	64	16,900	00	191,591	64	3,000	00	19,193	88	1,856	04		
South Mountain Railway and Mining,	342,841	34			342,841	34			19,046	74	45,639	29		
Southern Pennsylvania Railway and Mining Co.,	625,000	00	349,065	86	974,065	86	50,000	00	29,761	90				
Stony Creek,	490,283	71			490,283	71	39,156	58						
Tioga,	1,529,925	71	497,835	93	2,027,761	64	37,901	51	22,699	20	80,085	49		
Trescow,	230,866	81			230,866	81								
Waynesburg and Washington,	137,622	25	15,598	00	153,220	25	1,200	00	4,975	00	563	00		
West Chester,	159,798	04	46,087	60	205,835	64	22,996	60	17,755	33	5,115	28		
West Chester and Philadelphia,	1,877,737	95	200,249	70	2,077,987	65	336,632	81	71,396	87	7,614	05		
Western Maryland,	4,288,252	83	180,753	68	4,469,006	51	25,000	00						
Wheeling, Pittsburgh and Baltimore,	464,006	31			464,006	31	10,000	00	14,500	20				
Wilcox and Howard Hill Improvement Co.,	72,428	98			72,428	98								
Wilmington and Northern,	1,203,100	00			1,203,100	00								
Total,	\$295,229,244	76	\$54,324,323	81	\$349,553,568	57	\$11,333,507	74	\$2,358,457	95	\$400,401	66		

TABLE C.—CHARACTERISTICS OF ROAD.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length in miles of leased roads.	Total number of miles operated.	Number of wooden bridges.	Number of stone bridges.	Number of iron bridges.	Number of depots or stations.	Number of wood and water stations.	Number of tunnels.	Number of engines.	Number of first-class passenger cars.	Number of second class passenger cars.	Number of baggage, mail, and express cars.	Number of freight cars of all classes.
Allentown,	40.30			40.30	1			1							
Atlantic and Great Western,	378.50	35.33	89.23	728.67	94	3	7	93	76		165	14	29	31	2,594
Bachman Valley,	9.00			9.00	8			6	1						
Barclay Railroad Company,	16.23			22.23	11			8	3		5	2		1	368
Bellefonte and Snow Shoe,	21.02		4.01	33.04	21			9	2		5	2			100
Bell's Gap,	8.03			9.00	6			5	1		2				38
Berlin,	7.00			7.00	2			3	1						
Buffalo Valley,	8.12			8.12	9			16			1				1
Buffalo, New York and Philadelphia,	120.55			138.88	56	6	2	29	12		23	12	3	4	1,048
Catasauqua and Fogelsville,	20.00	5.00		33.00	2	3	5	32	7		6	3		1	615
Catawissa,	94.00	4.50		105.50	22		2	23		3					
Chester Creek,	7.25			7.25	10		1	8	1						
Chester and Delaware River,	4.10			5.90	3		1	2	2						
Chester Valley,	21.50			21.50	32	26		16	2						
Chestnut Hill,	4.12½			4.12½	3	1		8							
Cleveland and Pittsburgh,	167.00	32.00		281.00											
Colebrookdale,	12.80			14.91	2		1	9	1						
Corning, Cowanesque and Antrim,	53.00	11.00		72.11							18	4	2		671
Cornwall,	7.47				7	7	5	15	2		3				167
Cumberland Valley,	82.20		42.81	138.31	2	4	3	48	8		20	22	3	6	283
Delaware and Hudson Canal Company,	95.01		18.69	100.62				16	12		33	6		6	67
Delaware, Lackawanna and Western,	115.00	92.50		281.50	11	5	10	47	36	3	156	46	7	22	16,123
Delaware Western,	20.00			24.30	13		2	12	2		3	3		2	30
Dillsburg and Mechanicsburg,	8.00			8.00	6			2							
Dunkirk, Allegheny Valley and Pittsburgh	106.50			106.50	24	1	2	21	12		12	7	2	2	90
East Broad Top,	30.00			35.56	17			9	6	2	6	2		2	174
East Mahanoy,	7.54	3.16		14.50	5		6	5	2						
East Pennsylvania,	36.00			70.90	22	7	4	12	5	1					
Ebensburg and Cresson,	11.00			11.00	1			3	1						

Edgewood,	1.00			1.00				1		1									
Elmira and Williamsport,	78.00			78.00															
Eminton, Shippensburg and Clarion,	20.70			82.30	4			20	6		6	2	3	2					84
Eric and Pittsburgh,	101.24			101.24															
Fayette County,	12.66			12.66	22			16	1										
Foxburg, St. Petersburg and Clarion,	8.40			8.40				3	1		2	2							18
Frankford and Holmesburg,	4.16				2			7	1										
Geneva, Hornellsville and Pine Creek,	122.00			122.00															
Greenlick Narrow Gauge,	3.50			3.50	5			3	1		1		1						17
Hanover Junction, Hanover & Gettysburg,	30.00			32.55	19		1	16	5		8	3	3						59
Hanover Junction and Susquehanna,	34.00			34.00															
Harrisburg and Potomac,	21.00	2.00		24.00	26			14	3		3		1						6
Huntingdon and Broad Top Mountain,	45.00	15.86		77.30	28		4	28	8		18	4							51
Hanover and York,	18.60			18.60															
Ironton,	10.00			13.50	5				2		2								1
Jamestown and Franklin,	51.10	1.05		52.15	10		1	13	11	1									
Jefferson,	45.50			53.50	51	1		7	7										
Karns City and Butler,	17.00			17.66	4			13	3		4	1	3	2					42
Lake Shore and Michigan Southern,	540.37	324.23	152.09	1,870.28	71	11	45	201	80	2	640	145	9	81					8,479
Lancaster and Reading, (narrow gauge,)	94.00	15.30		49.30															
Lawrenceville and Evergreen,	2.61			2.72	8	1		10	2		1	1	1						1
Lehigh and Lackawanna,	36.00			37.40	2			4	1										
Lehigh and Susquehanna,	105.00	49.75	45.50	336.00	37	21	18	45	19		90	15	11	1					18,216
Lehigh Valley,	161.00	126.96	9.60	328.98	26	5	26	110	45	1	234	72		36					24,824
Ligonier Valley,	10.50			11.00	7			9	3		1	1	1	1					6
Little Saw Mill Run,	3.00			4.00	4			2	1		3		1						73
Littlestown,	9.30			9.30	5			6	1										
Little Schuylkill Navigation,	28.20	3.00	7.50	65.90															
Lykens Valley,	20.00	.75		20.75	33		2	16	7	1									
McKean and Buffalo,	22.15			24.60	19			7	3		1	1		1					4
Mill Creek and Mine Hill Navigation,	3.80	2.93		19.97	10		2	7	2										
Mine Hill and Schuylkill Haven,	42.50			137.50	78	2	1												
Monongahela Inclined Plane,							1	2			2	2							
Mont Alto,	10.50			11.83	4			12	1		1								2
Montrose,	28.00				4			13	3		2	1	1	1					14
Mount Carbon and Port Carbon,	2.50			18.17	8	1		2	2										
Mount Oliver Inclined Plane, . . . . .	.27				1		4	2				2							
Mount Pleasant and Broad Ford,	9.60			10.60	16			8	1										
Muncy Creek,				8.00	4			4	2		2	1	1						
Nesquehoning Valley,	16.50	1.12		24.42	12			12	4										
New Castle and Beaver Valley,	14.97			18.97	6	2		7	2										
New Castle and Franklin,	36.25	1.75		39.70	7			20	2		3	1	1						16
New Castle and Mining,	3.75							1			3								80

TABLE C.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length in miles of leased roads.	Total number of miles operated.	Number of wooden bridges.	Number of stone bridges.	Number of iron bridges.	Number of depots or stations.	Number of wood and water stations.	Number of tunnels.	Number of engines.	Number of first-class passenger cars.	Number of second class passenger cars.	Number of baggage, mail, and express cars.	Number of freight cars of all classes.
Newry,	1.00			1.17				1							
North-East Pennsylvania,	9.80			10.70				11							
North Pennsylvania,	55.60	32.60		187.70	4	1	25	54	12	2	58	65		30	1,205
Olean, Bradford and Warren,	6.00			6.00	1			7	1		1		1		26
Parker and Karns City,	10.50			11.73				11	3		4	3			43
Peach Bottom,	60.00			60.00	18			38	6		5	3	6		41
Pennsylvania Coal,	100.00	15.87		115.87	5			6		1		10			2,610
Pennsylvania Inland,	35.00														
Pennsylvania and New York Canal and People's,	104.55			118.22	17		20	29	18		50				1,529
Perkiomen,	6.00			6.45				7	2		3	3	10	1	4
Philadelphia and Baltimore Central,	38.50		11.00	45.10	8		14	26	4	1					
Philadelphia and Chester County,	46.00			64.00	28		2	32	3		10	8		3	115
Philadelphia, Germantown and Norristown,	30.00														
Philadelphia, Germantown and Norristown,	17.00	14.62		38.99	16	9	1	21	4		24	45		18	192
Philadelphia and Reading,	98.04	228.60	416.00	1,486.00	134	76	45	209	9	415	244	90	59	59	19,474
Pickering Valley,	11.30		.60	11.90	2		3	9							
Pittsburgh and Castle Shannon,	6.00	3.12	.88	10.00	4			16		2	6	4		1	5
Pittsburgh and Connellsville,	153.76	1.90	22.50	211.26	13	1	28	70	26	4	16	15		7	164
Pittsburgh, Titusville and Buffalo,	95.00	25.00		153.00	10			66	23		32	10	9	6	208
Plymouth,	9.25				11		2	4	1						
Reading and Columbia,	40.00	11.77	15.25	76.32	75	2	2	35	13		10	7		1	81
Salisbury,	8.40	1.95		10.35	4			4	1						
Schuylkill Valley Navigation and RR. Co.,	11.00	10.20		21.20	20	6	1	10	1		1				
Sharon,	9.00	4.00		14.00	6			5	2						
Shenango and Allegheny,	46.00			54.27	23			12	4		8	3	1	2	21
Somerset and Mineral Point,	9.10				1	5		8	1		1	1	1	1	2
South Mountain,	55.00	20.00		75.00											
Southern Pennsylvania Railway and Mining Company,	21.00	2.00		23.00	3			15	2						

State Line and Sullivan,	24.00			25.00	10			7	8		1						
Stony Creek,	16.30			11.20			3	8	1								
Tioga,	50.00	4.00		67.40				21	9		16	8				8	933
Treackow,	6.50		6.60	7.20			2	2	2								
Waynesburg and Washington,	27.80			27.97	3			16	4		2	1	1				8
West Chester,	9.00			9.00		1		9	2		1	2				1	
West Chester and Philadelphia,	26.30		9.00	40.30	16		7	33	5		10	20				4	67
West Chester and Phoenixville,	14.00			14.00													
Western Maryland,	90.00			100.20	116			58	9		13	21	5			8	256
Wheeling, Pittsburgh and Baltimore,	32.00			33.00	12	1		10	4	6							
Wilcox and Howard Hill Improvement Co.,	94.00																
*Wilmington and Reading, now Wilmington and Northern,	63.60			74.50	16			38	9		11	4	4			3	137
Total,	4,805.77	1,101.82	850.26	†9,329.17	1,549	209	309	1,798	811	39	2,182	854	215		354		101,463

* Operated for seven days by commissioners.
 † Includes sidings and double track.

TABLE D.—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 through freight for the year on main road.	Gross amount of tonnage for the year, 2,000 lbs. per ton.
Atlantic and Great Western,	1,022,194	3,506,085	.. . . .	91,291	833,190	1,572,682	2,761,493
Bachman Valley, . . . . .	.. . . .	.. . . .	.. . . .	1,428	1,428	.. . . .	6,097
Barclay Railroad,	17,841	.. . . .	71,910	3,493	7,942	363,260	866,958
Bellefonte and Snow Shoe,	17,735	13,869	14,859	3,698	12,475	58,376	69,672
Bell's Gap,	26,233	26,233	.. . . .	7,509	8,241	78,407	78,407
Berlin,	1,820	.. . . .	.. . . .	.. . . .	4,386	.. . . .	1,070
Buffalo Valley,	11,500	.. . . .	11,500	4,240	7,313	8,630	8,630
Buffalo, New York and Philadelphia,	115,804	296,226	.. . . .	1,428	136,025	234,659	503,317
Catasauqua and Fogelsville,	25,040	25,040	26,292	661	9,367	49,324	251,675
Corning, Cowanesque and Antrim,	93,600	.. . . .	158,102	1,270	57,216	156,301	422,609
Cornwall, . . . . .	.. . . .	18,149	.. . . .	.. . . .	.. . . .	281,866	410,605
Cumberland Valley,	191,699	148,611	.. . . .	12,673	349,141	5,157	320,510
Delaware and Hudson Canal Company,	77,342	55,783	355,908	1,045	119,215	57,346	1,500,373
Delaware, Lackawanna and Western,	421,893	556,369	1,616,991	7,126	474,645	42,132	2,922,803
Delaware Western, . . . . .	.. . . .	28,170	.. . . .	8,017	28,267	72,218	88,218
Dillsburg and Mechanicsburg,	3,794	7,379	.. . . .	.. . . .	.. . . .	51,835	51,835
Dunkirk, Allegheny Valley and Pittsburgh,	111,442	325,587	.. . . .	5,764	115,278	337,101	419,018
East Broad Top,	25,844	67,928	.. . . .	457	28,295	61,857	116,130
Edgewood, . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	52,223	52,223
Emlenton, Shippenville and Clarion, . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	209,390	.. . . .	36,367
Foxburg, St. Petersburg and Clarion,	3,369	.. . . .	.. . . .	.. . . .	15,158	.. . . .	793
Frankford and Holmesburg,	10,024	1,200	.. . . .	.. . . .	89,787	.. . . .	9,922
Greenlick Narrow Gauge, . . . . .	.. . . .	3,500	.. . . .	.. . . .	.. . . .	18,267	18,267
Hanover Junction, Hanover and Gettysburg,	39,000	40,500	.. . . .	19,523	46,897	4,218	46,572
Harrisburg and Potomac, . . . . .	.. . . .	16,589	.. . . .	.. . . .	9,594	35,373	35,373
Huntingdon and Broad Top Mountain,	57,000	27,730	112,170	6,696	47,362	283,006	386,316
Ironton, . . . . .	.. . . .	9,500	.. . . .	.. . . .	.. . . .	73,387	73,387
Karns City and Butler,	18,000	10,100	.. . . .	14,650	116,000	8,000	14,670
Lake Shore and Michigan Southern,	2,363,504	5,674,685	60,111	2,742,737	564,591	5,513,798

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Lawrenceville and Evergreen,	16,520			1,304	30,808		87,103
Lehigh and Lackawanna,				500	12,004		3,028,446
Lehigh and Susquehanna,	247,600	186,551	1,148,213		316,745		6,898,700
Lehigh Valley,					826,791		119,251
Little Saw Mill Run,	7,500		10,000	17,271	17,271	119,251	119,251
McKean and Buffalo,			29,016	1,293	12,826	71,773	75,982
Monongahela Inclined Plane,					334,604		
Mont Alto,			16,136	28,679	33,824	4,931	6,174
Montrose,					12,104		7,463
Mount Oliver Inclined Plane,	23,000			185,354	185,354		
Muncy Creek,	7,512				6,064	13,187	13,187
New Castle and Franklin,	26,932	25,116		4,149	44,432	30,003	42,562
New Castle and Mining,							4,860
North-East Pennsylvania,	27,474	3,120			83,063		20,771
North Pennsylvania,	693,264	358,479		143,768	1,368,498	423,298	858,467
Olean, Bradford and Warren,	360	360			2,300		258
Parker and Karns City,	46,300	24,300		37,390	296,000	19,200	35,098
Peach Bottom,					59,258		23,285
Pennsylvania Coal,				1,459	2,437	908,024	1,041,487
Pennsylvania and New York Canal and,	260,182	231,159	370,505	53,133	170,853		1,813,395
Philadelphia and Baltimore Central,	103,553	56,589		101,307	227,913	74,476	143,110
Philadelphia and Reading,	1,694,412	1,965,981	5,066,651	799,088	6,674,899	8,378,001	11,833,826
Pittsburgh and Castle Shannon,	37,660		25,600	102,439	188,994		79,758
Pittsburgh and Connellsville,	399,663	740,830	162,626	18,068	737,914	290,226	1,551,552
Pittsburgh, Titusville and Buffalo,	144,557	341,483		10,211	817,914	163,143	724,433
Reading and Columbia,	133,490		137,495	64,198	207,619		802,187
Salisbury,							83,264
Shenango and Allegheny,					33,533		349,229
Somerset and Mineral Point,	14,195	11,856		13,135	19,702	5,132	7,162
State Line and Sullivan, (mixed trains,)	26,508	26,508	26,508	274	8,482		
Stony Creek,	20,168	9,360			42,189		14,021
Tioga,	251,743			4,162	77,341	426,335	478,742
Waynesburg and Washington,	5,000						
West Chester and Philadelphia,	223,392	16,848	30,632	99,472	804,031	22,494	97,726
Western Maryland,	378,196				339,111		131,367
Wheeling, Pittsburgh and Baltimore,	20,032	20,032		182	52,316		20,263
Wilmington and Reading, now Wilmington & Northern,	85,552	44,377		715	64,695	3,971	217,830
Total,	11,529,843	14,921,682	9,385,614	1,849,307	19,078,311	14,430,178	46,582,083

C RAILROAD REPORT.

TABLE E.—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.
Atlantic and Great Western,	46,848	799,365	493,976	55,806		79,951	245,944
Bachman Valley,	1,228						500
Barclay Railroad,		362,678					
Bellefonte and Snow Shoe,	76	55,766	22			522	
Bell's Gap,		77,365	7			4	
Buffalo Valley,		6,380	15	8	3	24	
Buffalo, New York and Philadelphia,	109,283	165,560	62,829	822	2,195	4,139	
Catasauqua and Fogelsville,	15,994	5,011		18,175	126	745	119,450
Corning, Cowanesque and Antrim,	972	575,292				318	
Cornwall,	107,122			79,972			190,270
Cumberland Valley,	99,039	16,985	865	6,504	2,534	1,904	34,570
Delaware and Hudson Canal Company,	1,495,718						43,765
Delaware, Lackawanna and Western,	2,468,213	9,977	3,706	25,281	68,375	25,136	11,396
Delaware Western,	3,009	56,427	79	129		9,977	7,352
Dunkirk, Allegheny Valley and Pittsburgh,	7,819	115,378	242,604	32	2,345	1,280	
East Broad Top,	1,742	97,629	66	10,783			547
Edgewood,		52,223					
Emilonton, Shippenville and Clarion,	493	5,166			13		
Foxburg, St Petersburg and Clarion,		258					
Greenlick Narrow Gauge,		11					18,119
Hanover Junction, Hanover and Gettysburg,	9,077						6,877
Harrisburg and Potomac,	6,085	508		1,069	280		21,381
Huntingdon and Broad Top Mountain,	1,357	327,645	158	11,525	786	167	16,938
Ironton,	7,537						47,469
Lake Shore and Michigan Southern,	110,551	644,745	769,387	56,112	17,398	118,225	13,236
Lehigh and Lackawanna,	9,769	13	5			130	11,600
Lehigh and Susquehanna,	2,804,237	960	586	6,100	6,580	8,560	62,221
Lehigh Valley,	4,885,579	29,161	300,259	233,472	49,180		392,487
Little Saw Mill Run,		119,251					

McKean and Buffalo,	284	71,153					
Mont Alto,	2,204	292		290		1,008	447
Monroese,	3,453						
New Castle and Franklin,		17,525	426	674		7,499	4,418
New Castle and Mining,		4,800					
North-East Pennsylvania,	7,918	109	23		16		2,334
North Pennsylvania,	355,929	3,012	2,313	22,013	5,534	5,977	81,726
Peach Bottom,	619				1,394		
Pennsylvania Coal,	1,038,845						
Pennsylvania and New York Canal and,	1,021,165	340,501	69,810	3,850	3,136		
Philadelphia and Reading,	7,951,005	174,951	324,376	228,867	45,062	175,108	381,170
Pittsburgh and Castle Shannon,		78,551			600		
Pittsburgh and Connellsville, (coke,)	699,276	438,792	100,251	18,524	6,544	61,797	22,311
Pittsburgh, Titusville and Buffalo,	23,722	239,354	235,708				30,209
Reading and Columbia,	201,809						
Salisbury,		83,041					
Shenango and Allegheny,		110,439	222,881			84	574
Somerset and Mineral Point,		144	84			36	
State Line and Sullivan,	25,839						
Stony Creek,	3,561		74		20	101	
Tioga,	1,401	447,071	10	60		104	142
West Chester and Philadelphia,		44,258					
Western Maryland,		48,995					775
Wheeling, Pittsburgh and Baltimore,		2,270	20	5			275
Wilmington and Northern,	50,373	37,018		22,534		22,809	22,821
Total,	23,479,101	5,663,070	2,836,540	802,597	212,047	526,205	1,741,124

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

NAME OF COMPANY.	Stone and Lime.	Agricultural products.	Merchandise & Manufactures.	Live Stock.	Lumber.	Other articles.
Atlantic and Great Western,	23,103	298,940	258,162	29,428	78,100	371,870
Bachman Valley,	1,984		2,052		333	
Barclay Coal Company,		544	539		1,420	1,774
Bellefonte and Snow Shoe,	386	855	325		6,244	5,493
Bell's Gap,	34		270		562	164
Buffalo Valley,	1,103	295	308		510	3
Buffalo, New York and Philadelphia,	1,721	24,600	30,220	6,711	40,260	54,975
Catasauqua and Fogelsville,	81,896	1,668	5,095		3,253	259
Corning, Cowanesque and Antrim,	627	11,472	9,497	40	21,472	2,019
Cornwall,	23,189					10,050
Cumberland Valley,	2,305	61,669	52,216	7,501	30,048	4,370
Delaware and Hudson Canal Company,		14,070	13,021	2,887	11,028	4,884
Delaware, Lackawanna and Western,	39,041	83,103	88,605	3,060	86,584	10,326
Delaware Western,	1,985	1,096	4,276	7	2,814	1,067
Dunkirk, Allegheny Valley and Pittsburgh,	2,749	9,926	8,724	1,087	18,393	1,919
East Broad Top,	14	1,612	2,913		823	
Emlenton, Shippenville and Clarion,		3,338	19,238		9,806	332
Foxburg, St. Petersburg and Clarion,		100	330		32	48
Greenlick Narrow Gauge,			25		111	
Hanover Junction, Hanover and Gettysburg,	8,591		17,584	1,465	3,176	
Harrisburg and Potomac,	40	3,025	692	2	746	1,555
Huntingdon and Broad Top Mountain,	8,833	172	8,454	200	12,081	
Ironton,	17,034					1,319
Lake Shore and Michigan Southern,	127,797	1,182,271	569,865	409,150	489,976	1,005,085
Lehigh and Lackawanna,	13,400	880	416	180	310	400
Lehigh and Susquehanna,	20,178	14,764	40,710	370	59,180	4,020
Lehigh Valley,	73,012			26,579	73,075	769,893
Little Saw Mill Run,						3,000
McKean and Buffalo,	188	129	1,468		2,808	
Mont Alto,		678	523		142	
Montrose,					1,079	2,412

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Muncy Creek,		1,400	3,006	208	7,574	1,064
New Castle and Franklin,				31	6,337	109
North-East Pennsylvania,	116	3,245	6,018		939	32
North Pennsylvania,	28,018	152,571	189,303	8,054	43,818	10,109
Olean, Bradford and Warren,			258			
Peach Bottom,	4,524	1,880			914	13,914
Pennsylvania Coal,			1,351		1,291	
Pennsylvania and New York Canal and,	2,936		323,837	25,067	18,090	
Philadelphia and Reading,	387,910	535,164	140,210	25,015	243,656	1,221,332
Pittsburgh and Castle Shannon,					300	287
Pittsburgh and Connellsville,	39,378	19,325	86,409	1,439	21,048	36,458
Pittsburgh, Titusville, and Buffalo,	5,449	12,075	46,954		54,773	76,189
Reading and Columbia,			100,378			
Salisbury,					223	
Shenango and Allegheny,	326	1,978	4,126	103	7,067	1,131
Somerset and Mineral Point,	264	84	3,120	270	2,440	720
Stony Creek,	256	3,474	5,422	160	915	38
Tioga,	1,002	9,529	11,274	201	7,948	
West Chester and Philadelphia,	8,239	10,087	22,696		6,180	6,216
Western Maryland,	3,422	21,022	33,205	4,350	11,027	8,768
Wheeling, Pittsburgh and Baltimore,	9,375	675	1,957	2,015	2,028	1,643
Wilmington and Reading, now Wilmington and Northern,	21,380	3,140	23,087		9,668	
Total,	962,355	2,490,856	2,154,099	555,380	1,401,602	3,636,240

TABLE F.—RECEIPTS.

NAME OF COMPANY.	Passengers.		Freight.		Mail and Express.		Miscellaneous.		Total.	
Allentown,	\$777	18	\$2,404	22	\$56	14	\$181	67	\$3,419	21
Atlantic and Great Western,	734,275	57	2,911,543	50	96,814	48	56,529	31	3,961,506	66
Bachman Valley,	440	32	1,964	67	157	07			2,562	06
Barclay Railroad,	2,583	80	44,103	47	453	37	619	59	47,773	23
Bellefonte and Snow Shoe,	4,638	39	39,888	65			4,128	30	48,655	34
Bell's Gap,	1,625	61	39,965	36	364	12	8	80	41,963	89
Berlin,	1,271	30	913	79					2,184	09
Buffalo Valley,	980	80	2,066	55	387	86	58	02	3,523	23
Buffalo, New York and Philadelphia,	97,031	81	598,407	07	15,337	00	14,612	85	665,388	73
Catawauqua and Fogelsville,	2,483	54	87,447	42	228	14	499	45	90,658	55
Catawissa,									226,000	00
Chester Creek,									11,100	00
Chestnut Hill,									14,478	00
Colebrookdale,	2,636	47	4,302	09	149	09	1,287	28	8,374	88
Corning, Cowanesque and Antrim,	28,163	00	258,486	36	7,756	09	17,871	88	312,277	33
Cornwall,			84,070	69					84,070	69
Cumberland Valley,	165,287	86	321,075	33	14,838	75	18,649	43	519,851	37
Delaware and Hudson Canal Company,	48,240	79	617,611	69	3,026	91	52,646	93	721,526	32
Delaware, Lackawanna and Western,	268,135	68	2,954,636	39	48,673	07	346,214	21	3,817,659	35
Delaware Western,	10,615	64	32,806	49	747	01	1,176	92	45,346	06
Dillsburg and Mechanicsburg,	4,474	16	14,450	15	400	00			19,324	31
Dunkirk, Allegheny Valley and Pittsburgh,	61,725	60	253,672	18	6,187	85	20,686	85	312,272	48
East Broad Top,	9,720	52	64,646	72	1,015	99	4,209	15	79,591	48
Edgewood,			2,611	15					2,611	15
Emlenton, Shippenville and Clarion,	110,536	01	102,578	44	4,388	15	500	00	218,002	60
Foxburg, St. Petersburg and Clarion,	5,478	65	1,037	65			139	09	6,655	39
Frankford and Holmesburg,	4,580	55	1,382	58			35	28	5,998	41
Greenlick Narrow Gauge,			6,849	61					6,849	61
Hanover Junction, Hanover and Gettysburg,	22,445	21	26,610	82			5,647	75	55,955	69

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Hanover and York	20,452	83	42,230	65	1,385	87	398	00	64,408	85
Harrisburg and Potomac	2,398	74	8,799	26	170	67	184	13	11,552	80
Huntingdon and Broad Top Mountain	24,304	14	230,627	94	5,701	60	656	51	261,410	25
Ironton			20,195	68					20,195	68
Jamestown and Franklin	39,504	81	175,877	67	3,497	57			218,440	05
Karns City and Butler	68,170	49	45,242	84	1,352	08	345	69	115,111	20
Lawrenceville and Evergreen	2,461	72							2,461	72
Lehigh and Lackawanna	8,737	95	27,112	56			48	94	30,899	45
Lehigh and Susquehanna	72,153	03	1,865,345	44			2,035	58	1,939,534	05
Lehigh Valley	399,682	52	1,302,970	69	53,657	66	4,731,725	75	6,488,086	62
Little Saw Mill Run	1,548	55	24,966	61			2,166	63	28,681	69
Littlestown	4,661	76	11,780	67	255	11			16,706	54
Little Schuylkill Navigation									267,282	88
Lykens Valley									62,882	03
McKean and Buffalo	4,002	03	43,958	14	1,393	34	1,914	38	51,267	89
Mine Hill and Schuylkill Haven									321,800	00
Monongahela Inclined Plane	17,623	09					273	80	15,482	13
Mont Alto	5,518	04	3,005	27	526	77			9,050	08
Montrose	6,202	98	10,754	47	1,865	07	339	20	19,161	72
Mount Carbon and Port Carbon									36,250	00
Mount Oliver Inclined Plane	8,884	10	6	69			14	80	8,905	59
Muncy Creek	1,661	52	6,667	67	240	51			8,569	70
Nesquehoning Valley									130,000	00
New Castle and Beaver Valley									101,267	22
New Castle and Franklin	24,255	47	25,555	18	2,195	06			52,005	71
North-East Pennsylvania	13,642	62	8,781	33	35	71	396	00	22,855	71
North Pennsylvania	626,265	78	804,589	01	17,211	77	34,638	64	1,482,705	20
Olean, Bradford and Warren	572	00	261	00			833	00	833	00
Parker and Karns City	101,459	40	63,011	64	4,424	92	1,202	91	170,098	87
Peach Bottom	18,709	29	25,087	86	2,503	84	682	25	46,983	24
Pennsylvania Coal	2,080	80	6,483	85					8,564	65
Pennsylvania and New York Canal and	141,754	94	1,358,004	43	16,163	65	46,262	25	1,562,335	27
People's	8,973	37	260	85			419	83	9,654	05
Perkiomen	12,546	74	52,994	69	573	14	1,019	64	67,134	21
Philadelphia and Baltimore Central	103,570	82	162,739	50	7,290	33	2,071	58	275,672	23
Philadelphia and Reading	1,610,049	64	10,418,795	00	41,587	52	975,574	89	13,004,419	51
Pickering Valley	1,926	06	1,552	27	143	16	530	48	4,151	97
Pittsburgh and Castle Shannon	19,534	19	693	87	171	91	103,054	86	123,454	83
Pittsburgh and Connellsville	250,006	59	1,102,007	87	35,663	03	756	73	1,388,434	22
Pittsburgh, Titusville and Buffalo	174,063	69	494,135	67	14,878	06	3,995	76	687,073	18
Reading and Columbia	76,750	08	171,999	93	2,931	70	3,392	62	255,074	33
Salisbury			7,876	07			517	74	8,393	81
Shenango and Allegheny	24,003	03	226,904	80	2,856	79	274	00	254,033	62

TABLE F.—RECEIPTS—Continued.

NAME OF COMPANY.	Passengers.		Freight.		Mail and Express.		Miscellaneous.		Total.	
Somerset and Mineral Point,	\$4,852	59	\$3,504	53	\$970	73			\$9,327	85
Southern Pennsylvania Railway and Mining Company,	6,018	36	8,952	16	1,519	75			16,490	27
State Line and Sullivan,	4,385	15	22,819	28	941	79			28,146	22
Stony Creek,	8,270	91	5,571	90	507	66	\$1,548	17	15,898	64
Tioga,	30,419	78	296,249	16	2,711	69	4,696	33	334,076	96
West Chester and Philadelphia,	207,573	78	112,982	65	3,823	92	7,894	06	332,274	41
Western Maryland,	136,682	27	162,678	36	11,230	99	21,514	25	332,085	87
Wheeling, Pittsburg and Baltimore,	24,314	25	16,185	15	2,435	25			42,934	65
Wilmington and Reading, now }	406	50	873	12	816	75	817	87	2,914	24
Wilmington and Northern, . . . }	27,390	46	102,528	11	4,918	60	1,097	22	135,934	39
	\$5,031,695	52	\$27,907,095	48	\$449,595	22	\$6,498,395	20	\$42,078,109	36

TABLE G.—EXPENSES DURING THE YEAR.

NAME OF COMPANY.	Charged to cost of road & equipment.		Charged to maintenance of way and buildings.		Charged to maintenance of motive power and cars.		Miscellaneous.		Total.	
Allentown,			\$770	74			\$267	51	\$1,088	25
Atlantic and Great Western,	\$41,492	52	718,048	72	\$337,180	63	1,693,707	59	3,043,881	94
Bachman Valley,			690	25	1,166	40	679	40	2,536	05
Barclay Railroad,			20,442	05	11,775	05	43,550	83	75,767	93
Bellefonte and Snow Shoe,			12,159	47	4,866	07	22,825	68	39,851	23
Bell's Gap,			2,890	58	3,966	06	7,744	75	14,601	39
Berlin,	2,771	74	647	61			217	50	865	11
Buffalo Valley,							3,523	23	3,523	23
Buffalo, New York and Philadelphia,	117,844	23	96,174	02	42,762	90	189,857	01	328,793	93
Catasauqua and Fogelsville,			11,224	26	6,184	17	30,480	66	47,889	09
Catawissa,	68,380	46								
Colebrookdale,	877	25			378	86	27	66	406	52
Corning, Cowanesque and Antrim,	13,700	00	60,013	05	44,321	32	37,682	58	192,016	90
Corwall,	1,752	96	16,668	04	6,954	81	8,448	87	32,071	72
Cumberland Valley,			79,264	45	33,567	75	152,766	09	265,598	29
Delaware and Hudson Canal Company,			108,983	71	54,777	22	310,014	42	473,775	85
Delaware, Lackawanna and Western,	68,798	02	484,676	25	280,592	90	747,049	14	1,512,318	29
Delaware Western,	21,432	27	9,458	45	2,746	46	23,162	07	35,366	98
Dillsburg and Mechanicsburg,			2,327	23	3,700	00	4,064	92	10,092	15
Dunkirk, Allegheny Valley and Pittsburgh,	6,242	74	147,060	82	34,496	76	133,535	44	365,113	02
East Broad Top,	83	00	8,899	98	7,309	65	27,994	14	44,203	77
Edgewood,			27	71	104	84	1,152	49	1,285	04
Emlenton, Shippenville and Clarion,	186,070	40	19,278	07	11,130	65	61,209	78	91,618	50
Foxburg, St. Petersburg and Clarion,	112,358	22	2,039	11	3,377	97	6,887	95	12,305	03
Frankford and Holmesburg,			3,893	59	2,178	62	2,829	17	8,901	38
Greenlick Narrow Gauge,			1,193	84	382	95	2,258	10	3,834	89
Hanover Junction, Hanover and Gettysburg,	768	18	15,556	73	5,950	59	21,424	27	42,931	59
Hanover and York,	10,074	71	12,425	84	12,170	92	21,372	92	45,969	68
Harrisburg and Potomac,	75	25	2,619	17	267	62	5,465	76	8,352	55

TABLE G.—EXPENSES DURING THE YEAR.—Continued.

NAME OF COMPANY.	Charged to cost of road & equipment.		Charged to maintenance of way and buildings.		Charged to maintenance of motive power and cars.		Miscellaneous		Total.	
Huntingdon and Broad Top Mountain,	\$14,637	82	\$44,923	80	\$16,388	44	\$90,020	78	\$151,333	02
Ironton,			5,301	53	118	21	9,825	36	15,245	10
Jamestown and Franklin,	5,250	97					131,064	03	131,064	03
Karns City and Butler,			19,729	11	7,480	13	32,869	97	60,079	21
Lake Shore and Michigan Southern,	141,409	52	2,241,299	03	1,301,896	46	5,420,768	16	8,963,963	65
Lawrenceville and Evergreen,			1,309	93	240	23	1,570	32	3,120	48
Lehigh and Lackawanna,			9,433	88			14,128	76	23,562	64
Lehigh and Susquehanna,	93,916	79	207,685	12	200,894	53	640,035	70	1,048,615	35
Lehigh Valley,	810	29	794,089	42	1,091,430	36	1,456,046	90	3,341,566	68
Ligonier Valley,	49,460	65								
Little Saw Mill Run,			5,135	18	5,188	12	11,352	46	21,675	76
Littlestown,			7,769	17	4,063	02	4,403	45	16,235	64
Little Schuylkill Navigation, Railroad and Coal,							77,788	84	77,788	84
Lykens Valley,							1,541	77	1,541	77
McKean and Buffalo,	1,290	97	6,895	73	953	42	14,597	23	21,946	38
Monongahela Inclined Plane,							8,580	87	8,580	87
Mont Alto,			3,331	78	265	29	4,692	82	8,289	89
Montrose,	1,539	42	6,847	99	504	89	7,909	90	14,762	78
Mount Oliver Inclined Plane,			350	61			5,512	77	5,863	38
Muncy Creek,	256	20	32	89	73	25	5,935	66	6,041	80
New Castle and Beaver Valley,							10,544	20	10,544	20
New Castle and Franklin,	23,696	71	7,183	83	2,550	51	20,628	96	30,363	30
North-East Pennsylvania,	1,161	68	3,210	01			2,284	84	5,494	85
North Pennsylvania,	206,995	39	166,670	48	359,234	92	526,852	68	1,052,758	08
Olean, Bradford and Warren,	17,266	91					595	08	595	08
Parker and Karns City,	18,301	15	19,999	19	19,112	27	47,987	60	87,099	06
Peach Bottom,	1,588	30					31,615	09	31,615	09
Pennsylvania and New York Canal and,	113,291	39	196,061	44	122,713	84	602,263	01	921,038	20
Perkiomen,	895	01					8,788	59	8,788	59

Philadelphia and Baltimore Central,	17,758	59	73,806	12	36,523	11	105,729	43	215,618	66
Philadelphia and Reading,		49	1,147,818	90	1,224,299	84	5,905,716	71	8,277,303	51
Pickering Valley,	103						2,476	69	2,476	69
Pittsburgh and Castle Shannon,	4,882	27			9,814	65	110,804	85	120,619	50
Pittsburgh and Connellsville,			306,301	23	220,423	95	455,290	40	982,015	58
Pittsburgh, Titusville and Buffalo,			158,323	40	97,995	88	171,589	80	427,909	08
Reading and Columbia,	3,628	35	38,404	94	16,130	17	107,252	16	161,787	27
Salisbury,	44,117	91			13	20	7,446	64	7,459	84
Shenango and Allegheny,	16,920	95	33,582	17	23,583	46	61,592	24	118,757	87
Somerset and Mineral Point,			1,436	81	345	79	3,263	50	5,046	10
South Mountain Railway and Mining,							4,873	90	4,873	90
Southern Pennsylvania Railway and Mining Co.,			7,306	63	4,117	84	4,493	81	15,918	28
State Line and Sullivan,	10,300	00	14,876	29	3,705	96	26,978	11	45,560	36
Stony Creek,	1,853	91	4,467	06			2,025	32	6,492	38
Tioga,	22,982	12	46,523	01	59,917	38	101,029	05	207,469	44
Waynesburg and Washington,	16,753	00								
West Chester and Philadelphia,	15,450	04	48,565	44	24,481	30	115,248	82	188,295	56
Western Maryland,	57,430	45	45,318	51	37,593	58	137,028	48	219,940	57
Wheeling, Pittsburgh and Baltimore,			21,150	96	5,386	10	16,308	86	42,845	92
Wilmington and Reading, now }			349	39	185	65	1,031	70	1,566	74
Wilmington and Northern,	2,881	94	36,524	41	14,153	05	76,036	69	126,714	15
Total,	\$1,559,004	14	\$7,562,522	19	\$6,124,009	97	\$20,266,623	44	\$33,953,155	60

TABLE H.—ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Atlantic and Great Western,	1	2	1	7	6	5	8	14
Barclay Coal Company,			1				1	
Bellefonte and Snow Shoe,				2				2
Buffalo Valley,				1				1
Buffalo, New York and Philadelphia,			3	2			3	2
Corning, Cowanesque and Antrim,			1		2		3	
Cumberland Valley,						1		1
Delaware and Hudson Canal Company,			2	1	1		3	1
Delaware, Lackawanna, and Western,			5	4	15	2	20	6
Dunkirk, Allegheny Valley and Pittsburgh,			1	6	2		3	6
Emlenton, Shippenville and Clarion,		1			1		1	1
Huntingdon and Broad Top Mountain,				3	1		1	3
Karns City, and Butler,			1		2		3	
Lehigh and Susquehanna,				3		1	5	4
Lehigh Valley,	1	1	7	8	22	18	30	27
North Pennsylvania,		13	8	5	13	5	21	23
Parker and Karns City,				1	1		1	1
Peach Bottom,	2	10					2	10
Pennsylvania Coal,			4	3	5	5	9	8
Pennsylvania and New York Canal, and,	2	21	1	9	1	1	4	31
Philadelphia and Baltimore Central,			1	3			1	3
Philadelphia and Reading,	7	19	23	53	68	38	98	110
Pittsburgh and Castle Shannon,			1		1	1	2	1
Pittsburgh and Connellsville,	1	7	5	2	5	3	11	12
Pittsburgh, Titusville and Buffalo,			1	8	1	1	2	9
Reading and Columbia,			3	1	3	2	6	8
Tioga,					1		1	
West Chester and Philadelphia,	1			2	3		4	2
Western Maryland,			2				2	
* Wilmington and Reading, now Wilmington and Northern,			2	2	2		4	2
Total,	15	74	78	126	161	83	249	283

* Commissioner's report for 7 days.

TABLE I.—YEARLY RECEIPTS AND EXPENDITURES PROPORTIONED TO PENNSYLVANIA.

NAME OF COMPANY.	Earnings.		Cost of Road and Equipment.		Maintenance of way.		Motive power.		Miscellaneous.		Total expenditures.	
Allentown,	\$3,419	21							\$1,038	25	\$1,038	25
Atlantic and Great Western,	1,007,206	45	\$9,863	85	\$188,584	92	\$168,507	42	447,948	27	805,040	61
Bachman Valley,	2,562	06			690	25	1,166	40	679	40	2,536	05
Barclay Railroad,	47,763	23			20,442	05	11,775	05	43,550	83	75,767	93
Bellefonte and Snow Shoe,	48,655	34			12,159	47	4,866	07	22,825	68	39,851	22
Bell's Gap,	41,963	89			2,890	58	3,966	06	7,744	75	14,601	39
Berlin,	2,184	09	2,771	74	647	61			2,184	09	2,831	70
Buffalo Valley,	3,523	23							3,523	23	3,523	23
Buffalo, New York and Philadelphia,	230,411	45	41,208	81	33,302	95	14,807	87	65,743	61	113,854	43
Catasauqua and Fogelsville,	90,658	55			11,224	26	6,184	17	30,480	66	47,889	09
Catawissa,	226,000	00	68,880	46					224,000	00	224,000	00
Chester Creek,	11,100	00							10,884	00	10,884	00
Chestnut Hill,	16,478	00							14,478	00	14,478	00
Colebrookdale,	8,374	88	377	25	378	86			27	66	406	52
Corning, Cowanesque and Antrim,	145,981	62	11,450	00	46,488	75	34,333	75	67,923	35	148,745	85
Cornwall,	84,070	69	1,752	96	16,668	04	6,954	81	8,448	87	32,071	72
Cumberland Valley,	431,944	94			65,861	00	27,896	99	126,933	50	220,691	49
Delaware and Hudson Canal Company,	649,373	69			93,096	38	48,665	81	280,617	76	422,379	95
Delaware, Lackawanna and Western,	3,617,659	35	68,798	02	484,676	25	280,592	90	747,049	14	1,512,318	29
Delaware Western,	5,418	85	2,499	00	933	07	272	38	2,297	14	3,507	59
Dillsburgh and Mechanicsburg,	19,324	31			2,327	23	3,700	00	4,064	92	10,092	15
Dunkirk, Allegheny Valley and Pitts- burgh,	182,469	76	31,522	70	78,410	22	18,390	70	97,845	17	194,646	09
East Broad Top,	79,966	38	83	00	8,899	98	7,909	67	27,994	14	44,203	79
East Mahanoy,	25,583	00							25,315	19	25,315	19
Edgewood,	2,611	15			27	71	104	84	1,152	49	1,285	04
Elmira and Williamsport,	148,076	90							53,840	00	53,840	00
Emlenton, Shippenville and Clarion,	218,002	60	186,070	40	19,278	07	11,130	65	61,209	78	91,618	50
Fayette County,	9,000	00							726	20	726	20
Foxburg, St. Petersburg and Clarion,	6,655	39	112,358	22	2,039	11	3,377	97	6,887	95	12,305	03
Frankford and Holmesburg,	5,998	41			3,893	59	2,178	62	2,829	17	8,901	38

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SECRETARY OF INTERNAL AFFAIRS.

XIV

TABLE I.—YEARLY RECEIPTS AND EXPENDITURES PROPORTIONED TO PENNSYLVANIA—Continued.

NAME OF COMPANY.	Earnings.		Cost of Road and Equipment.		Maintenance of way.		Motive power.		Miscellaneous.		Total expenditures.	
Greenlick Narrow Gauge,	\$5,714	07			\$1,193	84	\$382	95	\$2,258	10	\$3,834	89
Hanover Junction, Hanover and Gettysburg,	55,955	69	\$768	18	15,566	73	5,950	59	21,424	27	42,931	59
Hanover and York,	64,463	85	10,074	71	12,425	84	12,170	92	21,372	92	45,969	68
Harrisburg and Potomac,	11,552	80	75	25	2,619	17	267	62	5,465	76	8,352	55
Huntingdon and Broad Top Mountain,	261,410	25	14,637	82	44,923	80	16,388	44	90,020	78	151,333	02
Ironton,	29,195	70			5,301	53	118	21	9,825	36	15,245	10
Jamestown and Franklin,	218,440	05	5,250	97					131,064	03	131,064	03
Karns City and Butler,	115,111	20			19,729	11	7,480	13	32,869	97	60,079	21
Lake Shore and Michigan Southern,	1,350,515	89	14,140	00	191,553	00	111,253	00	463,205	00	766,011	00
Lawrenceville and Evergreen,	2,461	72			1,309	93	240	23	1,570	32	3,120	48
Lehigh and Lackawanna,	30,899	45			9,433	88			14,128	76	23,562	64
Lehigh and Susquehanna,	1,939,534	05	98,916	79	207,685	12	200,894	53	640,035	70	1,048,615	35
Lehigh Valley,	4,454,174	61	810	29	498,155	47	684,686	12	913,420	72	2,096,262	31
Ligonier Valley,			49,460	65								
Little Saw Mill Run,	28,681	69			5,135	18	5,188	12	11,352	46	21,675	76
Littlestown,	16,706	54			7,769	17	4,063	02	4,403	45	16,235	64
Little Schuylkill Navigation,	267,282	88							77,788	84	77,788	84
Lykens Valley,	62,882	03							1,541	77	1,541	77
McKean and Buffalo,	51,267	89	1,290	97	6,395	73	953	42	14,597	23	21,946	38
Mill Creek and Mine Hill Navigation,	33,000	00										
Mine Hill and Schuylkill Haven,	321,800	00										
Monongahela Inclined Plane,	15,482	13							8,580	87	8,580	87
Mont Alto,	9,050	08			3,331	78	285	29	4,692	82	8,289	89
Montrose,	19,161	72	1,539	42	6,347	99	504	89	7,909	90	14,762	78
Mount Carbon and Port Carbon,	36,250	00										
Mount Oliver Inclined Plane,	8,905	59			350	61			5,512	77	5,863	38
Muncy Creek,	8,569	70	256	20	32	89	73	25	5,935	66	6,041	80
Nesquehoning Valley,	180,000	00										
New Castle and Beaver Valley,	*101,267	22							10,544	20	10,544	20
New Castle and Franklin,	52,005	71	28,698	71	7,183	83	2,550	51	20,028	96	30,843	30

North-East Pennsylvania,	22,855	71	1,161	08	8,210	01			2,284	84	5,494	86
North Pennsylvania,	1,482,705	20	200,065	30	106,070	48	359,234	92	520,852	08	1,052,758	08
Olson, Bradford and Warren,	833	00	17,200	91					595	08	595	08
Parker and Karns City,	170,098	87	18,301	15	10,999	19	19,112	27	47,987	60	87,090	06
Peach Bottom,	46,983	24	1,588	30					31,615	09	31,615	09
Pennsylvania Coal,	8,564	65							467,202	88	467,202	88
Pennsylvania and New York Canal and People's,	1,562,385	27	113,291	39	190,061	44	122,713	84	602,263	01	921,038	29
Perkiomen,	9,664	05										
Philadelpia and Baltimore Central,	67,134	21	895	01					8,788	59	8,788	59
Philadelphia, Germantown and Norris- town,	220,237	92	14,209	30	58,613	14	29,176	61	84,468	59	172,258	34
Philadelphia and Reading,	277,627	56							6,866	56	6,866	56
Pickering Valley,	13,004,419	51			1,147,316	96	1,224,269	84	5,905,716	71	8,277,303	51
Pittsburgh and Castle Shannon,	4,151	97	103	49					2,476	09	2,476	09
Pittsburgh and Connellsville,	123,454	83	4,882	27			9,814	65	110,804	85	120,619	50
Pittsburgh, Titusville and Buffalo,	1,334,604	92			294,426	18	211,877	79	437,638	04	943,942	01
Reading and Columbia,	687,073	18			158,323	40	97,995	88	171,589	80	427,909	08
Salisbury,	255,074	33	3,628	35	38,404	94	16,130	17	107,252	16	161,787	27
Schuylkill Valley Navigation and Rail- road Company,	8,393	81	44,117	91			13	20	7,446	04	7,459	84
Shenango and Allegheny,	29,450	00							28,802	50	28,802	50
Somerset and Mineral Point,	254,038	62	16,920	95	33,582	17	23,583	46	61,592	24	118,757	87
South Mountain Railway and Mining Co., Southern Pennsylvania Railway and Min- ing Company,	9,327	85			1,436	81	345	79	3,263	50	5,046	10
State Line and Sullivan,	4,873	90							4,873	90	4,873	90
Stony Creek,	16,490	27			7,306	63	4,117	84	4,493	81	15,918	28
Tioga,	46,254	21	10,300	00	14,876	29	3,705	96	26,978	11	45,560	36
Waynesburg and Washington,	15,898	64	1,853	91	4,467	06			2,025	32	6,492	38
West Chester and Philadelphia,	285,484	62	19,776	89	40,034	64	51,560	94	86,938	97	178,534	55
Western Maryland,			16,753	00								
Western Pennsylvania,	332,274	41	15,450	04	48,565	44	24,481	30	115,248	82	188,295	56
Wheeling, Pittsburgh and Baltimore,	1,852	24	319	06	251	76	208	85	761	27	1,221	88
§ Wilmington and Reading, now } Wilmington and Northern }	1,844	92	638	11	503	54	417	70	1,522	31	2,443	55
	22,808	90			11,236	49	2,861	44	8,664	05	22,761	98
	2,405	40			288	38	153	23	867	43	1,309	04
	115,166	64	2,378	58	30,640	00	11,794	15	63,663	92	106,098	07
Total,	\$37,498,602	98	\$1,263,829	06	\$4,415,574	90	\$3,923,183	20	\$13,841,940	08	\$22,180,698	18

* Rental for ten months.

† Includes preparing, loading, and unloading coal, &c.

‡ Paid out in dividends.

§ Commissioners' report for seven days.

TABLE I—CONTINUED.—MISCELLANEOUS INFORMATION PROPORTIONED IN PENNSYLVANIA.

NAME OF COMPANY.	Proportion of cost.		Proportion of equip- ment.		Value of real estate.		No. of employes.	No. of passengers carried.	No. of tons of freight carried.	Total miles laid.	Gauge—Feet.
Allentown,	\$1,084,002	19			\$23,509	48				40.30	4.8½.
Atlantic and Great Western,	245,420	30	*\$16,404	45			963	58,825	671,538	177.40	6.4, 9½ & 4.9½.
Bachman Valley,	112,412	29					10	13,292	44,895	9.00	4.8½.
Barclay Railroad,	450,000	00			1,000	00	80	7,942	866,967	22.23	4.8.
Bellefonte and Show Shoe,	823,291	10	184,890	23	28,051	00	51	12,475	69,672	33.04	4.8½.
Bell's Gap,	201,846	66	19,775	47			30	8,241	78,407	9.60	3. 16.
Berlin,	72,060	29			140	00	8		1,070	7.00	4.8½.
Buffalo Valley,	105,800	00	7,651	00	500	00	5	7,313	8,630	8.12	4.8½.
Buffalo, New York and Phila.,	1,855,918	60	361,387	50	8,000	00	80	47,608	176,160	46.00	4.8½.
Catasauqua and Fogelsville,	523,185	59	135,150	00	20,000	00	61	93,67	251,675	33.00	4.8½.
Catawissa,	6,206,628	08								132.51	4.8½.
Chester Creek,	376,322	87			10,000	00				7.25	4.8½.
Chester and Delaware River,	220,915	21			30,480	00				5.90	4.8½.
Chester Valley,	1,371,900	00			3,000	00				21.50	4.8½.
Chestnut Hill,	120,650	00			15,505	98				4.12½	4.8½.
Cleveland and Pittsburgh,	975,190	65	267,674	70						23.51	4.10.
Colebrookdale,	667,471	27			14,108	07				14.90	4.8½.
Corning, Cowanesque and An- trim,	1,300,000	00	349,056	00	41,233	71	62	89,945	298,802	48.36	4.8½ and 6.
Cornwall,	351,568	00	82,111	84	600	00	28		410,605	12.59	4.8½.
Cumberland Valley,	†1,568,295	92			100,000	00	260	289,714	265,764	111.40	4.9.
Delaware and Hudson Canal Company,	3,667,471	95					366	67,821	839,218	138.87	
Delaware, Lackawanna and Western,	16,873,404	82	5,867,908	95	6,075,704	67	2,000	474,645	2,922,803	281.51	4.8½.
Delaware Western,	*73,609	52	7,400	31			6	8,017	88,218	2.41	4.8½.
Dillsburg and Mechanicsburg,	177,429	16			3,100	00			51,835	8.00	4.9.
Dunkirk, Allegheny Valley and Pittsburgh,	2,421,036	08	140,070	00	50,000	00	287	58,200	211,583	51.80	4.9½.

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East Broad Top,	912,831	34	136,151	26	10,717	75	75	28,295	116,130	85.56	3.
East Mahanoy,	892,550	00			600	00				14.50	4.8½.
East Pennsylvania,	1,884,638	79			6,033	18				70.90	4.8½.
Ebensburg and Cresson,	122,000	00			400	00				11.00	4.9.
Edgewood,	28,172	36	2,000	00			2		52,223	1.60	4.9.
Elmira and Williamsport,	2,351,282	06	315,897	44						70.00	
Embleton, Shippenville and Clarion,	291,666	48	79,840	69			230	209,390	38,387	32.30	3.
Erie and Pittsburgh,	3,180,826	11	1,895,725	18							
Fayette County,	130,000	00								12.66	4.8
Foxburg, St. Petersburg and Clarion,	85,765	98	26,592	24			40	15,158	793	8.40	3.
Frankford and Holmesburg,								89,787	9,922	4.16	4.9.
Geneva, Hornellsville and Pine Creek,										34.00	
Greenlick Narrow Gauge,	25,609	89	6,325	52	50	00	7		18,267	8.50	3.
Hanover Junction, Hanover and Gettysburg,	385,816	00	88,565	00	16,000	00	63	46,897	46,572	32.55	4.8½.
Hanover Junction and Susquehanna,	176,952	77								34.00	
Hanover and York,	341,510	20	3,550	80						18.60	
Harrisburg and Potomac,	706,814	75	5,766	05	77,692	36	17	9,594	85,373	24.00	4.9.
Huntingdon and Broad Top Mountain,	4,366,198	83					190	47,362	388,316	77.30	4.8½.
Ironton,	250,000	00	18,000	00	26,155	00	13		73,387	13.50	4.8½.
Jamestown and Franklin,	2,530,414	07								51.10	4.8½.
Jefferson,	4,396,050	00								53.50	6.
Karns City and Butler,	169,035	54	47,596	54				116,000	14,676	17.66	3.
Lake Shore and Michigan Southern,	6,441,063	54	1,415,227	26			523	269,954	542,696	187.68	4.8½.
Lancaster and Reading, (narrow gauge),	142,041	43								49.50	4.8½.
Lawrenceville and Evergreen,	17,139	42	7,742	44			4	39,303		2.61	3.
Lehigh and Lackawanna,	675,100	00						12,664	37,103	16.40	4.8½.
Lehigh and Susquehanna,	13,799,817	88						316,745	3,028,446	336.	4.8½.
Lehigh Valley,	14,647,030	78	5,195,739	30			3,600	564,880	4,290,116	496.32	4.8½.
Ligonier Valley,	107,976	80								11.	3.
Little Saw Mill Run,	90,475	00	29,175	00	54,850	00	27	17,271	119,251	4.	4.8½.
Littlestown,	115,616	00			2,000	00				9.50	4.9
Little Schuylkill Navigation,	1,416,167	50			10,000	00				65.90	4.8½.
Lykens Valley,	569,739	62	26,027	62						20.75	4.9.
McKean and Buffalo,	802,015	95	27,112	89	1,200	00	25	12,826	75,982	24.60	4.8½.

* Report of 1876.

† Construction and equipment.

TABLE I.—CONTINUED—MISCELLANEOUS INFORMATION PROPORTIONED TO PENNSYLVANIA.

NAME OF COMPANY.	Proportion of cost.		Proportion of equip- ment.		Value of real estate.		No. of employes.	No. of passengers carried.	No. of tons of freight carried.	Total miles laid.	Gauge—Feet.
Mill Creek and Mine Hill Navigation,	\$323,045	00								19.97	4.8 $\frac{1}{2}$
Mine Hill & Schuylkill Haven,	3,977,808	41								42.50	4.8 $\frac{1}{2}$
Monongahela Inclined Plane,	81,587	09			4,500	00	9	334,604		.24	5.
Mont Alto,	217,799	02	17,200	98			11	33,824	6,174	11.83	4.9
Montrose,	331,280	60	37,840	09			22	12,104	7,463	28.00	3.
Mount Carbon and Port Carbon,	282,815	45								18.17	4.8 $\frac{1}{2}$
Mount Oliver Inclined Plane,	82,215	53					7	185,354		.37	5.
Mount Pleasant and Broad Ford,	201,669	69								11.60	4.8 $\frac{1}{2}$
Muncy Creek,	329,450	00	12,500	00	100,000	00	12	6,064	13,137	8.00	4.8 $\frac{1}{2}$
Nesquehoning Valley,	1,394,615	08								24.42	4.8 $\frac{1}{2}$
New Castle and Beaver Valley,	828,120	29								18.97	4.9 $\frac{1}{2}$
New Castle and Franklin,	1,010,598	29	54,254	69			40	44,432	42,562	39.70	4.9
New Castle and Mining,	100,000	00			4,500	00			4,860	8.75	3.9
Newry,	35,503	16			398	25				1.17	4.8 $\frac{1}{2}$
North-East Pennsylvania,	305,597	10						83,063	20,771	10.70	4.8 $\frac{1}{2}$
North Pennsylvania,	8,331,550	70	1,745,438	35	1,286,839	00	1,100	1,368,498	858,467	167.70	4.8 $\frac{1}{2}$
Olean, Bradford and Warren,	39,143	59	17,004	17			10	2,300	258	6.00	3.
Parker and Karns City,	226,247	60	77,980	51				296,000	35,098	11.73	3.
Peach Bottom,	577,700	00	67,540	00	38,000	00	60	59,258	23,285	57.70	3.
Pennsylvania Coal,	2,000,000	00			10,000	00	4,237	2,437	1,041,487	62.87	4.3
Penna. and N. Y. Canal and People's,	4,658,534	67	1,183,125	72			1,050	170,853	1,813,395	175.97	4.8 $\frac{1}{2}$
Perkiomen,	87,938	60	33,151	03				77,710		6.45	4.8 $\frac{1}{2}$
Philadelphia and Baltimore Central,	2,056,191	63			19,591	91				45.10	4.8 $\frac{1}{2}$
Philadelphia and Chester Co.,	1,507,244	63	205,186	08	25,000	00	160	182,083	114,332	43.75	4.8 $\frac{1}{2}$
Philadelphia, Germantown and Norristown,	61,577	65									
	1,189,078	84	367,988	09	500,798	40				36.62	4.8 $\frac{1}{2}$

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Philadelphia and Reading, . . .	88,201,433	17	9,355,442	24	7,688,844	25	9,325	6,074,880	8,378,001	1,100.10	4.8 $\frac{1}{2}$
Pikering Valley, . . .	476,292	03								11.90	4.8 $\frac{1}{2}$
Pittsburgh and Castle Shannon, . . .	465,527	18	93,107	59	274,426	62	244	188,994	79,758	10.00	3.4
Pittsburgh and Connellsville, . . .	11,552,706	49	455,008	57	104,401	00	1,223	737,914	1,551,552	143.80	4.8 $\frac{1}{2}$
Pittsburgh, Titusville and Buffalo, . . .	8,483,122	16	587,500	00	40,000	00	750	317,914	724,433	128.00	4.9 and 6
Plymouth, . . .	286,545	19			11,231	00				9.25	4.8 $\frac{1}{2}$
Point Breeze, . . .	4,008	00									
Reading and Columbia, . . .	2,102,655	21	245,241	18	62,556	22	130	207,619	802,187	76.82	4.8 $\frac{1}{2}$
Salisbury, . . .	281,035	10	8,000	00	575	00	10		83,264	10.35	4.8 $\frac{1}{2}$
Schuylkill Valley Navigation and R. R. Co., . . .	576,840	96									
Sharon, . . .	355,000	00			25,500	00				9.00	3 and 4.9 $\frac{1}{2}$
Shenango and Allegheny, . . .	1,052,995	22	131,329	34	25,000	00	150	33,533	349,229	54.26	4.9 $\frac{1}{2}$
Somerset and Mineral Point, . . .	174,691	64	16,900	00	3,000	00	10	19,702	5,132	9.10	4.8
South Mountain Railway and Mining, . . .	342,841	34					17	3,283	5,866	17.75	4.9
Southern Pennsylvania Railway and Mining Company, . . .	625,000	00	974,065	86	50,000	00				23.00	4.9
State Line and Sullivan, . . .							30	8,482		24.00	4.8 $\frac{1}{2}$
Stony Creek, . . .	490,283	71			39,156	56		42,889	14,021	10.30	4.8 $\frac{1}{2}$
Tioga, . . .	1,339,654	18	428,404	82	37,901	51	275	77,341	376,154	58.00	4.8 $\frac{1}{2}$ and 6
Tresckow, . . .	230,866	81								6.50	4.8 $\frac{1}{2}$
Waynesburg and Washington, . . .	137,622	25	15,598	00	1,200	00	50			27.80	3.
West Chester, . . .	159,798	04	46,037	60	22,996	60				9.00	4.8 $\frac{1}{2}$
West Chester and Philadelphia, . . .	1,877,737	95	200,249	70	336,632	81	175	99,472	22,494	31.30	4.8 $\frac{1}{2}$
West Chester and Phoenixville, . . .										14.00	4.8 $\frac{1}{2}$
Western Maryland, . . .	24,827	81	1,004	19	25,000	00				.50	4.8 $\frac{1}{2}$
Wheeling, Pittsburgh and Baltimore, . . .	246,503	40						27,793	10,764	17.00	4.8 $\frac{1}{2}$
Wilcox and Howard Hill Improvement Company, . . .	72,423	98								9.00	
Wilmington and Reading, now Wilmington and Northern, . . .	983,666	67					133	53,334	179,796	52.00	4.8 $\frac{1}{2}$
† Total,	\$203,568,626	74	\$33,098,614	47	\$17,866,170	28	28,233	14,250,783	32,409,462	5,866.88	

* Commissioner's report for 7 days. † It was the desire of this Department, in the preparation of the tables, "Information proportioned to Pennsylvania," to present a yearly recapitulation of the railroad business of the State, as well as the actual amount of capital invested for the construction and equipment of all its roads, with the other miscellaneous information indicated by the blank. This object has been defeated through a number of companies failing to report their transactions for 1877; so far as possible this defect has been remedied, by taking the figures reported by them for 1876, under the following heads, viz: Proportion of cost, \$157,541,195 10; proportion of equipment, \$0,357,465 82; No. of passengers carried, 15,168,277; No. of tons of freight carried, 21,880,243. Total miles laid, 3,322.83, which added to the above table, gives a grand aggregate, as follows: Proportion of cost, \$361,108,812 84; proportion of equipment, \$2,451,060 29; passengers carried, 29,419,060; tons of freight carried, 54,289,705; miles of track laid, 9,189.78.

COMPARATIVESTATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Allegheny Valley,	\$12,332,817	80	\$24,636,755	25	\$23,750,028	79	\$23,963,025	66		
Allentown,	1,078,438	82	1,078,438	82	1,084,202	19	1,084,202	19	\$1,084,002	19
Atlantic and Great Western,			81,245,071	46	81,279,696	21	181,940	57		
Bachman Valley,	108,277	89	113,090	99	113,190	99	112,412	29	112,412	29
Bald Eagle Valley,	1,050,000	00	1,050,000	00	1,050,000	00	1,050,000	00		
Baltimore, Philadelphia and New York,			48,233	64						
Barelay Coal Company,									622,600	00
Bedford and Bridgeport,	1,412,182	60	1,414,799	60	1,420,525	46	1,420,525	46		
Bellefonte and Snow Shoe,	458,181	33	458,181	33	458,181	33	458,181	33	458,181	33
Berlin,									72,000	29
Bell's Gap,	212,868	66	220,814	80	221,122	13	221,122	13	221,122	13
Buffalo, Bradford and Pittsburgh,	2,869,000	00	2,869,000	00						
Buffalo, New York and Philadelphia,	5,405,935	84	5,690,747	73	6,058,075	85	6,285,881	94	6,403,226	17
Catasauqua and Fogelsville,	742,156	64	742,156	64	742,156	64	642,156	64	658,335	59
Catawissa,	6,126,500	00	6,126,500	00	6,126,500	00	6,126,500	00	6,206,628	08
Chartiers,	1,128,690	01	1,129,991	61	1,129,991	61	1,181,003	11		
Chester Creek,	370,000	00	370,000	00	370,000	00	370,000	00	376,322	87
Chester and Delaware River,			122,737	91	156,202	72	163,126	72	220,915	21
Chester Valley,	1,371,900	00	1,371,900	00	1,371,900	00	1,371,900	00	1,371,900	00
Chestnut Hill,	120,650	00	120,650	00	120,650	00	120,650	00	120,650	00
Cleveland and Pittsburgh,	15,571,299	78	16,239,047	04	16,312,994	96	16,313,256	06	16,488,681	08
Colebrookdale,	667,126	78	667,994	02	667,994	02	667,964	02	667,471	27
Columbia and Port Deposit,	1,096,042	47	1,244,776	91	1,491,974	77	1,689,392	35		
Connecting,	2,278,300	00	2,415,114	04	2,484,262	06	2,358,789	12		
Corning, Cowanesque and Antrim,	1,600,000	00	1,900,000	00	2,400,000	00	2,458,585	10	2,400,000	00
Cornwall,	421,492	85	423,616	43	423,643	23	431,926	88	433,679	84
Cumberland Valley,	1,753,613	46	1,813,323	30	1,842,509	73	1,887,465	95	1,887,465	95
Danville, Hazleton and Wilkesbarre,							1,102,600	00		
Delaware and Hudson Canal Company,	4,576,125	73	4,744,770	79	4,879,777	95	4,853,138	95	4,858,386	95
Delaware, Lackawanna and Western,	21,221,345	12	27,588,722	23	27,871,799	61	28,816,561	11	22,741,313	77
Delaware River and Lancaster,					5,159	92	17,200	00		
Delaware and Western,									816,821	11
Dillsburg and Mechanicsburg,	170,056	94	177,429	16	177,429	16	177,429	16	177,429	16
Dunkirk, Allegheny Valley and Pittsburgh,	4,500,000	00	4,782,843	73	4,790,054	29	4,797,992	93	4,804,235	67
East Brandywine and Waynesburg,	360,351	45	391,250	00	444,180	00	522,550	00		

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East Broad Top,	400,250	00	400,000	00	605,750	00	545,583	20	549,248	00	
East Mahanoy,	302,550	00	302,550	00	392,550	00	392,550	00	392,550	00	
East Pennsylvania,	1,300,200	00	1,300,200	00	1,594,650	00	1,709,550	00	1,709,550	00	
Ebensburg and Cresson,	42,000	00	42,000	00	42,000	00	42,000	00	42,000	00	
Edgewood,	2,603	08	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	1,000,000	00	
Embleton, Shippenville and Clarion,									46,390	00	
Erie,	86,536,910	00	86,536,910	00	86,536,910	00	86,536,910	00			
Erie and Pittsburgh,	1,099,550	00	1,099,550	00	1,101,550	00	1,101,550	00	1,101,550	00	
Fayette County,	125,395	71	125,395	71	90,000	00	125,395	71	125,395	71	
Foxburg, St. Petersburg and Clarion,									96,700	00	
Frankford and Holmesburg,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00	
Geneva, Hornellsville and Pine Creek,									382,175	00	
Greenlick Narrow Gauge,								29,700	00	29,700	00
Hanover Junction, Hanover and Gettysburg,					116,850	00	116,850	00	116,850	00	
Hanover Junction and Susquehanna,			21,551	60	35,781	40	61,205	30	75,935	26	
Hanover and York,							207,200	00	207,200	00	
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,182,550	00	1,182,550	00	1,182,550	00	1,182,550	00			
Harrisburg and Potomac,	118,390	00	121,519	00	251,000	00	308,000	00	358,273	00	
Huntingdon and Broad Top Mountain,	1,870,000	00	1,998,250	00			2,052,800	00	2,052,800	00	
Huntingdon, Franklin and Fulton,								1,867	00	00	
Ironton,	400,000	00	200,000	00	200,000	00	200,000	00	200,000	00	
Jamestown and Franklin,	605,027	50	605,027	50	605,027	50	605,027	50	601,310	50	
Jefferson,	2,095,700	00	2,096,050	00	2,096,050	00	2,096,050	00	2,096,050	00	
Jersey Shore, Pine Creek and Buffalo,	500,000	00	500,000	00	500,000	00	500,000	00			
Junction,	185,250	00	185,250	00	185,250	00	250,000	00			
Karns City and Butler,									15,000	00	
Lake Shore and Michigan Southern,	50,000,000	00	50,000,000	00	50,000,000	00	50,000,000	00	50,000,000	00	
Lancaster and Reading, (narrow gauge,)	81,882	00	82,720	00	82,720	00	82,720	00	82,720	00	
Lawrence,	360,200	00	443,700	00	450,000	00	450,000	00			
Lawrenceville and Evergreen,			1,000	00			10,000	00	10,000	00	
Lehigh and Eastern,			54,000	00	58,580	00	58,000	00			
Lehigh and Lackawanna,	375,100	00	375,100	00	375,100	00	375,100	00	375,100	00	
Lehigh Valley,	21,916,850	00	24,419,250	00	27,042,900	00	27,228,600	00	27,228,855	00	
Lewisburg, Centre and Spruce Creek,	245,635	40	251,503	40	258,790	40	277,869	50			
Ligonier Valley,	44,856	77	50,123	86	50,123	86	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	
Littlestown,	34,850	00	34,850	00	34,850	00	34,850	00	34,850	00	
Little Schuylkill Navigation,	2,646,100	00	2,646,100	00	2,646,100	00	2,646,100	00	2,646,100	00	
Lykens Valley,	600,000	00	600,000	00	600,000	00	600,000	00	600,000	00	
McKean and Buffalo,			115,120	00	387,600	00	387,600	00	387,600	00	
Mifflin and Centre County,	65,675	00	65,675	00	65,675	00	65,675	00			
Mill Creek and Mine Hill Navigation,	323,375	00	323,375	00	323,375	00	323,375	00	323,375	00	

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COMPARATIVE STATEMENT, &c.,—Continued.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Mine Hill and Schuylkill Haven,	\$3,992,050	00	\$4,022,500	00	\$4,022,500	00	\$4,022,500	00	\$4,022,500	00
Monongahela Inclined Plane,	75,000	00	75,000	00	75,000	00	75,000	00	75,000	00
Mont Alto,	110,000	00	110,000	00	110,000	00	110,000	00	110,000	00
Montrose,	248,351	00	291,034	00	279,184	00	305,213	58	305,583	85
Mount Carbon and Port Carbon,	282,350	00	282,350	00	282,350	00	282,350	00	282,350	00
Mount Oliver Inclined Plane,	52,625	00	52,625	00	21,315	83	24,330	00	26,480	00
Mount Pleasant and Broad Ford,	112,550	00	150,425	00	150,400	75	150,625	00	150,625	00
Muncy Creek,	123,600	00	124,100	00			124,450	00	124,450	00
Nesquehoning Valley,	1,300,000	00	1,300,000	00	1,800,000	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	333,506	00	335,150	00	339,414	87
New Castle and Mining,			100,000	00	100,000	00	100,000	00	100,000	00
Newry,	11,150	00	11,150	00	11,150	00	11,150	00	11,925	00
Northern Central,	5,842,000	00	5,842,000	00	5,842,000	00	5,842,000	00		
North-East Pennsylvania,	3,596,500	00	3,699,450	00	3,978,150	00	4,000,100	00	4,043,750	00
North Pennsylvania,	81,550	00	81,550	00	81,550	00	81,550	00	81,550	00
Oil Creek and Allegheny River,	4,959,450	00	4,959,450	00	4,959,450	00				
Olean, Bradford and Warren,									35,000	00
Parker and Karns City,					150,000	00			150,000	00
Peach Bottom,	138,764	16	200,000	00	209,852	50	221,107	10	221,675	10
Pennsylvania,	68,144,475	00	68,719,400	00	68,870,200	00	68,870,200	00		
Pennsylvania Coal,	4,000,000	00	5,000,000	00	5,000,000	00	5,000,000	00	5,000,000	00
Pennsylvania and Delaware,	900,000	00	900,000	00						
Pennsylvania Inland,	3,510	00	3,510	00	3,510	00	3,510	00	3,510	00
Pennsylvania and New York Canal and,	4,061,700	00	4,561,700	00	4,561,700	00	4,861,700	00	5,061,700	00
Pennsylvania Petroleum,	750,000	00	760,000	00						
Pennsylvania and Western,			90,000	00	110,000	00				
People's,	18,494	82	16,591	82	100,000	00	100,000	00	100,000	00
Perkiomen,	38,040	00	38,040	00	38,040	00	38,040	00	38,040	00
Philadelphia and Baltimore Central,	220,666	11	220,666	11	220,666	11	220,666	11	224,666	11
Philadelphia and Chester County,							39,950	00	35,220	00
Philadelphia and Erie,	8,448,700	00	8,448,700	00	8,448,700	00	8,453,700	00		
Philadelphia, Germantown and Norristown,	2,231,900	00	2,246,900	00	2,246,900	00	2,246,900	00	2,246,900	00
Philadelphia and Merion,			1,250	00	1,250	00	1,250	00		
Philadelphia, Newton and New York,					300,000	00				

Philadelphia and Reading,	34,270,675	28	34,274,575	28	34,277,675	28	34,278,175	28	34,278,175	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,	11,507,750	00	11,507,750	00	11,536,250	00	11,541,250	00	11,541,250	00
Pickering Valley,	92,875	00	92,875	00	92,945	00	93,065	00	95,592	17
Pittsburgh and Castle Shannon,	446,920	80	542,259	30	621,782	30	655,439	77	661,355	27
Pittsburgh, Cincinnati and St. Louis,	8,433,750	00	8,433,750	00	8,437,800	00	8,436,000	00	8,436,000	00
Pittsburgh and Connellsville,	1,960,682	40	1,960,682	45	1,960,682	42	1,960,682	45	1,960,682	45
Pittsburgh, Fort Wayne and Chicago,	23,814,285	71	23,814,285	71	23,814,285	71	24,787,285	71	24,787,285	71
Pittsburgh, Virginia and Charleston,	673,264	31	673,264	31	675,628	91	676,613	18	676,613	18
Pittsburgh, Titusville and Buffalo,							4,959,450	00	4,959,450	00
Pithole Valley,	250,000	00	250,000	00	250,000	00				
Plymouth,	12,050	00	12,050	00	12,050	00	12,050	00	12,050	00
Point Breeze,									5,400	00
Reading and Columbia,	508,268	09	508,268	09	508,268	09	508,268	09	508,268	09
Salisbury,					70,850	00	78,650	00	104,150	00
Salisbury and Baltimore,	99,900	00	98,500	00						
Schuylkill Valley Navigation and Railroad Co.,	576,050	00	576,050	00	576,050	00	576,050	00	576,050	00
Selinsgrove and North Branch,	2,680	00	54,000	00	67,592	92			67,592	92
Shamokin Valley and Pottsville,	869,450	00	869,450	00	869,450	00	869,450	00	869,450	00
Sharon,			63,900	00	64,100	00	173,800	00	183,400	00
Shenango and Allegheny,	199,000	00	200,000	00	200,000	00	200,000	00	200,000	00
Shenango Valley and Alliance,			10,250	00	10,250	00	10,250	00		
Somerset and Mineral Point,	55,900	00	55,900	00			63,000	00	6,300	00
South Mountain,	386,439	39	557,803	35	582,803	35	582,803	35	582,803	35
South Mountain Iron Company's,									200,000	00
Southern Pennsylvania Railway and Mining Co.,	800,000	00	800,000	00	800,000	00	800,000	00	800,000	00
Southwark,	58,468	00	58,468	00	58,468	00	58,468	00		
South-West Pennsylvania,	359,817	50	415,830	00	442,202	50	443,120	00		
Spring Brook,	37,800	00	37,800	00	37,800	00			37,800	00
State Line and Sullivan,					987,650	00	987,650	00	1,000,000	00
Stony Creek,	140,560	00	141,600	00	144,100	00	144,750	00	146,000	00
Sullivan and Erie,	1,500,000	00								
Summit Branch,	2,502,250	00	3,883,900	00	3,907,600	00	3,996,250	00		
Sunbury and Lewistown,	500,000	00	500,000	00						
Susquehanna, Gettysburg and Potomac,	1,500,000	00	1,500,000	00						
Tioga,	580,900	00	580,900	00	580,900	00	580,900	00	580,900	00
Trescow,	130,000	00	130,000	00	130,000	00	130,000	00	130,000	00
Tyrone and Clearfield,	510,000	00	510,000	00	1,000,000	00	1,000,000	00		
Uniontown and West Virginia,			80,000	00	80,000	00	80,000	00		
Waynesburg and Washington,							50,419	37	85,478	81
West Chester,	165,000	00	165,000	00	165,000	00	165,000	00	165,000	00
West Chester and Philadelphia,	823,950	00	823,950	00	821,400	00	821,350	00	821,300	00
West Chester and Phoenixville,			13,000	00	13,000	00	13,000	00	13,000	00

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COMPARATIVE STATEMENT, &c.—Continued.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Western Maryland,			\$679,700	00	\$683,800	00	\$681,300	00	\$681,600	00
Western Pennsylvania,	\$1,022,450	00	1,022,450	00	1,022,450	00	1,022,450	00		
Wheeling, Pittsburgh and Baltimore,	500,000	00	500,000	00	500,000	00	500,000	00	500,000	00
Wilmington and Reading,	759,627	88	759,627	88	759,627	88				
Wilmington and Northern,	248,807	50	249,032	50	249,503	50	249,503	50	1,203,100	00
Total,	\$477,995,935	67	\$482,727,624	83	\$483,255,225	48	\$486,419,097	05	\$257,577,357	09

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

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SECRETARY OF INTERNAL AFFAIRS.

LVII

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Allegheny Valley,	\$5,214,691	34	\$24,222,322	93	\$24,463,836	91	\$27,767,515	94		
Allentown,	649,119	84	687,009	47	728,550	22	727,429	71	\$724,919	02
Atlantic and Great Western,	74,971,088	00	71,109,864	44	75,469,938	08			68,850,311	28
Bachman Valley,	50,000	00	45,000	00			45,000	00	51,264	62
Bald Eagle Valley,	445,900	00	436,900	00	426,900	00	416,900	00		
Baltimore, Philadelphia and New York,			14,818	86	416,621	57	4,244,017	11	2,994,017	11
Barclay Coal Company,	27,000	00	15,500	00	15,500	00	15,500	00	85,500	00
Bedford and Bridgeport,	1,052,404	68	1,054,955	68	1,070,631	44	1,302,723	44		
Bellefonte and Snow 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	200,000	00	203,300	00
Berlin,									81,000	00
Buffalo, Bradford and Pittsburgh,	583,500	00	583,500	00						
Buffalo, New York and Philadelphia,	3,811,444	51	4,167,699	79	4,430,020	77	4,620,478	59	4,525,808	89
Buffalo Valley,									69,000	00
Catasauqua and Fogelsville,									161,029	36
Catawissa,	1,740,350	00	1,740,350	00	1,740,350	00	1,740,350	00	1,802,350	00
Chartiers,	504,298	03	509,929	15	536,776	66	507,237	35		
Chester Creek,	185,000	00	185,000	00	185,000	00	185,000	00	192,000	00
Chester and Delaware River,			130,000	00	169,644	23	176,281	73	195,100	00
Chester Valley,	1,007,500	00	1,025,000	00	1,060,000	00	1,060,000	00	920,000	00
Cleveland and Pittsburgh,	4,465,000	00	5,006,500	00	5,152,000	00	5,137,500	00	5,104,343	63
Colebrookdale,	719,554	16	764,091	00	798,970	24	822,460	18	852,260	55
Columbia and Port Deposit,	887,870	36	1,248,402	26	1,539,647	41	2,022,045	33		
Connecting,	991,000	00	1,136,814	04	1,196,962	06	1,080,489	12		
Corning, Cowanesque and Antrim,					500,000	00	500,000	00	621,449	99
Cumberland Valley,	352,300	00	352,300	00	357,300	00	352,300	00	352,300	00
Danville, Hazleton and Wilkesbarre,	1,818,000	00	1,447,000	00			1,634,000	00		
Delaware, Lackawanna, and Western,	7,832,322	75	7,678,038	99	3,596,248	75	3,700,415	73	4,708,269	99
Delaware River and Lancaster,					996	55		55		
Dillsburg and Mechanicsburg,	139,032	92	138,816	66			129,943	58	125,208	90
Dunkirk, Allegheny Valley and Pittsburgh,	3,200,000	00	3,426,645	15	3,401,540	29	3,394,403	37	3,382,295	79
East Brandywine and Waynesburg,	227,000	00	349,100	00	306,600	00	377,000	00		
East Broad Top,	188,000	00	585,427	18	543,044	94	514,462	56	514,741	54
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,					13,123	37	14,262	12	18,559	59
Elmira and Williamsport,	1,620,000	00	1,620,000	00	1,620,000	00	1,620,000	00	1,620,000	00

COMPARATIVE STATEMENT, &c.—Continued.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Emlenton, Shippensville and Clarion, Erie, Erie and Pittsburgh, Frankford and Holmesburg, Foxburg, St. Petersburg and Clarion, Geneva, Hornellsville and Pine Creek, Hanover Junction, Hanover and Gettysburg, Hanover Junction and Susquehanna, Hanover and York, Harrisburg, Portsmouth, Mt. Joy and Lancaster, Harrisburg and Potomac, Huntindon and Broad Top Mountain, Ironton, Jamestown and Franklin, Jefferson, Jersey Shore, Pine Creek and Buffalo, Junction, Karns City and Butler, Lake Shore and Michigan Southern, Lancaster and Reading, (narrow gauge), Lawrence, Lawrenceville and Evergreen, Lehigh and Lackawanna, Lehigh Valley, Lewisburg Centre and Spruce Creek, Ligonier Valley, Little Saw Mill Run, Littlestown, Little Schuylkill Navigation, McKean and Buffalo, Mifflin and Centre County, Mont Alto, Montrose, Mount Oliver Inclined Plane, Mount Pleasant and Broad Ford, Muncy Creek, Nesquehoning Valley,	\$40,631,246	21	\$48,129,017	34	\$55,693,455	83	\$55,430,874	46	\$232,302	95
	3,327,000	00	3,457,000	00	3,377,000	00	3,322,000	00	3,382,785	30
	55,342	36	55,342	36	55,342	36			58,374	45
									23,756	28
									40,000	00
							143,300	00	178,700	00
					68,181	74	95,884	09	105,427	13
							185,254	00	185,000	00
	700,000	00	700,000	00	700,000	00	700,000	00	433,251	00
	225,860	00	263,731	44			460,000	00		
	2,270,966	09	2,268,640	29	2,585,214	50	2,592,914	70	2,591,970	00
	100,000	00	100,000	00	205,287	50	223,071	18	213,179	81
	1,900,743	20	2,027,851	19	2,013,752	43	1,981,506	94	1,975,654	34
	2,300,000	00	2,300,000	00	2,300,000	00	2,300,000	00	2,300,000	00
					281,831	51	303,780	17	313,179	79
	800,000	00	800,000	00	800,000	00	780,000	00		
									146,600	09
	38,375,606	19	36,511,000	00	36,250,000	00	36,000,000	00	35,750,000	00
			377,457	59					350,000	00
	355,000	00	346,000	00	344,000	00	355,000	00		
			12,500	00	13,348	26	13,146	38	13,815	76
	300,000	00	300,000	00	300,000	00	300,000	00	600,000	00
	12,712,643	23	16,859,000	00	20,501,338	65	24,646,208	14	24,936,813	80
			1,585,147	00	1,554,000	00	1,888,000	00		
			8,862	10	8,862	10	1,800	00	49,460	65
	33,217	26	74,702	77	88,588	21	82,592	94	88,506	15
	40,000	00	40,000	00	40,000	00	40,000	00	56,546	65
	747,500	00	735,500	00	723,500	00	715,500	00	492,000	00
			20,000	00	453,611	50	487,776	16	461,424	54
	215,261	22	202,517	55	235,468	77	268,433	90		
	125,000	00	125,000	00	125,000	00	125,000	00	125,000	00
					45,100	00	44,900	00	44,900	00
	72,550	38	79,105	18	68,740	49	51,579	78	62,312	88
	45,463	85	88,007	44	38,198	83	38,198	83		
	151,000	00	165,800	00			195,000	00	205,000	00
					75,020	84	94,015	08		

New Castle and Beaver Valley,	85,300	00	2,700	00										
New Castle and Franklin,	254,192	00	573,876	28	670,468	28	699,419	18	753,803	84				
New Castle and Mining,			2,423	88			6,886	66	7,200	00				
Newry,	10,778	99	10,778	99	10,778	99	10,778	99	20,773	71				
Northern Central,	12,123,797	72	13,499,000	00	14,884,000	00	14,480,910	50						
North-East Pennsylvania,	193,768	50	229,702	85	256,028	58	210,902	21	278,888	92				
North Pennsylvania,	4,708,485	87	5,330,000	00	5,825,500	00	6,820,786	40	7,140,566	67				
Oil Creek and Allegheny River,	3,680,000	00	3,429,104	81	4,065,322	89	4,146,717	03						
Olean, Bradford and Warren,													21,147	76
Parker and Karns City,													37,000	00
Peach Bottom,	84,614	00	224,678	16	443,011	14	542,545	00	555,172	00				
Pennsylvania,	42,251,397	24	48,430,600	16	54,219,760	00	55,219,760	00						
Pennsylvania Coal,	1,052,500	00	1,109,500	00	987,500	00	753,000	00	790,720	97				
Pennsylvania and Delaware,	1,673,346	21	1,623,093	99										
Pennsylvania Inland,														
Pennsylvania and New York Canal and,	3,074,017	48	3,000,000	00	3,000,000	00	3,000,000	00	3,000,000	00				
Pennsylvania and Western,														
People's,														
Perkiomen,	1,842,278	00	1,880,748	28	2,404,040	87	2,497,155	87	33,127	99				
Philadelphia and Baltimore Central,	1,546,945	52	1,500,000	00	1,500,000	00	1,500,000	00	2,631,326	48				
Philadelphia and Chester County,									1,500,000	00				
Philadelphia and Erie,	17,454,228	13	17,630,189	77	17,914,244	11	18,173,885	16	13,900	00				
Philadelphia, Newton and New York,	221,000	00	128,400	00	700,000	00								
Philadelphia and Reading,	40,809,960	83	54,374,883	08	56,428,006	42	71,228,673	09	78,371,174	76				
Philadelphia, Wilmington and Baltimore,	2,247,249	34	2,356,874	51	2,790,000	00	2,790,000	00						
Pickering Valley,	493,662	90	524,076	69	556,585	62	575,058	66	594,078	03				
Pittsburgh and Castle Shannon,														
Pittsburgh, Cincinnati and St. Louis,	15,382,767	08	16,293,984	25	17,251,917	57	17,809,584	43						
Pittsburgh and Connellsville,	11,776,578	68	13,168,535	41	13,106,523	75	13,625,253	35	14,177,969	06				
Pittsburgh, Fort Wayne and Chicago,	13,568,229	62	13,548,229	62	13,585,000	00	13,510,000	00						
Pittsburgh, Virginia and Charlestown,	944,691	67	1,409,728	26	1,566,093	36	1,794,440	36						
Pittsburgh, Titusville, and Buffalo,														
Pithole Valley,	124,254	91	131,726	99										
Plymouth,	274,495	19	274,495	19	274,495	19	274,495	19	274,495	19				
Reading and Columbia,	2,215,910	64	2,282,295	60	2,409,895	32	2,443,885	19	2,443,576	57				
Reading and Lehigh,														
Salisbury,														
Salisbury and Baltimore,														
Solinsgrove and North Branch,														
Shamokin Valley and Pottsville,	1,994,000	00	1,994,000	00	1,994,000	00								
Sharon,														
Shenango and Allegheny,	924,315	09	1,104,058	90	1,163,578	20	1,268,870	27	1,225,100	86				
Somerset and Mineral Point,	86,080	15	90,063	27	95,000	00	95,000	00	96,524	72				

COMPARATIVE STATEMENT, &c.—Continued.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
South Mountain,	\$108,210	61	\$118,500	00	\$1,016,000	00	\$1,016,000	00	\$1,056,000	00
South Mountain Iron Company's,	377,500	00	377,500	00	376,500	00	376,500	00	376,500	00
Southern Pennsylvania Railway and Mining Company,	667,000	00	685,500	00	661,890	00	705,640	00	749,390	00
South-West Pennsylvania,	590,815	86	840,000	00	927,283	96	1,116,500	00		
Spring Brook,	2,000	00	19,000	00	21,500	00				
State Line and Sullivan,					100,000	00	100,000	00	456,850	00
Stony Creek,	82,313	62	313,373	75	428,751	83	466,520	19	499,726	82
Sullivan and Erie,	1,196,992	50								
Summit Branch,	115,000	00	684,000	00			1,146,977	94		
Sunbury and Lewistown,	1,400,000	00	1,400,000	00						
Tioga,	239,500	00	239,500	00	239,500	00	621,500	00	629,500	00
Treackow,	60,003	64	74,930	47	84,492	41	100,866	84	100,866	81
Tyrone and Clearfield,	313,566	98	60,281	53	7,801	09	1,000,503	50		
Waynesburg and Washington,									69,585	00
West Chester and Philadelphia,	1,100,000	00	1,100,000	00	1,100,000	00	1,100,000	00	1,162,512	50
West Chester and Phoenixville,									1,200	00
Western Maryland,			3,875,816	00	3,846,131	00	3,848,111	00	3,850,271	00
Western Pennsylvania,	3,000,000	00	3,000,000	00	3,000,000	00	3,000,000	00		
Wheeling, Pittsburgh and Baltimore,	79,641	65	79,641	65			79,641	65		
Wilmington and Reading,	2,990,116	82	3,458,062	55	3,432,195	54				
Wilmington and Western,	591,598	74	623,223	74	663,497	04	705,872	39		
Total,	\$412,765,777	02	\$480,382,243	66	\$496,599,997	33	\$448,824,012	95	\$301,805,083	95

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

NAME OF COMPANY.	1873.	1874.	1875.	1876.	1877.
	Per ct.	Per ct.	Per ct.	Per ct.	Per ct.
Allegheny Valley,	7	8	5	6	6
Bald Eagle Valley,	6	7	8	7	6
Barclay Coal Company,	75 cts.	\$1 50	3	6	8
Bellefonte and Snow Shoe,	6	6	6	6	6
Catasauqua and Fogelsville,	3½	3½-1-\$1 43-43½	6	7-1	7
Catawissa,	6	6	6	6	6
Chester Creek,	12	6	6	12	12
Chestnut Hill,	10	17	10	10	7 & 10
Cleveland and Pittsburgh,	6	6	6	6	6
Connecting,	3½	3½	6-8½	6	6 & 7
Corning, Cowanesque and Antrim,	16	11	9	10	12
Cornwall,	8	18	10	10	10
Cumberland Valley,	10	12½	10	7½	10
Delaware, Lackawanna and Western,	6	6	5-8-10	10 of 1	5 10
East Broad Top,	6	6	6	2.9	5 10
East Mahanoy,	6	6	6	Jan. 8, July 6	7 & 5
East Pennsylvania,	5-7	12	5-7	7	7
Elmira and Williamsport,	2½	7	7	7	7
Emlenton, Shippensville and Clarion,	7	8½	7	5 & 7	7
Erie,	8	8	8	8 & 6	7½
Erie and Pittsburgh,	3	3	3	3	4
Fayette County,	7	7	5	7	7
Frankford and Holmesburg,	7	6-7	7	7	7
Hanover Junction, Hanover and Gettysburg,	7	6-7	7	7	7
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	7	6	6	6	6
Huntingdon and Broad Top Mountain,	7	6	6	6	6
Ironton,	7	6	6	6	6
Junction,	7	6	6	6	6
Karns City and Butler,	7	6	6	6	6
Karns City and Butler,	7	6	6	6	6
Lake Shore and Michigan Southern,	8-10	10	5-3½	8½	2
Lawrence,	10	10	10	10	10
Lehigh Valley,	10	10	10	11	5½ & 10
Little Saw Mill Run,	10	10	10	5	5
Littlestown,	6	3	3	3	3
Little Schuylkill Navigation,	7	7	7	6½	7
Lykens Valley,	10-1	10	10	10	7
Mill Creek and Mine Hill Navigation,	10	10	10	10	10

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SECRETARY OF INTERNAL AFFAIRS.

LXI

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

III

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Allegheny Valley,	\$2,256,400	00	\$2,256,400	00	\$2,166,500	00	\$2,166,500	00		
Allentown,	568,744	47	568,744	47	568,744	47	568,744	47	\$568,884	47
Atlantic and Great Western,	39,458,700	00	34,671,548	00	34,675,804	00	34,675,804	00	34,675,804	00
Bachman Valley,	66,604	40	66,742	31	66,792	31	66,792	31	66,792	31
Bald Eagle Valley,	550,000	00	550,000	00	550,000	00	550,000	00		
Baltimore, Philadelphia and New York,			16,414	75	86,800	00	846,427	88	846,427	88
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,	358,952	10	357,227	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	200,000	00	200,000	00
Berlin,									41,708	00
Buffalo, Bradford and Pittsburgh,	2,286,000	00	2,286,000	00						
Buffalo, New York and Philadelphia,	1,615,060	00	1,691,150	00	1,720,950	00	1,806,650	00	1,944,650	00
Buffalo Valley,									46,052	33
Catawauqua and Fogelsville,	426,900	00	426,900	00	426,900	00	426,900	00	426,900	00
Catawissa,	1,740,350	00	4,359,500	00	4,359,500	00	4,359,500	00	4,359,500	00
Chartiers,	644,110	00	645,970	00	647,910	00	647,910	00		
Chester Creek,	185,000	00	185,000	00	185,000	00	185,000	00	185,000	00
Chester and Delaware River,			4,000	00	4,000	00	4,000	00	39,550	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 Pittsburgh,	11,230,500	00	11,230,950	00	11,231,400	00	11,232,150	00	11,232,450	00
Colebrookdale,	47,165	00	47,165	00	47,215	00	47,215	00	47,215	00
Columbia and Port Deposit,	208,172	11	208,172	11	208,177	11	208,177	11		
Connecting,	1,278,300	00	1,278,300	00	1,278,300	00	1,278,300	00		
Corning, Cowanesque and Antrim,	1,600,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00
Cornwall,	300,000	00	300,000	00	300,000	00	300,000	00	300,000	00
Cumberland Valley,	1,774,612	50	1,777,850	00	1,777,850	00	1,777,850	00	1,775,850	00
Danville, Hazleton and Wilkes Barre,	684,235	00	684,235	00	684,235	00	658,500	00		
Delaware, Lackawanna and Western,	23,500,000	00	23,500,000	00	25,889,000	00	26,200,000	00	26,200,000	00
Delaware River and Lancaster,					17,200	00	17,200	00		
Delaware Western,									248,400	00
Dillsburg and Mechanicsburg,	30,803	23	31,803	23	33,566	18	46,678	66	48,626	74
Dunkirk, Allegheny Valley and Pittsburgh,	1,300,000	00	1,300,000	00	1,300,000	00	1,300,000	00	1,300,000	00
East Brandywine and Waynesburg,	133,351	45	184,250	00	137,580	00	145,550	00		

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East Broad Top,	400,250	00	400,000	00	605,700	00	645,583	20	549,248	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	1,594,650	00	1,709,550	00	1,709,550	00
Ebensburg and Cresson,	42,000	00	42,000	00	42,000	00	42,000	00	42,000	00
Edgewood,	2,663	08	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	1,000,000	00
Eminton, Shippensville and Clarion,									46,390	00
Erie,	86,536,910	00	86,536,910	00	86,536,910	00	86,536,910	00		00
Erie and Pittsburgh,	1,099,550	00	1,099,550	00	1,101,550	00	1,101,550	00	1,101,550	00
Fayette County,	125,395	71	125,395	71	90,000	00	125,395	71	125,395	71
Foxburg, St. Petersburg and Clarion,									96,700	00
Frankford and Holmesburg,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Geneva, Hornellsville and Pine Creek,									382,175	00
Greenlick Narrow Gauge,							29,700	00	29,700	00
Hanover Junction, Hanover and Gettysburg,					116,850	00	116,850	00	116,850	00
Hanover Junction and Susquehanna,			21,551	60	35,781	40	61,205	30	75,935	28
Hanover and York,							207,200	00	207,200	00
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,182,550	00	1,182,550	00	1,182,550	00	1,182,550	00		00
Harrisburg and Potomac,	118,590	00	121,519	00	251,000	00	308,000	00	358,273	00
Huntingdon and Broad Top Mountain,	1,870,000	00	1,998,250	00			2,052,800	00	2,052,800	00
Huntingdon, Franklin and Fulton,									1,867	00
Ironton,	400,000	00	200,000	00	200,000	00	200,000	00	200,000	00
Jamestown and Franklin,	605,027	50	605,027	50	605,027	50	605,027	50	601,310	50
Jefferson,	2,096,700	00	2,096,050	00	2,096,050	00	2,096,050	00	2,096,050	00
Jersey Shore, Pine Creek and Buffalo,	500,000	00	500,000	00	500,000	00	500,000	00		00
Junction,	185,250	00	185,250	00	185,250	00	250,000	00		00
Karns City and Butler,									15,000	00
Lake Shore and Michigan Southern,	50,000,000	00	50,000,000	00	50,000,000	00	50,000,000	00	50,000,000	00
Lancaster and Reading, (narrow gauge,)	81,882	00	82,720	00	82,720	00	82,720	00	82,720	00
Lawrence,	360,200	00	443,700	00	450,000	00	450,000	00		00
Lawrenceville and Evergreen,			1,000	00			10,000	00	10,000	00
Lehigh and Eastern,			54,000	00	58,580	00	58,000	00		00
Lehigh and Lackawanna,	375,100	00	375,100	00	375,100	00	375,100	00	375,100	00
Lehigh Valley,	21,916,850	00	24,419,250	00	27,042,900	00	27,228,600	00	27,228,855	00
Lewisburg, Centre and Spruce Creek,	245,635	40	251,503	40	258,790	40	277,869	50		00
Ligonier Valley,	44,856	77	50,123	86	50,123	86	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
Littlestown,	34,850	00	34,850	00	34,850	00	34,850	00	34,850	00
Little Schuylkill Navigation,	2,646,100	00	2,646,100	00	2,646,100	00	2,646,100	00	2,646,100	00
Lykens Valley,	600,000	00	600,000	00	600,000	00	600,000	00	600,000	00
McKean and Buffalo,			115,120	00	387,600	00	387,600	00	387,600	00
Mifflin and Centre County,	65,675	00	65,675	00	65,675	00	65,675	00		00
Mill Creek and Mine Hill Navigation,	323,375	00	323,375	00	323,375	00	323,375	00	323,375	00

COMPARATIVE STATEMENT, &c.—Continued.

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NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Mine Hill and Schuylkill Haven,	\$3,992,050	00	\$4,022,500	00	\$4,022,500	00	\$4,022,500	00	\$4,022,500	00
Monongahela Inclined Plane,	75,000	00	75,000	00	75,000	00	75,000	00	75,000	00
Mont Alto,	110,000	00	110,000	00	110,000	00	110,000	00	110,000	00
Montrose,	248,351	00	291,034	00	279,184	00	305,213	58	305,583	85
Mount Carbon and Port Carbon,	282,350	00	282,350	00	282,350	00	282,350	00	282,350	00
Mount Oliver Inclined Plane,	52,625	00	52,625	00	21,315	83	24,330	00	26,480	00
Mount Pleasant and Broad Ford,	112,550	00	150,425	00	150,400	75	150,625	00	150,625	00
Muncy Creek,	123,600	00	124,100	00			124,450	00	124,450	00
Nesquehoning Valley,	1,300,000	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	335,150	00	339,414	87
New Castle and Mining,			100,000	00	100,000	00	100,000	00	100,000	00
Newry,	11,150	00	11,150	00	11,150	00	11,150	00	11,925	00
Northern Central,	5,842,000	00	5,842,000	00	5,842,000	00	5,842,000	00		
North-East Pennsylvania,	3,596,500	00	3,699,450	00	3,978,150	00	4,000,100	00	4,048,750	00
North Pennsylvania,	81,550	00	81,550	00	81,550	00	81,550	00	81,550	00
Oil Creek and Allegheny River,	4,959,450	00	4,959,450	00	4,959,450	00				
Olean, Bradford and Warren,									35,000	00
Parker and Karns City,					150,000	00			150,000	00
Peach Bottom,	138,764	16	200,000	00	209,852	50	221,107	10	221,675	10
Pennsylvania,	68,144,475	00	68,719,400	00	68,870,200	00	68,870,200	00		
Pennsylvania Coal,	4,000,000	00	5,000,000	00	5,000,000	00	5,000,000	00	5,000,000	00
Pennsylvania and Delaware,	900,000	00	900,000	00						
Pennsylvania Inland,	3,510	00	3,510	00	3,510	00	3,510	00	3,510	00
Pennsylvania and New York Canal and,	4,061,700	00	4,561,700	00	4,561,700	00	4,861,700	00	5,061,700	00
Pennsylvania Petroleum,	750,000	00	760,000	00						
Pennsylvania and Western,			90,000	00	110,000	00				
People's,	18,494	82	16,591	82	100,000	00	100,000	00	100,000	00
Perkiomen,	38,040	00	38,040	00	38,040	00	38,040	00	38,040	00
Philadelphia and Baltimore Central,	220,666	11	220,666	11	220,666	11	220,666	11	224,666	11
Philadelphia and Chester County,							39,950	00	35,220	00
Philadelphia and Erie,	8,448,700	00	8,448,700	00	8,448,700	00	8,453,700	00		
Philadelphia, Germantown and Norristown,	2,231,900	00	2,246,900	00	2,246,900	00	2,246,900	00	2,246,900	00
Philadelphia and Merion,			1,250	00	1,250	00	1,250	00		
Philadelphia, Newton and New York,					300,000	00				

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Philadelphia and Reading,	34,270,575	28	34,274,575	28	34,277,575	28	34,278,175	28	34,278,175	28
Philadelphia and Trenton,	1,259,100	00	1,259,100	00	1,259,100	00	1,259,100	00		
Philadelphia, Wilmington and Baltimore,	11,507,750	00	11,507,750	00	11,536,250	00	11,541,250	00		
Pickering Valley,	92,875	00	92,875	00	92,945	00	93,065	00	95,592	17
Pittsburgh and Castle Shannon,	448,920	80	542,250	80	621,782	80	655,439	77	661,355	27
Pittsburgh, Cincinnati and St. Louis,	8,433,750	00	8,433,750	00	8,437,800	00	8,436,600	00		
Pittsburgh and Connellsville,	1,960,682	40	1,960,682	45	1,960,682	42	1,960,682	45	1,960,682	45
Pittsburgh, Fort Wayne and Chicago,	23,814,285	71	23,814,285	71	23,814,285	71	24,787,285	71		
Pittsburgh, Virginia and Charleston,	673,264	31	673,264	31	675,628	91	676,618	13		
Pittsburgh, Titusville and Buffalo,							4,959,450	00	4,959,450	00
Pithole Valley,	250,000	00	250,000	00	250,000	00				
Plymouth,	12,050	00	12,050	00	12,050	00	12,050	00	12,050	00
Point Breeze,									5,400	00
Reading and Columbia,	508,268	09	508,268	09	508,268	09	508,268	09	508,268	09
Salisbury,					70,850	00	78,650	00	104,150	00
Salisbury and Baltimore,	99,900	00	98,500	00						
Schuylkill Valley Navigation and Railroad Co.,	576,050	00	576,050	00	576,050	00	576,050	00	576,050	00
Selinsgrove and North Branch,	2,680	00	54,000	00	67,592	92			67,592	92
Shamokin Valley and Pottsville,	869,450	00	869,450	00	869,450	00	869,450	00		
Sharon,			63,800	00	64,100	00	173,800	00	183,400	00
Shenango and Allegheny,	199,000	00	200,000	00	200,000	00	200,000	00	200,000	00
Shenango Valley and Alliance,			10,250	00	10,250	00	10,250	00		
Somerset and Mineral Point,	55,900	00	55,900	00			63,000	00	6,300	00
South Mountain,	386,439	39	557,803	35	582,803	35	582,803	35	582,803	35
South Mountain Iron Company's,									200,000	00
Southern Pennsylvania Railway and Mining Co.,	800,000	00	800,000	00	800,000	00	800,000	00	800,000	00
Southwark,	58,468	00	58,468	00	58,468	00	58,468	00		
South-West Pennsylvania,	359,817	50	415,830	00	442,202	50	443,120	00		
Spring Brook,	37,800	00	37,800	00	37,800	00			37,800	00
State Line and Sullivan,					987,650	00	987,650	00	1,000,000	00
Stony Creek,	140,560	00	141,600	00	144,100	00	144,750	00	146,000	00
Sullivan and Erie,	1,500,000	00								
Summit Branch,	2,502,250	00	3,883,900	00	3,907,600	00	3,996,250	00		
Sunbury and Lewistown,	500,000	00	500,000	00						
Susquehanna, Gettysburg and Potomac,	1,500,000	00	1,500,000	00						
Tioga,	580,900	00	580,900	00	580,900	00	580,900	00	580,900	00
Tresekow,	130,000	00	130,000	00	130,000	00	130,000	00	130,000	00
Tyrone and Clearfield,	510,000	00	510,000	00	1,000,000	00	1,000,000	00		
Uniontown and West Virginia,			80,000	00	80,000	00	80,000	00		
Waynesburg and Washington,					50,419	87			85,478	31
West Chester,	165,000	00	165,000	00	165,000	00	165,000	00	165,000	00
West Chester and Philadelphia,	823,950	00	823,950	00	821,400	00	821,350	00	821,300	00
West Chester and Phoenixville,			13,000	00	13,000	00	13,000	00	130,000	00

COMPARATIVE STATEMENT, &c.,—Continued.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Western Maryland,			\$679,700	00	\$683,300	00	\$681,300	00	\$681,600	00
Western Pennsylvania,	\$1,022,450	00	1,022,450	00	1,022,450	00	1,022,450	00		
Wheeling, Pittsburgh and Baltimore,	500,000	00	500,000	00	500,000	00	500,000	00	500,000	00
Wilmington and Reading,	759,627	88	759,627	88	759,627	88				
Wilmington and Northern,	248,807	50	249,032	50	249,503	50	249,503	50	1,203,100	00
Total,	\$477,995,935	67	\$482,727,624	83	\$483,255,225	48	\$486,419,097	05	\$257,577,357	09

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Allegheny Valley,	\$5,214,691	84	\$24,222,822	93	\$24,463,686	91	\$27,767,515	94		
Allentown,	649,119	84	687,009	47	728,560	22	727,429	71	\$724,919	02
Atlantic and Great Western,	74,971,088	00	71,109,864	44	75,469,988	08			68,850,311	28
Bachman Valley,	50,000	00	45,000	00			45,000	00	51,264	02
Bald Eagle Valley,	445,900	00	436,900	00	426,900	00	416,900	00		
Baltimore, Philadelphia and New York,			14,818	86	416,621	57	4,244,017	11	2,994,017	11
Barclay Coal Company,	27,000	00	15,500	00	15,500	00	15,500	00	85,500	00
Bedford and Bridgeport,	1,052,404	68	1,054,955	68	1,070,631	44	1,302,723	44		
Bellefonte and Snow 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	200,000	00	208,300	00
Berlin,									31,000	00
Buffalo, Bradford and Pittsburgh,	583,500	00	583,500	00						
Buffalo, New York and Philadelphia,	3,811,444	51	4,167,699	79	4,430,020	77	4,620,478	59	4,525,808	89
Buffalo Valley,									69,000	00
Catasauqua and Fogelsville,									161,029	36
Catawissa,	1,740,350	00	1,740,350	00	1,740,350	00	1,740,350	00	1,802,350	00
Chartiers,	504,298	03	509,929	15	536,776	66	507,237	35		
Chester Creek,	185,000	00	185,000	00	185,000	00	185,000	00	192,000	00
Chester and Delaware River,			130,000	00	169,644	23	176,281	73	195,100	00
Chester Valley,	1,007,500	00	1,025,000	00	1,060,000	00	1,060,000	00	920,000	00
Cleveland and Pittsburgh,	4,465,000	00	5,006,500	00	5,152,000	00	5,137,500	00	5,104,343	63
Colebrookdale,	719,554	16	764,091	00	798,970	24	822,460	18	852,260	55
Columbia and Port Deposit,	887,870	36	1,248,402	26	1,539,647	41	2,022,045	33		
Connecting,	991,000	00	1,136,814	04	1,196,962	06	1,080,489	12		
Corning, Cowanesque and Antrim,					500,000	00	500,000	00	621,449	99
Cumberland Valley,	352,300	00	352,300	00	357,300	00	352,300	00	352,300	00
Danville, Hazleton and Wilkesbarre,	1,818,000	00	1,447,000	00			1,634,000	00		
Delaware, Lackawanna, and Western,	7,832,322	75	7,678,038	99	8,596,248	75	3,700,415	73	4,708,269	99
Delaware River and Lancaster,					996	55				
Dillsburg and Mechanicsburg,	139,032	92	138,816	66			129,943	58	125,208	90
Dunkirk, Allegheny Valley and Pittsburgh,	3,200,000	00	3,426,645	15	3,401,540	29	3,394,403	37	3,382,295	79
East Brandywine and Waynesburg,	227,000	00	349,100	00	306,600	00	377,000	00		
East Broad Top,	188,000	00	585,427	18	543,044	94	514,462	56	514,741	54
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	14,262	12	18,559	59
Elmira and Williamsport,	1,620,000	00	1,620,000	00	1,620,000	00	1,620,000	00	1,620,000	00

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1873.	1874.	1875.	1876.	1877.
Allegheny Valley,	1,778,638	1,794,965	2,054,995	2,202,821	2,761,493
Atlantic and Great Western,	2,712,695	2,709,734	2,583,362	2,641,360	6,097
Bachman Valley,		39,272	14,936	8,614	366,958
Barclay Coal Company,	344,908	328,363	377,653	392,006	69,672
Bellefonte and Snow Shoe,	109,310	95,632	98,477	87,165	78,407
Bell's Gap,	20,284	78,892	71,897	80,397	1,070
Berlin,					503,317
Buffalo, New York and Philadelphia,	158,836	90,788	313,467	375,090	8,630
Buffalo Valley,					251,675
Catasauqua and Fogelsville,	355,030	265,330	230,187	261,542	
Chartiers,	1,981,538	1,441,901	38,047	64,821	
Chester and Delaware River,			7,553		
Cleveland and Pittsburgh,	1,981,538	1,441,901	1,323,880	1,189,862	
Columbia and Port Deposit,				7,806	
Corning, Cowanesque and Antrim,	1,089,222	827,800	621,381	621,592	422,609
Cornwall,	301,794	260,049	220,662	340,524	410,605
Cumberland Valley,	393,128	415,317	357,364	358,664	320,510
Danville, Hazleton and Wilkes-Barre,			34,377		
Delaware and Hudson Canal Company,	2,811,594	2,551,084	2,606,710	1,760,272	1,590,373
Delaware, Lackawanna and Western,	4,448,739	3,653,763	3,898,344	2,923,089	2,922,803
Delaware Western,					88,218
Dillsburg and Mechanicsburg,					51,835
Dunkirk, Allegheny Valley and Pittsburgh,	94,303	269,794	308,102	350,092	419,018
East Broad Top,	3,835	11,288	72,017	127,646	116,130
Edgewood,			24,612	27,240	52,223
Elmira and Williamsport,	523,286	469,021	547,242	593,310	
Emlenton, Shippenville and Clarion,					83,387
Erie,	6,312,702	6,364,276	6,239,943	5,972,818	
Erie and Pittsburgh,	1,025,392	800,947	609,608	594,612	
Foxburg, St. Petersburg and Clarion,					793
Frankford and Holmesburg,					9,922
Greenlick Narrow Gauge,				22,040	18,276
Hanover Junction, Hanover and Gettysburg,				44,718	46,572
Harrisburg and Potomac,			36,833	41,707	35,373
Huntingdon and Broad Top Mountain,	617,240	385,239	485,458	394,078	388,316
Ironton,	100,175	86,831	69,243	49,832	73,387
Jamestown and Franklin,	402,506				

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SECRETARY OF INTERNAL AFFAIRS.

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COMPARATIVE STATEMENT, &c.—Continued.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Emlenton, Shippensville and Clarion,									\$232,302	95
Erie,	\$40,631,246	21	\$48,129,017	34	\$55,693,455	33	\$55,430,874	46		
Erie and Pittsburgh,	3,327,000	00	3,457,000	00	3,377,000	00	3,322,000	00	3,382,785	30
Frankford and Holmesburg,	55,342	36	55,342	36	55,342	36			58,374	45
Foxburg, St. Petersburg and Clarion,									23,756	28
Geneva, Hornellsville and Pine Creek,									40,000	00
Hanover Junction, Hanover and Gettysburg,							143,300	00	178,700	00
Hanover Junction and Susquehanna,					68,181	74	95,884	09	105,427	13
Hanover and York,							185,254	00	185,000	00
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	700,000	00	700,000	00	700,000	00	700,000	00	433,251	00
Harrisburg and Potomac,	225,860	00	263,731	44			460,000	00		
Huntindon and Broad Top Mountain,	2,270,966	09	2,268,640	29	2,585,214	50	2,592,914	70	2,591,970	00
Ironton,	100,000	00	100,000	00	205,287	50	223,071	18	213,179	81
Jamestown and Franklin,	1,900,743	20	2,027,851	19	2,013,752	43	1,981,506	94	1,975,654	34
Jefferson,	2,300,000	00	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	303,730	17	313,179	79
Junction,	800,000	00	800,000	00	800,000	00	780,000	00		
Karns City and Butler,									146,600	09
Lake Shore and Michigan Southern,	38,375,606	19	36,511,000	00	36,250,000	00	36,000,000	00	35,750,000	00
Lancaster and Reading, (narrow gauge,)			377,457	59					350,000	00
Lawrence,	355,000	00	346,000	00	344,000	00	355,000	00		
Lawrenceville and Evergreen,			12,500	00	13,148	26	13,148	38	13,815	76
Lehigh and Lackawanna,	300,000	00	300,000	00	300,000	00	300,000	00	600,000	00
Lehigh Valley,	12,712,643	23	16,859,000	00	20,501,338	65	24,646,208	14	24,936,813	80
Lewisburg Centre and Spruce Creek,			1,585,147	00	1,554,000	00	1,888,000	00		
Ligonier Valley,			8,862	10	8,862	10	1,800	00	49,460	65
Little Saw Mill Run,	33,217	26	74,702	77	83,588	21	82,592	94	88,506	15
Littlestown,	40,000	00	40,000	00	40,000	00	40,000	00	56,546	65
Little Schuylkill Navigation,	747,500	00	735,500	00	723,500	00	715,500	00	492,000	00
McKean and Buffalo,			20,000	00	453,611	50	467,776	16	461,424	54
Mifflin and Centre County,	215,261	22	202,517	55	235,468	77	268,433	90		
Mont Alto,	125,000	00	125,000	00	125,000	00	125,000	00	125,000	00
Montrose,					45,100	00	44,900	00	44,900	00
Mount Oliver Inclined Plane,	72,550	38	79,105	18	63,740	49	51,579	78	62,312	38
Mount Pleasant and Broad Ford,	45,463	85	38,007	44	38,198	83	38,198	83		
Muncy Creek,	151,000	00	165,800	00			195,000	00	205,000	00
Nesquehoning Valley,					75,020	84	94,615	08		

Pittsburgh, Titusville, and Buffalo,	556,546	649,331	739,711	755,842	724,433
Pitohole Valley,	7,906	7,112			
Reading and Columbia,	382,309	372,851	290,354	281,851	302,187
Salisbury,				85,84	83,264
Shamokin Valley and Pottsville,	760,305	706,071	912,123	688,700	
Sharpsville, Wheatland, Sharon and Greenfield,			10,135		
Shenango and Allegheny,	166,380	283,963	264,092	265,196	349,229
Somerset and Mineral Point,	7,500		7,247	7,338	7,162
South Mountain Iron Company's,	56,617	39,953	19,569	15,021	
Southern Pennsylvania Railway and Mining Company,	23,562				
Spring Brook,			12,000		
State Line and Sullivan,				6,486	
Stony Creek,		7,186	15,361	10,583	14,021
Summit Branch,	517,228	512,021	576,289	428,965	
Sunbury and Lewistown,		119,852			
Susquehanna, Gettysburg and Potomac,	18,367	22,870			
Tioga,	927,476	671,193	507,648	501,442	478,742
West Chester and Philadelphia,	94,235	90,602	94,358	92,507	97,726
Western Maryland,			106,798	112,689	131,367
Wheeling, Pittsburgh and Baltimore,	11,521	10,693	9,471	24,307	20,263
Wilmington and Reading, } now Northern, {	301,084	240,829	246,361	224,916	
Wilmington and Western, }	20,030	111,228	59,981	75,820	217,830
Total,	84,270,803	80,250,320	85,247,497	79,382,012	46,582,083

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Allegheny Valley,	\$1,844,444	60	\$1,629,720	70	\$1,395,617	40	\$1,353,158	77		
Allentown,									\$1,098	25
Atlantic and Great Western,	3,571,061	32	3,768,152	41	3,241,094	87	2,954,391	81	3,043,881	94
Bachman Valley,	8,667	66	7,450	19	2,532	91	1,389	96	2,536	05
Barclay Coal Company,	113,953	44	82,478	31	93,223	53	86,630	64	75,767	93
Bellefonte and Snow Shoe,	62,201	57	53,358	88	59,510	32	51,200	03	39,851	22
Bell's Gap,	7,499	72	28,091	74	18,504	85	17,013	46	14,601	39
Berlin,									865	11
Buffalo, New York and Philadelphia,	349,716	84	35,654	17	334,797	36	427,982	82	328,793	93
Buffalo Valley,									3,523	23
Catasauqua and Fogelsville,	90,050	56	49,969	39	52,212	22	46,084	40	47,889	09
Chartiers,	42,033	16	52,571	77	36,897	84	32,944	31		
Chester and Delaware River,					6,198	82				
Cleveland and Pittsburgh,	1,815,730	61	1,388,464	41	1,287,131	83	1,292,683	56		
Colebrookdale,									466	52
Columbia and Port Deposit,							5,429	48		
Corning, Cowanesque and Antrim,	319,480	12	285,743	88	185,600	89	172,276	11	192,016	90
Cornwall,	27,432	21	26,133	98	17,699	54	23,153	50	32,071	72
Cumberland Valley,	266,739	43	274,260	87	265,481	34	249,892	46	265,698	29
Delaware and Hudson Canal Company,	958,621	14	840,398	96	770,454	99	623,342	52	473,775	35
Delaware, Lackawanna and Western,	2,748,162	46	2,126,818	40	1,822,184	90	1,190,422	51	1,512,318	29
Delaware Western,									35,366	98
Dillsburg and Mechanicsburg,	2,213	92							10,092	15
Dunkirk, Allegheny Valley and Pittsburgh,	175,738	37	288,071	73	344,772	95	343,412	41	365,113	02
East Broad Top,					39,708	71	52,274	34	44,202	77
Edgewood,					5,044	63	924	76	1,285	04
Elmira and Williamsport,	551,751	50	527,700	54	513,538	59	541,097	03		
Erie,	13,640,642	32	13,563,738	82	12,679,130	95	12,231,201	78		
Emlenton, Shippenville and Clarion,									91,618	50
Erie and Pittsburgh,	678,846	63	487,325	49	330,060	99	355,966	26		
Foxburg, St. Petersburg and Clarion,									12,305	03
Frankford and Holmesburg,									8,901	33
Greenlick Narrow Gauge,							4,436	91	3,834	89
Hanover Junction, Hanover and Gettysburg,	65,809	40	55,685	22	47,820	55	33,718	76	42,931	59
Hanover Junction and Susquehanna,									176,952	77
Hanover and York,							41,907	77	45,069	08
Harrisburg and Potomac,					0,255	84	7,877	50	8,352	56

Huntingdon and Broad Top Mountain,	309,239	79	184,738	72	156,269	69	125,332	87	151,333	02
Ironton,	21,287	95	14,569	85	17,881	10	12,150	60	15,245	10
Jamestown and Franklin,	169,778	67	137,335	26					131,064	08
Junction,	79,020	76			81,312	30			60,079	21
Karns City and Butler,									8,903,963	65
Lake Shore and Michigan Southern,	13,803,872	87	11,152,371	56	10,532,829	79	9,573,935	52		
Lawrence,	113,088	76	108,359	19	89,760	13	88,723	87		
Lawrenceville and Evergreen,			2,170	05	3,468	48	2,919	32	3,120	48
Lehigh and Lackawanna,	28,710	91	25,708	09	27,948	38	23,558	25	23,562	64
Lehigh and Susquehanna,	1,341,250	17	1,308,020	85	1,717,898	61	1,279,563	30	1,048,315	35
Lehigh Valley,	3,884,859	97	3,471,418	36	3,262,861	97	3,812,750	04	3,341,566	68
Little Saw Mill Run,	33,188	98	46,656	64	36,037	23	17,832	98	21,675	76
Littlestown,	10,161	02	14,849	38					16,235	64
Little Schuylkill Navigation,									77,788	84
Lykens Valley,									1,541	77
McKean and Buffalo,					25,208	78	28,994	71	21,946	38
Monongahela Inclined Plane,					11,334	02	10,490	62	8,580	87
Mont Alto,	7,903	99	4,932	07	7,340	82	7,332	94	8,289	89
Montrose,					13,751	48	16,162	13	14,762	78
Mount Oliver Inclined Plane,	11,635	35	9,634	46	5,632	53	7,821	99	5,863	38
Muncy Creek,	4,280	93	7,983	57			6,687	40	6,041	80
New Castle and Beaver Valley,	160,284	22	129,855	20	133,973	73	132,656	37	10,544	20
New Castle and Franklin,			11,521	15	25,716	11	22,801	20	30,363	30
Northern Central,	2,299,421	05	2,081,331	59	2,092,661	75	2,048,110	92		
North-East Pennsylvania,	15,089	46	527	33					5,494	85
North Pennsylvania,	931,573	90	829,725	63	905,542	27	889,346	78	1,052,758	08
Olean, Bradford and Warren,									595	08
Parker and Karns City,					49,669	33			87,099	06
Peach Bottom,									31,615	69
Pennsylvania,	15,276,307	33	13,245,447	07	11,749,053	36	12,452,689	23		
Pennsylvania Coal,	443,700	00	526,200	00	559,000	00	276,500	00		
Pennsylvania and New York Canal and People's,	1,035,053	91	761,810	52	941,111	18	1,069,972	08	921,038	29
Perkiomen,					15,651	34	8,894	68		
Philadelphia and Baltimore Central,	224,861	33			184,796	22	179,724	77	8,788	59
Philadelphia and Erie,	3,338,255	16	2,434,416	89	2,223,483	68	2,188,445	92	215,618	66
Philadelphia and Reading,	7,101,070	14	6,409,533	39	6,059,624	53	6,129,757	72		
Philadelphia and Trenton,	1,533,663	24	1,144,861	84	1,013,842	91	1,019,664	64	8,277,303	51
Philadelphia, Wilmington and Baltimore, Pickering Valley,	1,979,618	63	1,730,073	78	1,668,235	26	1,729,393	40		
Pittsburgh and Castle Shannon,					64,535	20	66,257	87	2,476	69
Pittsburgh, Cincinnati and St. Louis, Pittsburgh and Connellsville,	3,292,684	96	2,537,587	11	2,400,951	86	2,336,375	54	120,619	50
Pittsburgh and Fort Wayne and Chicago, Pittsburgh,	1,556,347	84	1,276,234	37	1,322,924	44	1,129,300	05	982,015	58
	6,196,517	06	5,058,498	13	4,586,097	93	4,798,624	50		

COMPARATIVE STATEMENT, &c.—Continued.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Pittsburgh, Virginia and Charlestown,	\$48,581	86	\$75,821	18	\$87,750	51	\$87,893	15		
Pittsburgh, Titusville and Buffalo,	696,441	92	501,502	87	570,875	86	455,828	47	\$427,909	08
Pitohole Valley,	21,713	08	10,136	58						
Reading and Columbia,	213,499	92	201,547	59	220,637	21	172,160	16	161,787	27
Salisbury,							3,449	37	7,459	84
Shamokin Valley and Pottsville,	185,701	29	186,361	74	204,726	72	151,449	97	118,757	87
Sharpville, Wheatland, Sharon & Greenfield,					1,832	97				
Shenango and Allegheny,	70,449	17	100,859	51	86,341	15	116,929	77		
Somerset and Mineral Point,	9,380	29	8,183	63	4,751	63	4,362	56	5,046	10
South Mountain Iron Company's,	47,216	34	24,017	17	13,589	77	6,974	65	4,873	90
Southern Pennsylvania Railway & Mining Co.,	23,084	22	26,603	36	20,620	71			15,918	28
Spring Brook,			3,550	00						
State Line and Sullivan,					53,376	91	26,983	18	45,560	36
Stony Creek,					18,996	59			6,492	38
Sullivan and Erie,	10,249	94	75,282	53						
Summit Branch,	86,892	76	22,897	12	92,575	12	147,228	95		
Sunbury and Lewistown,			110,240	59						
Susquehanna, Gettysburg and Potomac,	23,372	72								
Tioga,	285,104	16	201,450	15	172,490	70	190,997	82	207,469	44
West Chester and Philadelphia,	184,429	32	185,507	18	183,465	52	188,571	01	188,295	56
Western Maryland,					264,735	81	206,219	56	219,940	57
Wheeling, Pittsburgh and Baltimore,	44,866	31	48,441	25	47,784	96	45,646	40	42,845	92
Wilmington and Reading, now }	228,846	16	186,018	58	147,762	35	138,662	80	1,566	74
Wilmington and Northern,	37,859	55	30,008	39	35,543	63	37,501	69	126,714	15
Total,	\$94,811,211	86	\$82,236,675	83	\$77,855,731	27	\$75,723,845	58	\$33,953,155	00

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Allegheny Valley,	\$2,628,470	92	\$2,479,166	78	\$2,392,341	25	\$2,438,254	50		
Allentown,			8,022	39	2,531	35	2,348	26	\$3,419	21
Atlantic and Great Western,	5,315,489	13	4,838,257	08	3,913,649	68	3,661,206	48	3,961,506	60
Bachman Valley,	13,815	50	11,431	21	6,021	29	3,674	11	2,562	06
Barclay Coal Company,	31,996	97	46,060	96	48,220	58	56,011	88	47,773	23
Bellefonte and Snow Shoe,	229,788	19	274,398	14	246,676	57	204,680	57	48,655	34
Bell's Gap,	10,914	52	42,415	71	38,146	42	44,031	77	41,963	89
Berlin,									2,184	09
Buffalo, New York and Philadelphia,	398,362	61	580,665	96	613,176	55	656,513	75	665,388	73
Buffalo Valley,									3,523	23
Catasauqua and Fogelsville,	130,486	21	90,539	40	80,229	46	83,802	85	90,658	55
Catawissa,									226,000	00
Chartiers,	61,193	09	71,036	27	72,148	78	77,176	08		
Chester Creek,									11,100	00
Chester and Delaware River,					8,422	74				
Chestnut Hill,									14,478	00
Cleveland and Pittsburgh,	3,740,384	15	2,837,554	23	2,629,037	15	2,474,861	52		
Colebrookdale,			9,415	31	9,190	28	11,808	06	8,374	88
Columbia and Port Deposit,							7,417	43		
Corning, Cowanesque and Antrim,	428,893	20	412,581	90	316,696	26	341,082	14	312,277	33
Cornwall,	76,839	61	56,815	15	47,438	01	70,612	77	84,070	69
Cumberland Valley,	614,184	99	603,310	05	526,076	14	547,993	65	519,851	37
Delaware and Hudson Canal Company,	125,656	34	120,549	49	1,050,686	25	907,536	24	721,526	32
Delaware, Lackawanna and Western,	6,248,465	33	5,347,725	51	6,282,107	90	4,051,285	93	3,617,659	35
Delaware Western,									45,346	06
Dillsburg and Mechanicsburg,	4,986	15	16,113	93	20,659	65	22,573	44	19,324	31
Dunkirk, Allegheny Valley and Pittsburgh,	195,600	29	358,457	43	350,147	21	398,636	25	342,272	48
East Broad Top,					67,618	63	94,589	37	79,591	48
East Mahanoy,			25,298	74			25,604	35		
Edgewood,					3,409	38	1,360	13	2,611	15
Elnira and Williamsport,	698,203	53	623,003	87	649,160	00	633,316	40	218,002	60
Erie,	20,012,606	51	18,598,898	76	17,677,746	49	16,539,765	33		
Erie and Pittsburgh,	1,166,423	50	870,703	00	519,313	52	539,315	93		
Foxburg, St. Petersburg and Clarion,									6,655	39
Frankford and Holmesburg,									5,998	41
Green Lick Narrow Gauge,							6,976	24	6,849	61
Hanover Junction, Hanover and Gettysburg,					79,808	25	59,622	53	55,955	69

COMPARATIVE STATEMENT, &c.—Continued.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.		
Hanover and York,										\$64,463	85
Harrisburg and Potomac,					\$9,822	98	\$11,671	99	\$11,552	80	
Huntingdon and Broad Top Mountain,	\$431,107	47	\$284,720	68	325,011	36	272,455	22	261,410	25	
Ironton,			33,206	70	28,998	09	27,290	85	29,195	68	
Jamestown and Franklin,	282,964	45	228,892	11	228,847	11	225,102	97	218,440	05	
Junction,	151,133	08	146,623	12	168,200	83	228,435	99			
Karns City and Butler,									115,111	20	
Lake Shore and Michigan Southern,	19,289,395	84	17,146,130	76	14,434,198	76	13,948,585	83			
Lawrence,	189,361	44	174,408	83	174,257	13	178,172	33			
Lawrenceville and Evergreen,			2,383	87	3,504	55	4,941	12	2,461	72	
Lehigh and Lackawanna,	42,386	93	43,839	18	39,873	96	33,191	04	30,899	45	
Lehigh and Susquehanna,	3,447,816	79	3,385,301	47	3,178,646	00	2,769,825	94	1,939,534	05	
Lehigh Valley,	6,710,564	57	6,759,391	02	6,046,495	44	7,049,646	56	6,488,063	62	
Little Saw Mill Run,	55,228	13	100,654	25	43,247	34	36,619	96	28,681	69	
Littlestown,	17,031	76	16,763	95					16,706	54	
Little Schuylkill Navigation,							242,703	81	267,282	88	
Lykens Valley,							62,843	42	62,882	03	
McKean and Buffalo,					25,819	19	57,219	39	51,267	89	
Mine Hill and Schuylkill Haven,									321,800	00	
Monongahela Inclined Plane,					24,721	72	18,808	54	15,482	13	
Mont Alto,	9,099	00	8,109	94	11,444	62	8,216	59	9,050	08	
Montrose,					22,449	54	25,559	59	19,161	72	
Mount Carbon and Port Carbon,									36,250	00	
Mount Oliver Inclined Plane,	12,234	02	12,833	36	9,353	20	9,476	05	8,905	59	
Muncy Creek,	10,032	86	10,291	54			8,305	26	8,569	70	
Nesquehoning Valley,									130,000	00	
New Castle and Beaver Valley,	349,978	40	353,073	18	357,181	45	306,897	49	101,267	22	
New Castle and Franklin,			19,093	27	39,925	70	39,943	98	52,005	71	
Northern Central,	3,230,722	87	3,266,970	99	3,246,348	45	2,880,074	35			
North-East Pennsylvania,	13,540	47	18,149	62	24,645	00	27,706	98	22,855	71	
North Pennsylvania,	1,447,540	08	1,424,463	18	1,417,734	61	1,676,865	91	1,482,705	20	
Olean, Bradford and Warren,									833	00	
Oil Creek and Allegheny River,	1,067,738	96	846,851	72	809,796	01			170,098	87	
Parker and Karns City,					102,332	92			40,988	24	
Peach Bottom,							62,715	19			
Pennsylvania,	14,886,008	90	22,642,371	85	20,498,251	97	20,788,075	62			
Pennsylvania Coal,	28,501	48	23,764	20	22,119	85	15,061	81	8,564	65	

Pennsylvania and New York Canal and People's,	1,485,805	83	1,481,251	89	1,480,269	67	1,077,706	19	1,562,885	27
Perkiomen,			17,807	80	15,290	58	14,284	40	9,654	05
Philadelphia and Baltimore Central,	303,221	09	296,614	57	22,297	05	66,538	89	67,134	21
Philadelphia and Erie,	3,842,067	20	3,508,919	28	284,027	84	304,425	54	275,672	23
Philadelphia, Germantown and Norristown,	278,759	01	331,324	29	3,365,897	24	3,352,979	15		
Philadelphia, Newton and New York,					278,073	66	277,923	34		
Philadelphia and Reading,	14,832,660	68	14,452,121	18			8,088	82		
Philadelphia and Trenton,	1,995,605	98	1,914,346	16	15,002,817	81	12,328,835	71	13,004,419	51
Philadelphia, Wilmington and Baltimore,	2,992,028	67	2,801,634	89	1,942,922	40	3,076,343	81		
Pickering Valley,			4,948	84	2,849,553	60	3,305,437	87		
Pittsburgh, and Castle Shannon,					4,503	45	5,167	04	4,151	97
Pittsburgh, Cincinnati and St. Louis,	3,836,598	00	3,573,316	41	375,930	47	390,582	07	123,454	83
Pittsburgh and Connellsville,	1,564,993	31	1,526,124	80	3,175,970	00	3,282,705	50		
Pittsburgh, Port Wayne and Chicago,	9,605,707	14	8,597,463	90	1,480,784	66	1,658,974	35	1,388,494	22
Pittsburgh, Virginia and Charlestown,	67,137	11	127,701	29	7,925,830	80	7,866,316	04		
Pittsburgh, Titusville and Buffalo,					123,593	80	127,738	70		
Reading and Columbia,	810,517	01	309,251	32			706,019	20	687,073	18
Salisbury,					290,299	68	275,412	79	255,074	33
Shamokin Valley and Pottsville,	350,487	11	324,266	69			3,588	00	8,393	81
Sharpsville, Wheatland, Sharon and Greenfield,					410,022	98	280,885	16		
Shenango and Allegheny,	157,300	50	228,429	85	2,025	85				
Somerset and Mineral Point,	15,817	09	12,847	08	201,039	88	188,809	23	254,038	62
South Mountain Iron Company's,	43,819	92	29,300	89	12,671	94	11,169	94	9,327	85
Southern Pennsylvania Railway & Mining Co.,	31,944	58	33,701	89	15,146	01	12,274	71		
State Line and Sullivan,					23,231	17	18,422	40	16,490	27
Stony Creek,			16,632	35			21,695	39	23,146	22
Sullivan and Erie,	18,044	69			15,970	42	17,006	12	15,898	64
Summit Branch,	324,313	73	310,036	43						
Susquehanna, Gettysburg and Potomac,	31,079	52	33,320	46	349,117	30	244,469	08		
Tioga,	506,119	43	388,464	37						
West Chester and Philadelphia,	362,789	43	350,164	26	286,660	28	298,771	54	334,076	96
Western Maryland,					350,540	92	369,544	90	332,274	41
Wheeling, Pittsburgh and Baltimore,	47,364	79	49,888	96	293,718	04	311,902	55	332,085	87
Wilmington and Reading, now }	251,496	68	193,825	62	48,321	48	50,880	18	42,934	65
Wilmington and Northern,	35,219	24	31,871	15	197,776	39	157,791	84	2,914	24
					40,277	25	46,109	31	135,934	59
Total,	\$146,895,790	94	\$136,252,290	77	\$131,798,375	69	\$125,789,841	57	\$42,078,109	36

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

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NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allegheny Valley,	13	44	19	32	10	39	19	30		
Atlantic and Great Western,	9	33	11	19	5	29	3	15	8	14
Barclay Coal Company,				12		1	1		1	
Bellefonte and Snow Shoe,	1						1	1		2
Bell's Gap,	1	2		2	1	1				
Buffalo, New York and Philadelphia,	3	19	3	3			4	2	3	2
Buffalo Valley,										1
Catasauqua and Fogelsville,							1			
Catawissa,		1								
Chartiers,		1			2	1		2		
Cleveland and Pittsburgh,	3	5	1	5	11	8	1	6		
Corning, Cowanesque and Antrim,	1	3	2	1	1				3	
Cumberland Valley,	3	6		2	2	1	1	1		1
Delaware and Hudson Canal Company,	11	8	15	12	12	15	5	7	3	1
Delaware, Lackawanna and Western,	23	17	16	7	22	17	19	36	20	6
Dunkirk, Allegheny Valley and Pittsburgh,					4	6			1	8
East Broad Top,						3	1	5		
Elmira and Williamsport,		6	3	8	3	15	3	8		
Emlenton, Shippenville and Clarion,									1	1
Erie,	53	119	98	345	106	203	101	169		
Erie and Pittsburgh,	6	15	5	11	1	6	1	4		
Greenlick Narrow Gauge,								1		
Hanover Junction, Hanover and Gettysburg,	1			3		1				
Harrisburg and Potomac,							1			
Huntingdon and Broad Top Mountain,	3	16	1	6	1				1	3
Ironton,				1						
Jamestown and Franklin,	3	6	1	4				4		
Jefferson,					1	3				

RAILROAD REPORT.

Junction,	7	29	8	20	7	7	4	13	1	2
Karns City and Butler,			1			1				
Lake Shore and Michigan Southern,							1			
Lawrence,										
Lawrenceville and Evergreen,					1					
Lehigh and Lackawanna,	15	8	15	5	12	7	13	13	5	4
Lehigh and Susquehanna,	84	37	28	31	23	25	34	71	30	27
Lehigh Valley,						1				
Lewisburg, Centre and Spruce Creek,								1		
Little Saw Mill Run,								1		
Mine Hill and Schuylkill Haven,										
Montrose,	1									
Muncy Creek,	1									
New Castle and Beaver Valley,	2	24	2	6	2	7		3		
New Castle and Franklin,				1	1	2	1			
Northern Central,	9	24	14	30	17	34	13	28		
North Pennsylvania,	12	3	10	5	9	2	10	14	21	23
Oil Creek and Allegheny River,	2	7	7	9	8	19				
Parker and Karns City,						1			1	1
Peach Bottom,									2	10
Pennsylvania,	156	355	129	298	119	359	150	446		
Pennsylvania Coal,	4	5	2	2	9	9	7	8	9	8
Pennsylvania and New York Canal and,	1	5	6	11	5	17	9	14	4	31
Philadelphia and Baltimore Central,	4	1	1	3	8				1	8
Philadelphia and Erie,	30	79	9	59	18	50	17	74		
Philadelphia and Reading,	60	74	42	60	52	81	62	79	98	110
Philadelphia and Trenton,	11	26	13	36	19	37	19	17		
Philadelphia, Wilmington and Baltimore,	21	27	15	11	13	10	22	12		
Pittsburgh and Castle Shannon,		1	2				1		2	1
Pittsburgh, Cincinnati and St. Louis,	21	26	15	9	10	13	14	25		
Pittsburgh and Connellsville,	18	35	18	36	15	20	21	9	11	12
Pittsburgh, Fort Wayne and Chicago,	11	32	14	33	26	40	15	31		
Pittsburgh, Virginia and Charlestown,	8	1	1				1			
Pittsburgh, Titusville and Buffalo,							4	27		
Reading and Columbia,	2	2	3	1		2		4	6	3
Shamokin Valley and Pottsville,	1		1	6		13	1	6		
Shenango and Allegheny,	1	3	1	2	1	4				
Somerset and Mineral Point,								1		
South Mountain Iron Company's,	2									
Summit Branch,	1			1	1	2		3		
Susquehanna, Gettysburg and Potomac,		1		1						
Tioga,	3	1					1		1	
West Chester and Philadelphia,	2		2		3		2	2	4	2

COMPARATIVE STATEMENT, &c.—Continued.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Western Maryland, . . . . .	. . .	. . .	2	. . .	2	. . .	3	. . .	2	. . .
Wheeling, Pittsburgh and Baltimore, Wilcox and Howard Hill Improvement Company, . . . . .	. . .	. . .	. . .	. . .	1	. . .	. . .	. . .	. . .	. . .
Wilmington and Reading, now }	3	9	. . .	7	1	2	. . .	. . .	4	. . .
Wilmington and Northern, . . } . . . . .	. . .	1	. . .	. . .	. . .	. . .	. . .	3	. . .	2
Total,	572	1,116	536	1,151	562	1,109	589	1,202	247	283

TABULATED RESULTS

COMPILED FROM PASSENGER RAILWAYS.

PASSENGER RAILWAY 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,		\$45,260 00	\$45,260 00	\$12,000 00	7	2
Central, Pittsburgh,	\$30,000 00	30,000 00	27,750 00	12,100 00	8	
Central, Reading,	50,000 00	50,000 00	50,000 00	22,142 83	7	
Citizens', Philadelphia,	500,000 00	500,000 00	192,550 00			\$12 50 per share.
Citizens', Pittsburgh,	200,000 00	100,000 00	184,000 00	43,342 66	7	8
Coalville,	50,000 00	62,675 00	62,675 00	20,325 11	8	
Continental,	600,000 00	600,000 00	250,000 00	100,000 00	7	
East-on and South East-on,	75,000 00	29,562 50	29,562 50	7,197 70	7	
Empire,	600,000 00	600,000 00		241,199 70	7	
Erie City,	100,000 00	50,000 00	50,000 00			
Federal Street and Pleasant Valley,	100,000 00	100,000 00	100,000 00	75,453 98	7 1/2	6
Frankford and Southwark,	750,000 00	600,000 00	600,000 00	142,000 00	7 1/2	
Germantown,	1,500,000 00	1,500,000 00	572,860 00	240,456 55	7	16
Green and Coates Street, Philadelphia,	500,000 00	150,000 00	150,000 00	105,000 00	7	5
Harrisburg City,	41,150 00	41,150 00	41,150 00	1,739 45		6
Hestonville, Mantua and Fairmount,	2,050,000 00	299,381 36	299,381 36	558,342 47	7 and 6	
Lombard and South Street,	500,000 00	825,000 00	195,000 00	62,500 00	7	
Manayunk and Roxborough Inclined Plane,	100,000 00	53,475 00	58,475 00	2,225 00		
People's Street, Luzerne county,	1,000,000 00	150,000 00	150,000 00	13,000 00		
People's, Philadelphia,	500,000 00	292,250 00	93,525 82	117,896 48	7	
Philadelphia City,	1,000,000 00	1,000,000 00	475,000 00	300,000 00	6 and 7	6
Philadelphia and Darby,	1,000,000 00	200,000 00		100,000 00	7	
Philadelphia and Gray's Ferry,	1,000,000 00	303,750 00	303,750 00	34,000 00	7	\$2 per share.
Pittsburgh, Allegheny and Manchester,	800,000 00	300,000 00	300,000 00	103,000 00	8	6
Pittsburgh and Birmingham,	200,000 00	200,000 00	150,000 00	40,000 00	7 1/2	
Pittsburgh, Oakland and East Liberty,	150,000 00	150,000 00	150,000 00	87,054 98	7	
Pittston,	25,000 00	20,675 00	18,312 50	5,900 00	7	
Reading City,	50,000 00	41,550 00	41,550 00	412 39		
Ridge Avenue, Philadelphia,	750,000 00	750,000 00	420,000 00	78,400 00	6 and 7	10

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Riverside,	50,000	00	10,900	00	8,790	00	50 cts. per share.
Schuylkill River,	500,000	00	500,000	00	50,000	00	10 1/2
Second and Third Streets,	1,000,200	00	1,000,200	00	671,576	25	93,500	00	7
Seventeenth and Nineteenth Streets,	500,000	00	500,000	00	250,000	00	113,800	00	7 and 6
South Side,	65,000	00	41,050	00	41,050	00	18,672	86	8 and 7
Stroudsburg,	20,000	00	25,600	00	25,600	00	132	28	8
Thirteenth and Fifteenth Street,	1,000,000	00	1,000,000	00	834,529	44	100,000	00	7
Union, Philadelphia,	1,000,000	00	1,250,000	00	425,000	00	565,000	00	6 and 7
West Philadelphia,	500,000	00	400,000	00	400,000	00	285,132	00	6 and 7
Wilkes Barre and Kingston,	100,000	00	100,000	00	100,000	00	. . . . .	. . . . .	2
Williamsport,	50,000	00	40,600	00	40,600	00	966	94	. . . . .
	\$17,666,350	00	\$13,420,403	86	\$7,295,272	87	\$3,714,538	27	. . . . .

TABLE B.

NAME OF COMPANY.	COST OF ROAD AND EQUIPMENT.		CHARACTERISTICS OF ROAD.										
	Total cost of road and equipment.		Length of road.	Gauge of road.	Weight of rail per yard.	No. 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 roadway.	
Allentown,	\$36,394	13	3.44	4.8 $\frac{1}{2}$	19	2	1	5	1	1	14	\$15,000	00
Central, Pittsburgh,	49,204	50	2.75	5.2	38	1	2	8	2	58	5,500	00	
Central, Reading,	79,140	57	2.20	5.2 $\frac{1}{2}$	45	1	1	6	2	18			
Citizens', Philadelphia,	299,044	74	10.00	5.2	45	7	1	58	7	4	367	160,000	00
Citizens', Pittsburgh,	168,038	18	5.55	5.2	45	5	2	28	6	2	217	75,304	48
Coalville,	47,365	64	2.50	4.8 $\frac{1}{2}$	34	2	1	4	2	10	27,048	14	
Continental,	355,715	23	9.50	5.2	56	2	2	40	4	256	112,021	10	
Easton and South Easton,	25,962	50	1.40	5.2	48	2	1	5	2	16	4,000	00	
Empire,	106,000	00	8.50	5.2	45	4	1	2	2	28	6,000	00	
erie City,	43,485	23	2.40	4.8	30	2	1	10	2	118	33,630	47	
Federal Street and Pleasant Valley,	138,179	98	2.60	5.2 $\frac{1}{2}$	45	1	1	20	1	536	120,000	00	
Frankford and Southwark,	963,887	45	16.75	5.2	47	9	3	75	3	620	410,000	00	
Germantown,	963,447	00	31.00	5.2	53	13	3	90	80	233	64,285	19	
Green and Coates Street, Philadelphia,	244,441	56	.25	5.2	47	5	2	37	3	23	1,500	00	
Harrisburg City,	27,960	41	2.04	5.2 $\frac{1}{2}$	44	4	1	8	2	479	319,594	02	
Hestonville, Mantua and Fairmount,	535,281	66	20.00	5.2	43	5	2	80	12	6	150	50,000	00
Lombard and South Street,	271,594	83	8.00	5.2	43	4	2	33	11	4	26	11,054	42
Manayunk and Roxborough Inclined Plane,	59,276	56	5.50	5.2 $\frac{1}{2}$	48	1	1	7	1	41	25,000	00	
People's Street, Luzerne County,	158,728	77	9.50	4.8 $\frac{1}{2}$	25	3	1	6	6	2	127	14,000	00
People's, Philadelphia,	205,491	84	6.50	5.2	43	1	1	22	2	667	302,650	00	
Philadelphia City,	826,861	33	9.62	5.2 $\frac{1}{2}$	43	6	4	120	9	188	114,706	85	
Philadelphia and Darby,	5.05		5.2	4.2	3	1				221			
Philadelphia and Gray's Ferry,	248,989	74	10.37	5.2	44	3	1	28	1				
Pittsburgh, Allegheny and Manchester,	279,020	49	4.75	5.2	45	5	3	37	3	1			

Pittsburgh and Birmingham,	127,234	00	3.25	5.2	45	8	2	17	2	2	115	52,381	61
Pittsburgh, Oakland and East Liberty,	179,318	76	6.00	5.2 $\frac{1}{2}$	48	8	2	26	8	..	125	88,171	30
Pittston,	26,260	00	2.00	5.2	42	1	..	8	..	..	..	3,400	00
Reading City,	47,001	94	2.50	5.2	45	2	1	10	..	..	24	1,200	00
Ridge Avenue, Philadelphia,	614,264	67	15.00	5.1	46	1	8	53	..	..	291	142,000	00
Riverside,	310	20	..	4.8 $\frac{1}{2}$	..	..	..	..	..	..	..	..	..
Schuylkill River,	47,468	54	3.11	4.2	44	..	..	..	..	..	..	..	..
Second and Third Streets,	840,372	55	37.00	5.2 $\frac{1}{2}$	56	7	2	100	9	11	620	160,000	00
Seventeenth and Nineteenth Streets,	218,311	95	7.50	5.2	55	4	2	88	4	8	815	184,123	61
South Side,	81,851	13	2.21	5.2	38	2	1	..	16	1	75	10,000	00
Stroudsburg,	24,124	84	1.37	4.8 $\frac{1}{2}$	28	1	1	1	1	1	6	3,000	00
Thirteenth and Fifteenth Street,	322,060	42	12.00	5.2	43	6	2	30	18	15	295	105,000	00
Union, Philadelphia,	1,012,009	78	41.00	5.2	53	7	4	101	53	9	901	895,659	41
West Philadelphia,	839,047	93	19.00	5.2 $\frac{1}{2}$	44	11	1	105	8	7	790	304,210	50
Wilkes Barre and Kingston,	94,833	37	4.12	5.2	45	1	1	4	2	..	16	10,000	00
Williamsport,	42,833	77	2.05	4.8 $\frac{1}{2}$	16	..	..	5	..	4	17	..	..
Total,	\$10,654,796	19	338.28	..	..	196	60	1,220	167	119	7,981	\$3,280,440	60

TABLE C.—TRANSPORTATION OF PASSENGERS AND EXPENSES.

NAME OF COMPANY.	Number of passengers (all classes) carried in cars.	Of maintaining the road or real estate of corporation.		Of operating the road.		Total.	
Allentown,	100,713	\$579	99	\$6,346	99	\$6,926	98
Central Pittsburgh,	432,326	3,515	93	18,006	48	21,522	41
Central Reading,	173,045	352	09	8,385	26	8,737	35
Citizens', Philadelphia,	5,792,363	14,312	73	180,028	23	195,140	96
Citizens', Pittsburgh,	2,724,891	24,890	50	105,941	06	130,831	56
Coalville,	51,472	486	05	4,935	36	5,421	41
Continental,	2,699,437	4,152	70	124,732	91	128,895	61
Easton and South Easton,	110,525	610	42	6,388	11	6,998	53
Empire,	2,817,728						
Erie City,	184,822	258	30	8,433	68	8,691	98
Federal Street and Pleasant Valley,	1,205,530	391	08	41,010	84	41,401	92
Frankford and Southwark,	7,819,963	24,575	72	277,070	51	301,646	23
Germantown,	10,314,484	20,890	56	264,236	68	285,127	24
Green and Coates Street, Philadelphia,	2,832,701	7,450	29	123,223	79	130,674	08
Harrisburg City,	221,098	644	00	10,066	28	10,710	28
Hestonville, Mantua and Fairmount,	4,778,166	16,617	14	247,423	09	264,040	23
Lombard and South Street,	1,643,987	6,179	11	69,058	53	75,237	64
Manayunk and Roxborough Inclined Plane,	184,030	631	29	11,519	42	12,150	71
People's Street, Luzerne county,	260,706	3,090	43	16,938	26	19,028	69
People's, Philadelphia,	1,108,522	894	92	52,653	99	53,548	91
Philadelphia City,	7,933,987	18,299	50	309,792	92	328,092	42
Philadelphia and Gray's Ferry,	2,240,091	8,509	52	79,213	85	87,723	37
Pittsburgh, Allegheny and Manchester,	2,607,713	13,371	60	83,725	09	97,096	69
Pittsburgh and Birmingham,	1,374,308	7,247	12	53,408	48	60,655	60
Pittsburgh, Oakland and East Liberty,	1,032,840	3,670	47	58,677	99	62,348	46
Reading City,	174,702	188	60	7,209	27	7,397	87
Ridge Avenue, Philadelphia,	4,255,654	12,973	73	142,104	99	155,168	72
Second and Third Streets,	8,844,277	28,539	80	316,882	30	345,422	10
Seventeenth and Nineteenth Streets,	2,378,261	7,442	33	142,228	88	149,671	26

South Side,	467,446	2,508	58	22,464	05	24,972	68
Stroudsburg,	21,999	106	89	2,492	96	2,600	85
Thirteenth and Fifteenth Streets, Union, Philadelphia,	8,892,058	9,446	60	140,590	02	150,006	62
West Philadelphia,	10,117,603	84,040	31	418,410	47	462,450	78
Wilkes Barre and Kingston,	9,934,816	44,192	95	404,060	68	448,853	63
Williamsport,	188,038	830	00	9,783	97	10,613	97
	170,130	111	24	10,351	84	10,463	08
	102,658,827	\$322,042	54	\$3,779,257	23	\$4,100,299	77

TABLE (D).—RECEIPTS.

NAME OF COMPANY.	Passengers.		Rent.		Manure.		Othersources.		Total.	
Allentown,	\$7,121	44	\$989	50			\$20	00	\$8,130	94
Central, Pittsburgh,	18,077	00	995	00	\$18	10	180	20	19,250	30
Central, Reading,	8,329	47			193	09	57	00	8,579	90
Citizens', Philadelphia,	310,128	98			4,151	83	110,909	27	425,190	08
Citizens', Pittsburgh,	146,888	59					1,543	22	148,431	81
Coalville,	4,794	27	769	30	35	75	262	72	5,862	04
Continental,	152,810	19			1,868	73			154,678	92
Easton and South Easton,	5,851	52	64	00	6	00	2,822	18	8,743	70
Erie City,	9,175	90	61	00	102	00	179	34	9,518	24
Federal Street and Pleasant Valley,	60,211	35	259	20	96	25	2,314	33	62,881	13
Frankford and Southwark,	445,818	75	144	00	4,717	66	1,888	52	452,568	93
Germantown,	420,192	99	5,332	50	5,424	62	40,208	34	471,158	45
Green and Coates Street, Philadelphia,	156,504	66			1,822	10	1,935	15	160,261	91
Harrisburg City,	12,160	41	9	50			196	80	12,366	71
Hestonville, Mantua and Fairmount,	257,760	81	468	00	3,836	93	110,866	44	372,932	18
Lombard and South Street,	81,953	35			1,222	43	133	57	83,309	35
Manayunk and Roxborough Inclined Plane,	12,909	97			482	25	1,241	18	14,633	40
People's Street, Luzerne county,	19,217	21			96	25	1,010	70	20,324	16
People's, Philadelphia,	56,473	32	535	92	1,039	74	14,315	30	72,364	28
Philadelphia City,	442,292	43	550	00	4,494	17	2,485	12	449,821	72
Philadelphia and Gray's Ferry,	115,419	83	500	00	889	59	80,251	66	197,061	08
Pittsburgh, Allegheny and Manchester,	140,112	61	474	48	327	00	2,924	81	143,838	90
Pittsburgh and Birmingham,	68,168	44							68,168	44
Pittsburgh, Oakland and East Liberty,	70,315	11	262	50	132	09	8,344	50	79,054	20
Reading City,	10,268	96					500	00	10,768	96
Ridge Avenue, Philadelphia,	237,840	23							237,840	23
Second and Third Streets,	498,352	08					6,623	77	504,975	85
Seventeenth and Nineteenth Streets,	123,387	69					2,545	34	74,041	27
South Side,									199,974	30
Stroudsburg,	1,633	49							24,693	06
Thirteenth and Fifteenth Street,	209,864	49	1,047	57	2,285	90	3,040	83	4,674	32
Union, Philadelphia,	616,793	48			7,756	34	9,066	21	213,147	96
West Philadelphia,	496,629	74	500	00	5,000	00	20,060	27	633,616	03
Wilkes Barre and Kingston,	14,598	05					702	66	522,190	01
Williamsport,	8,806	62							15,300	71
									8,806	62
	\$5,140,883	48	\$12,962	47	\$55,117	93	\$491,481	59	\$5,825,118	82

TABLE (E.)—ACCIDENTS.

NAME OF COMPANY.	Passengers.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Citizens', Philadelphia, . . . . .	.	.	.	.	1	1	1	1
Citizens', Pittsburgh, . . . . .	.	.	.	.	1	3	1	3
Continental, . . . . .	.	.	.	.	2	2	2	2
Frankford and Southwark, . . . . .	.	2	.	.	1	1	1	3
Harrisburg City, . . . . .	.	.	.	.	1	1	1	1
Hestonville, Mantua and Fairmount, . . . . .	.	5	.	.	.	.	.	5
People's Street, Luzerne County, . . . . .	.	.	.	.	1	1	1	1
People's, Philadelphia, . . . . .	.	1	.	.	.	2	.	3
Philadelphia City,	1	5	.	.	.	.	1	5
Philadelphia and Gray's Ferry, . . . . .	.	.	.	.	1	.	1	.
Pittsburgh, Allegheny and Manchester, . . . . .	.	.	.	.	2	.	2	.
Reading City, . . . . .	.	1	.	.	.	.	.	1
Second and Third Streets, . . . . .	.	.	.	.	2	.	2	.
Seventeenth and Nineteenth Streets, . . . . .	.	1	.	.	.	.	1	.
Thirteenth and Fifteenth streets,	2	2	.
West Philadelphia,	3	11	.	1	.	.	3	12
Total,	6	26	.	1	12	11	21	37

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SECRETARY OF INTERNAL AFFAIRS.

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COMPARATIVE STATEMENT FOR FIVE YEARS—Capital Stock Paid in.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Allentown,	\$45,260	00	\$45,260	00	\$45,260	00	\$45,260	00	\$45,260	00
Central, Pittsburgh,			27,450	00	27,450	00	27,650	00	27,750	00
Central, Reading,									50,000	00
Citizens', Philadelphia,	192,750	00	192,750	00	192,750	00	192,750	00	192,550	00
Citizens', Pittsburgh,	184,000	00	184,000	00	184,000	00	184,000	00	184,000	00
Coalville,	54,900	00	59,675	00	61,675	00	61,675	00	62,675	00
Continental,			60,000	00	120,000	00	180,000	00	250,000	00
Easton and South Easton,	29,562	50	29,562	50	29,562	50	29,562	50	29,562	50
Erle City,	24,907	00	33,300	00	49,750	00	50,000	00	50,000	00
Federal Street and Pleasant Valley,	66,250	00	77,825	00	100,000	00	100,000	00	100,000	00
Frankford and Southwark,	600,000	00	600,000	00	600,000	00	600,000	00	600,000	00
Germantown,	397,845	00	537,560	00	537,760	00	572,860	00	572,860	00
Green and Coates Street, Philadelphia,	150,000	00	150,000	00	150,000	00	150,000	00	150,000	00
Harrisburg City,	44,904	47	16,500	00	41,150	00	41,150	00	41,150	00
Hestonville, Mantua and Fairmount,	299,423	61	299,423	61	299,381	36	299,381	36	299,381	36
Lombard and South Street,	105,000	00	105,000	00	195,000	00	195,000	00	195,000	00
Manayunk and Roxborough Inclined Plane,			50,405	00	58,475	00	58,475	00	58,475	00
People's Street, Luzerne County,	125,000	00	149,000	00	150,000	00	150,000	00	150,000	00
People's, Philadelphia,					62,500	00	88,000	00	93,525	82
Philadelphia City,	225,000	00	475,000	00	475,000	00	475,000	00	475,000	00
Philadelphia and Darby,	200,000	00	200,000	00	200,000	00				
Philadelphia and Gray's Ferry,	290,175	00	290,200	00	291,800	00	298,750	00	308,750	00
Pittsburgh, Allegheny and Manchester,	200,000	00	300,000	00	300,000	00	300,000	00	300,000	00
Pittsburgh and Birmingham,	146,050	00	150,000	00	150,000	00	150,000	00	150,000	00
Pittsburgh, Oakland and East Liberty,	130,000	00	150,000	00	150,000	00	150,000	00	150,000	00
Pittston,	98,765	00	17,300	00	17,975	00	18,312	50	18,312	50
Reading City,			41,250	00	41,550	00	41,500	00	41,550	00
Ridge Avenue, Philadelphia,	336,000	00	420,000	00	420,000	00	420,000	00	420,000	00
Riverside,					750	00	775	00	8,790	00
Schuylkill River,	50,000	00	50,000	00	50,000	00	50,000	00	50,000	00
Second and Third Streets,	671,578	25	671,578	25	671,578	25	671,578	25	671,578	25
Seventeenth and Nineteenth Streets,	160,000	00	160,000	00	160,000	00	250,000	00	250,000	00
South Side,			41,050	00	41,050	00	41,050	00	41,050	00
Stroudsburg,			20,000	00	20,000	00	25,600	00	25,600	00
Thirteenth and Fifteenth Streets,	834,529	44	834,529	44	834,529	44	834,529	44	834,529	44
Union, Philadelphia,	400,000	00	425,000	00	425,000	00	425,000	00	425,000	00
Union, Warren,	17,000	00	17,000	00	17,000	00	17,000	00		

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West End, Philadelphia,	400,000	00	400,000	00	170,075	00	400,000	00	400,000	00
Wine Point, Philadelphia,	100,000	00	100,000	00	400,000	00	100,000	00	100,000	00
Wine Hill, Philadelphia,	40,800	00	40,800	00	100,000	00	40,800	00	40,800	00
Williamson,					40,800	00	40,800	00	40,800	00
	\$6,076,688	57	\$7,023,901	80	\$7,101,544	55	\$7,408,132	05	\$7,235,272	87

COMPARATIVE STATEMENT FOR FIVE YEARS—Amount of Funded and Floating Debt.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Allentown,	\$8,500	00	\$10,500	00	\$12,748	35	\$12,000	00	\$12,000	00
Central, Pittsburgh,					12,775	00	12,183	34	12,100	00
Central, Reading,			13,445	58	15,850	00	22,150	83	22,142	83
Citizens', Philadelphia,							192,750	00		
Citizens', Pittsburgh,	50,000	00	54,000	00	52,800	00	184,000	00	43,342	66
Coalville,	15,000	00	15,304	74	20,129	55	20,076	14	20,325	11
Continental,							140,000	00	100,000	00
Empire,	190,000	00	200,000	00	202,482	26	202,482	26	241,199	70
Erie City,	12,500	00	10,400	00						
Federal Street and Pleasant Valley,	86,804	12	84,000	00	78,750	00	75,000	00	75,453	98
Frankford and Southwark,	219,500	00	211,500	00	216,000	00	202,500	00	142,000	00
Germantown,	370,000	00	97,500	00	137,687	51	223,000	00	240,456	65
Green and Coates Street, Philadelphia,	100,000	00	100,000	00	100,000	00	100,000	00	105,000	00
Harrisburg City,	17,864	44							1,739	45
Hestonville, Mantua and Fairmount,	127,100	00	125,833	16	412,499	79	461,127	32	558,342	47
Lombard and South Street,	62,500	00	62,500	00	62,500	00	62,500	00	62,500	00
Manayunk and Roxborough Inclined Plane,			8,100	00			3,000	00	2,225	00
People's Street, Luzerne County,			1,500	00	11,000	00	10,000	00	13,000	00
People's, Philadelphia,					90,000	00	109,000	00	117,866	48
Philadelphia City,	249,735	40	274,136	05	300,000	00			300,000	00
Philadelphia and Darby,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Philadelphia and Gray's Ferry,	6,500	00	29,100	00	34,000	00	34,000	00	34,000	00
Pittsburgh, Allegheny and Manchester,	49,608	45	100,000	00	105,000	00	103,000	00	105,000	00
Pittsburgh and Birmingham,	50,769	13	45,584	36	42,100	00	41,000	00	40,000	00
Pittsburgh, Oakland and East Liberty,	70,525	00	73,536	80	74,541	98	79,105	21	87,054	98
Pittston,	55,312	80	7,700	00	7,700	00	6,500	00	6,900	00
Reading City,			4,599	00	3,262	44	1,500	00	412	39
Ridge Avenue,	87,805	98	58,400	00	65,482	66	58,400	00	78,400	00
Riverside,					2,535	50	2,535	50		
Schuylkill River,	109,300	00	109,300	00	109,300	00	93,500	00		
Second and Third Streets,	94,515	00	61,577	36	85,133	87	116,877	37	93,500	00
Seventeenth and Nineteenth Streets,			21,020	55	21,593	67	3,272	51	113,800	00
South Side,									18,672	86
Stroudsburg,			5,600	00	5,600	00	458	50	182	28
Thirteenth and Fifteenth Street,	54,000	00	70,500	00	70,500	00	129,500	00	100,000	00
Union, Philadelphia,	500,000	00	567,000	00	565,000	00	565,000	00	565,000	00
Union, Warren,			550	00	600	00	500	00		

West End, Philadelphia	100,000 00	100,000 00	100,000 00	87,539 80	285,182 00
West Philadelphia	1,441 48	1,409 12	1,469 80	250,570 00	969 94
Williamsport				1,790 82	
Total,	\$2,788,881 80	\$2,024,040 72	\$3,117,869 97	\$3,691,539 70	\$3,697,663 68

COMPARATIVE STATEMENT FOR FIVE YEARS.—Interest on Funded Debt, and Cash or Stock Dividends Declared.

NAME OF COMPANY.	Interest on Funded Debt.					Dividend Declared.				
	1873.	1874.	1875.	1876.	1877.	1873.	1874.	1875.	1876.	1877.
Allentown,			7	7	7	10				2
Central, Pittsburgh,			6	6	6					
Central, Reading,			7	7	7					\$12 50 per share.
Citizens', Philadelphia,						\$7 00	\$8 50	\$9 00	\$9 50	8 per cent.
Citizens', Pittsburgh,	7		8 ¹ / ₂	7		16	20	\$7 50	11 ¹ / ₂	
Coalville,			7	8	8	8	1			
Continental,				7	7					
Easton and South Easton,							7	\$2 50		
Empire,	7		7	7	7					
Erie City,	7							\$5 00		
Federal Street and Pleasant Valley,	7 ¹ / ₁₀		7 ¹ / ₁₀	7 ¹ / ₁₀	7 ¹ / ₁₀		16 ¹ / ₁₀	\$9 00	4	6
Frankford and Southwark,	7		7	7	7	10	10	\$10 00	9	
Germantown,	7		7	7	7	6	6	6	18	16
Green and Coates Street, Philadelphia,	7				7	\$4 00	\$4 00	\$4 00	\$3 50	5
Harrisburg City,	7							\$3 00	3	6
Hestonville, Mantua and Fairmount,	7		6 & 7	6 & 7	6 & 7	90	\$1 50	\$1 00		
Lombard and South Street,	7		7	7	7	\$1 25	\$1 50	\$6 00	4	
People's Street, Luzerne County,							4	8	2	
People's, Philadelphia,			7		7					
Philadelphia City,	6		6 & 7	6 & 7	6 & 7	\$5 00	\$5 00	\$5 00	\$5 00	6
Philadelphia and Darby,	7		7	7	7	8	8	\$2 00	2	
Philadelphia and Gray's Ferry,	7		7	7	7 per ct.	\$2 50	\$2 50	\$4 50	\$1 25	\$2 00 per share.
Pittsburgh, Allegheny and Manchester,	7		8	8	8	10	6	\$8 00	8	6
Pittsburgh and Birmingham,	7-7 ¹ / ₁₀		7 ¹ / ₁₀	7 ¹ / ₁₀	7 ¹ / ₁₀				1/2 of 1	
Pittsburgh, Oakland and East Liberty,	7			7	7					
Pittston,			7	7	7					
Reading City,			7	7	7					
Ridge Avenue, Philadelphia,	6 & 7		6 & 7	6 & 7	6 & 7	\$1 50	\$3 00	\$3 00	\$4 50	10 per cent.
Schuylkill River,						10	10	10	10	50 cts. per share.
Second and Third Streets,	7		7	7	7	10	10	\$11 00	15	10 ¹ / ₂
Seventeenth and Nineteenth Streets,			6	6 & 7	6 & 7	\$2 00	\$2 00	\$4 00	\$4 00	\$3 00 per share.

South Side,	.	.	7	7 & 8	.	7	\$10 00	.	8 per cent.
Stroudsburg,	.	.	7	.	.	7	\$4 00	.	14 94
Thirteenth and Fifteenth Street,	.	.	7	.	.	7	\$4 00	.	
Union, Philadelphia,	.	6 & 7	6 & 7	6 & 7	.	7	\$8 00	.	83 per cent.
West End, Philadelphia,	.	.	7	.	.	7	.	.	
West Philadelphia,	.	.	6 & 7	6 & 7	.	7	\$9 50	.	30 per cent.
Wilkesbarre and Kingston,	.	.	7	.	.	6 & 7	\$5 00	.	2 per cent.
					16				
					8				

G RAILROAD REPORT.

COMPARATIVE STATEMENT FOR FIVE YEARS.—Cost Road and Equipment.

XCVIII

ANNUAL REPORT OF THE

[No. 26,

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Allentown.	\$36,095	74	\$36,305	74	\$36,204	29	\$36,294	89	\$36,394	13
Central, Pittsburgh,					77,939	35	58,856	99	49,204	50
Central, Reading,			56,492	70	58,856	99	80,418	56	79,140	57
Citizens', Philadelphia,	220,319	42	232,467	28	256,957	05	293,219	46	299,044	74
Citizens', Pittsburgh,	184,338	07	179,870	45	184,354	40	176,732	58	168,038	18
Coalville,	46,091	50	47,636	53	47,683	53	47,365	64	47,365	64
Continental,			728	75	123,870	15	324,470	43	355,715	23
Easton and South Easton,	25,962	50	25,962	50	25,962	50	25,962	50	25,962	50
Empire,	106,000	00	106,000	00	106,000	00	106,000	00	106,000	00
Erle City,	36,996	98	36,996	98	41,685	23	43,485	23	43,485	23
Federal Street and Pleasant Valley,	123,171	15	124,450	91	139,760	62	138,179	98	138,179	98
Frankford and Southwark,	844,113	26	914,714	64	967,480	02	963,887	45	963,887	45
Germantown,	723,839	80	765,838	55	847,623	23	949,085	28	963,447	00
Green and Coates Street, Philadelphia,	244,441	56	244,441	56	244,441	56	244,441	46	244,441	56
Harrisburg City,	60,249	65	17,989	29	24,583	43	26,412	65	27,960	41
Hestonville, Mantua and Fairmount,	391,796	69	386,829	07	489,665	43	556,464	99	535,231	66
Lombard and South Streets,	178,958	98	174,008	98	261,485	55	270,595	83	271,594	83
Manayunk and Roxborough Inclined Plane,			43,724	32	56,123	17	58,328	06	59,276	56
People's Street, Luzerne county,	142,121	08	158,728	77	158,728	77	158,728	77	158,728	77
People's, Philadelphia,					181,939	26	200,320	84	205,491	84
Philadelphia City,	517,735	40	780,136	05	816,540	35	848,461	33	826,961	33
Philadelphia and Darby,	321,058	48	321,058	48						
Philadelphia and Gray's Ferry,	260,126	08	289,126	58	303,625	24	312,550	24	243,989	74
Pittsburgh, Allegheny and Manchester,	170,308	48	278,090	54	279,780	54	279,040	49	279,020	49
Pittsburgh and Birmingham,	143,514	69	143,436	69	142,941	69	147,959	75	127,234	00
Pittsburgh, Oakland and East Liberty,	125,548	81	167,289	82	177,157	15	178,197	98	179,813	76
Pittston,	81,851	13	25,000	00	25,000	00	25,000	00	26,250	00
Reading City,			45,294	20	46,675	24	46,675	24	47,001	94
Ridge Avenue, Philadelphia,	414,834	10	418,810	59	431,777	34	436,677	34	614,264	67
Riverside,					242	00	267	00	310	20
Schuylkill River,	47,463	54	47,463	54	47,463	54	47,463	54	47,463	54
Second and Third Streets,	787,203	10	814,249	88	826,825	96	841,492	48	849,372	55
Seventeenth and Nineteenth Streets,	191,656	85	204,238	80	205,238	28	210,515	90	218,311	95
South Side,			81,851	13	81,851	13	81,851	18	81,851	18
Stroudsburg,			22,429	72	23,956	69	23,956	69	24,124	84
Thirteenth and Fifteenth Streets,	227,326	35	250,174	58	281,011	86	316,180	26	322,060	42
Union, Philadelphia,	1,082,513	66	1,301,804	13	1,398,364	86	1,411,344	19	1,012,009	78

Union, Warren,	17,000	00	17,000	00	17,000	00	17,000	00	.....	.....	.....
West End, Philadelphia,	505,648	86	608,925	66	647,921	50	811,949	55	.....	839,047	98
West Philadelphia,	94,838	87	94,833	87	94,833	87	94,809	75	.....	94,888	87
Wilkes Barre and Kingston,	41,715	85	42,318	20	48,121	77	94,833	87	.....	42,833	77
Williamsport,							48,121	77	.....	
Total,					\$10,216,596	07	\$10,515,727	69		\$10,654,796	19

PASSENGER RAILWAY 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,		\$45,260 00	\$45,260 00	\$12,000 00	7	2
Central, Pittsburgh,	\$30,000 00	30,000 00	27,750 00	12,100 00	6	
Central, Reading,	50,000 00	50,000 00	50,000 00	22,142 83	7	
Citizens', Philadelphia,	500,000 00	500,000 00	192,550 00			\$12 50 per share.
Citizens', Pittsburgh,	200,000 00	100,000 00	184,000 00	43,342 66	7	8
Coalville,	50,000 00	62,675 00	62,675 00	20,325 11	8	
Continental,	600,000 00	600,000 00	250,000 00	100,000 00	7	
Easton and South Easton,	75,000 00	29,562 50	29,562 50	7,197 70	7	
Empire,	600,000 00	600,000 00		241,199 70	7	
Erie City,	100,000 00	50,000 00	50,000 00			
Federal Street and Pleasant Valley,	100,000 00	100,000 00	100,000 00	75,458 98	7 rd	6
Frankford and Southwark,	750,000 00	600,000 00	600,000 00	142,000 00	7	
Germantown,	1,500,000 00	1,500,000 00	572,860 00	240,456 55	7	16
Green and Coates Street, Philadelphia,	500,000 00	150,000 00	150,000 00	105,000 00	7	5
Harrisburg City,	41,150 00	41,150 00	41,150 00	1,739 45		6
Hestonville, Mantua and Fairmount,	2,050,000 00	299,381 36	299,381 36	558,342 47	7 and 6	
Lombard and South Street,	500,000 00	825,000 00	195,000 00	62,500 00	7	
Manayunk and Roxborough Inclined Plane,	100,000 00	58,475 00	58,475 00	2,225 00		
People's Street, Luzerne county,	1,000,000 00	150,000 00	150,000 00	13,000 00		
People's, Philadelphia,	500,000 00	292,250 00	93,525 82	117,846 48	7	
Philadelphia City,	1,000,000 00	1,000,000 00	475,000 00	300,000 00	6 and 7	6
Philadelphia and Darby,	1,000,000 00	200,000 00		100,000 00	7	
Philadelphia and Gray's Ferry,	1,000,000 00	304,750 00	304,750 00	34,000 00	7	\$2 per share.
Pittsburgh, Allegheny and Manchester,	300,000 00	300,000 00	300,000 00	105,000 00	8	6
Pittsburgh and Birmingham,	200,000 00	200,000 00	150,000 00	40,000 00	7 rd	
Pittsburgh, Oakland and East Liberty,	150,000 00	150,000 00	150,000 00	87,054 98	7	
Pittston,	25,000 00	20,675 00	18,312 50	5,900 00	7	
Reading City,	50,000 00	41,550 00	41,550 00	412 39		
Ridge Avenue, Philadelphia,	750,000 00	750,000 00	420,000 00	78,400 00	6 and 7	10

PA Internal Affairs 1877

Union, Philadelphia,	10,857,196	10,585,677	10,085,818	11,302,320	10,117,608
West End, Philadelphia,	8,300,000	7,832,000	8,493,721	4,146,880	9,934,816
West Philadelphia,	311,500	323,300	206,130	15,008,950	188,038
Wilkes Barre and Kingston,	277,387	271,798	218,660	208,417	176,130
Williamsport,				228,679	
Total,	78,851,098	80,907,369	99,800,057	129,906,056	102,653,827

COMPARATIVE STATEMENT FOR FIVE YEARS.—Expenses.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Allentown,	\$12,958	40	\$15,599	59	\$11,896	56	\$9,108	58	\$6,926	98
Central, Pittsburgh,	24,497	75	24,497	75	20,569	75	18,337	42	21,521	41
Central, Reading,	5,137	95	5,137	95	3,951	05	10,244	14	8,737	35
Citizens', Philadelphia,	204,260	75	248,977	58	244,898	45	285,371	67	195,140	96
Citizens', Pittsburgh,	107,751	56	140,135	18	112,757	80	104,504	09	130,831	56
Coalville,	7,615	39	9,716	82	13,441	82	7,939	39	5,421	41
Continental,							110,963	62	128,895	61
Easton and South Easton,	7,894	76	6,101	71	5,495	06	6,107	57	6,998	53
Empire,	102,732	14								
Erie City,	11,839	28	12,804	97	14,099	12	9,646	66	8,691	98
Federal Street and Pleasant Valley,	37,587	83	41,884	81	40,488	14	35,017	44	41,401	92
Frankford and Southwark,	320,849	14	341,123	71	382,979	15	381,909	26	301,646	23
Germantown,	307,729	98	291,189	33	258,121	85	425,627	86	285,127	24
Green and Coates Street, Philadelphia,	135,496	21	141,554	69	141,486	72	163,259	38	130,674	08
Harrisburg City,	6,325	28	8,759	85	15,144	60	12,673	14	10,710	28
Hestonville, Mantua and Fairmount,	225,965	22	271,626	02	299,058	79	496,546	88	264,040	23
Lombard and South Street,	68,118	67	67,796	25	85,285	70	81,257	01	75,237	64
Manayunk and Roxborough Inclined Plane,			1,062	79	14,057	72	13,295	88	12,150	71
People's Street, Luzerne County,	29,804	52	31,282	02	27,492	99	27,881	88	19,028	69
People's, Philadelphia,			26,605	72	26,605	72	58,894	55	53,548	91
Philadelphia City,	243,416	12	328,441	94	371,164	62	649,011	67	328,092	42
Philadelphia and Gray's Ferry,	88,205	28	89,622	93	94,444	03	110,440	37	87,723	37
Pittsburgh, Allegheny and Manchester,	112,300	36	121,844	68	118,302	25	111,319	01	97,096	69
Pittsburgh and Birmingham,	75,597	40	67,673	47	65,594	80	62,443	45	60,655	60
Pittsburgh, Oakland and East Liberty,	27,911	09	112,226	18	76,987	34	68,121	39	62,348	46
Pittston,	47,353	33			22,600	00				
Reading City,							11,400	13	7,347	87
Ridge Avenue, Philadelphia,	234,006	93	202,847	13	192,529	35	199,158	99	155,178	72
Second and Third Streets,	374,594	14	380,907	69	375,739	76	381,064	56	345,422	10
Seventeenth and Nineteenth Streets,	133,527	67	167,666	06	174,619	72	183,821	55	149,671	26
South Side,			25,700	00	29,209	22	25,056	85	24,672	63
Stroudsburg,			3,674	68	4,138	81	5,092	41	3,689	85

Thirteenth and Fifteenth Street,	140,420	10	157,809	88	156,587	83	172,372	64	150,000	00
Union, Philadelphia,	444,841	00	401,889	02	523,778	54	504,697	50	452,550	78
Union, Warren,	1,700	00	2,152	00						
West End, Philadelphia,							153,305	20		
West Philadelphia,	332,269	13	330,161	77	324,872	22	514,800	11	448,853	63
Wilkesbarre and Kingston,	13,067	00	13,340	00	13,396	72	18,118	51	10,618	97
Williamsport,	10,192	36	8,902	56	11,192	42	11,563	84	10,462	08
Total,	\$3,866,435	14	\$4,182,961	86	\$4,272,931	62	\$5,439,044	50	\$4,100,299	77

COMPARATIVE STATEMENT FOR FIVE YEARS—Receipts.

City

ANNUAL REPORT OF THE

[No. 26,

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Allentown,	\$11,625	45	\$13,731	90	\$12,475	23	\$11,551	00	\$8,130	94
Central, Pittsburgh,					24,845	38	21,469	07	19,250	30
Central, Reading,			28,310	11	3,260	30	10,571	95	8,579	90
Citizens', Philadelphia,	300,144	88	363,450	95	359,957	84	404,466	82	425,190	08
Citizens', Pittsburgh,	173,958	13	192,300	73	174,084	62	158,271	14	148,431	81
Coalville,	11,463	46	12,664	25	11,766	27	10,135	64	5,862	04
Continental,							116,430	18	154,678	92
Easton and South Easton,	9,560	35	7,999	79	7,146	84	7,906	25	8,743	70
Empire,	130,871	20	139,835	79	137,436	96	157,879	61		
Erie City,	16,395	13	14,598	04	12,673	25	11,126	80	9,518	24
Federal Street and Pleasant Valley,	52,160	14	60,990	40	54,566	93	50,190	09	62,881	13
Frankford and Southwark,	412,324	84	447,500	86	478,890	10	548,936	46	452,568	93
Germantown,	405,613	75	422,985	66	419,851	84	653,493	57	471,158	45
Green and Coates Streets, Philadelphia,	189,824	95	189,186	71	189,416	74	206,298	08	160,261	91
Harrisburg City,	5,425	18	8,731	96	16,970	17	15,946	49	12,366	71
Hestonville, Mantua and Fairmount,	295,548	56	328,536	51	794,206	25	1,221,862	64	372,932	18
Lombard and South Streets,	109,369	47	87,142	86	180,177	53	101,262	83	83,909	35
Manayunk and Roxborough Inclined Plane,			11,608	94	14,930	21	16,084	77	14,633	40
People's Street, Luzerne county,	32,841	74	36,116	20	34,294	35	31,184	99	20,324	16
People's, Philadelphia,							106,272	06	72,364	28
Philadelphia City,	362,109	13	443,737	87	514,126	74	793,160	37	449,821	72
Philadelphia and Gray's Ferry,	125,257	06	126,327	08	125,556	18	152,807	39	197,061	08
Pittsburgh, Allegheny and Manchester,	157,990	30	165,335	77	159,807	59	154,777	08	143,838	90
Pittsburgh and Birmingham,	99,630	01	73,812	86	75,484	20	71,935	48	68,168	44
Pittsburgh, Oakland and East Liberty,	22,196	11	49,790	51	86,348	63	81,592	26	79,054	20
Pittston,							1,875	00		
Reading City,							15,898	25	10,768	96
Ridge Avenue, Philadelphia,	255,077	96	248,261	84	251,808	96	281,081	77	237,840	23
Second and Third Streets,	544,219	42	552,026	78	546,780	08	579,067	67	504,975	85
Seventeenth and Nineteenth Streets,	181,112	15	241,650	84	241,650	21	363,562	17	199,974	30
South Side,			36,371	31	31,605	93	25,823	47	24,603	06
Stroudsburg,			5,434	96	6,033	86	5,443	69	4,674	32
Thirteenth and Fifteenth Streets,	175,084	61	206,372	05	216,276	16	271,673	90	213,147	96
Union, Philadelphia,	682,773	24	808,356	23	701,057	79	770,393	00	633,616	03
Union, Warren,	1,505	87	1,571	80						

West End, Philadelphia,	402,920	00	448,805	79	431,807	96	431,238	92	522,190	01
West Philadelphia,	24,784	06	23,925	51	21,793	87	756,058	18	15,300	71
Wilkes Barre and Kingston,	13,886	42	13,940	78	10,083	44	11,433	98	8,906	62
Williamsport,										
Total,					\$6,375,005	17	\$8,650,628	54	\$5,825,118	83

COMPARATIVE STATEMENT FOR FIVE YEARS.—Accidents.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Central, Pittsburgh,				1						
Central, Reading,								1	0	0
Citizens', Philadelphia,	2		1			1			1	1
Citizens', Pittsburgh,	1	1				2			1	3
Coalville,				2						
Continental,								4	2	2
Empire,	1		2		2					
Erie City,	1									
Federal Street and Pleasant Valley,	1									
Frankford and Southwark,	5	3	2	6	6	20	5		1	3
Germantown,	2									
Green and Coates Street, Philadelphia,	1		1							
Harrisburg City,						2			1	1
Hestonville, Mantua and Fairmount,	2					5	5	19		5
Lombard and South Street,						1				
People's Street, Luzerne county,									1	1
People's, Philadelphia,										3
Philadelphia City,		2	2	4	2	1	1	9	1	5
Philadelphia and Gray's Ferry,	1	1							1	
Pittsburgh, Allegheny and Manchester,		1					1		2	
Pittsburgh and Birmingham,		1	1							
Pittsburgh, Oakland and East Liberty,				1		1	2			
Ridge Avenue, Philadelphia,			1				1			1
Second and Third Streets,	1	3		4		3		2	2	
Seventeenth and Nineteenth Streets,				2				1	1	
South Side,				1	1		1			
Stroudsburg,				1						
Thirteenth and Fifteenth Street,								2		
Union, Philadelphia,			3							
West Philadelphia,		1				2	1	4	3	12
Wilkesbarre and Kingston,	2				1	1		2		
Total,	20	13	13	24	12	39	17	44	17	37

TABULATED RESULTS

COMPILED FROM CANAL REPORTS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock authorized by law.		Total amount now paid in of capital stock.		Total amount of funded debt.		Total amount of floating debt.		Total amount of funded and floating debt.	
Delaware and Hudson,	\$20,000,000	00	\$20,000,000	00	\$17,010,500	00			\$17,010,500	00
Delaware Division,	2,400,000	00	1,633,350	00	800,000	00			800,000	00
Lehigh Coal and Navigation,			11,193,550	00	14,779,140	84			14,779,140	84
Monongahela Navigation,			1,004,400	00	103,000	00			103,000	00
Muncy,			2,625	00						
Pennsylvania,	5,000,000	00	4,485,745	00	2,995,000	00			2,995,000	00
Schuylkill Navigation,			4,045,136	00	8,562,222	86	\$155,924	51	8,718,147	37
Susquehanna,			2,002,746	00	2,897,310	58	21,776	33	2,919,086	91
Union,	2,907,850	00	2,907,850	00	3,000,000	00	63,500	00	3,062,500	00
	\$30,307,850	00	\$47,815,422	00	\$50,147,174	28	\$241,200	84	\$50,387,375	12

TABLE B.—Characteristics of Canal.

NAME OF COMPANY.	Cost of canal and fixtures.		Length of main line of the canal.	No. of branch or leased canals.	Width at top water line.	Width on bottom.	Depth of water.	No. of basins.	No. of locks.	No. of weigh locks.	No. of bridges.	No. of dams.	No. of miles of slack water.	No. of boats owned by the company.	Value of real estate held by the company, exclusive of canal.	
Delaware and Hudson,	\$6,822,134	78	108.00	. . . .	48	32	6	. . . .	132	2	136	16	3	900	. . . .	. . . .
Delaware Division,	2,433,350	00	60.00	. . . .	44	28	6	4	33	. . . .	88	2	. . . .	. . . .	\$5,000	00
Lehigh Coal and Navigation,	7,445,000	00	48.00	. . . .	60	45	6	5	57	1	12	9	12	441	200,000	00
Monongahela Navigation,	1,151,904	00	85.00	. . . .	. . . .	. . . .	6	6	. . . .	. . . .	. . . .	6	83	4	23,095	00
Muncy,	6,920	45	.75	. . . .	45	25	4	1	. . . .	. . . .	2	. . . .	. . . .	1	. . . .	. . . .
Pennsylvania, * . . . .	. . . .	. . . .	333.00	2	50	40	6	60	136	4	467	19	11	231	. . . .	. . . .
Schuylkill Navigation,	12,670,655	86	108.23	1	60	40	6	19	71	. . . .	121	31	50 ⁵ ₁₀	518	. . . .	. . . .
Susquehanna,	4,923,896	33	45.00	. . . .	50	30	5	2	43	1	18	4	2	18	. . . .	. . . .
Union,	5,907,850	00	77.64	. . . .	43	28	4	8	93	2	78	16	5	129	25,000	00
Total,	\$41,366,711	42	865.62	3	400	256	51	105	565	10	922	103	167 ¹ ₄	2,242	\$253,095	00

* See Railroads.

COMPARATIVE STATEMENT FOR FIVE YEARS—Amount of Funded and Floating Debt.

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ANNUAL REPORT OF THE

[No. 26,

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Allentown,	\$8,500	00	\$10,500	00	\$12,746	35	\$12,000	00	\$12,000	00
Central, Pittsburgh,					12,775	00	12,183	34	12,100	00
Central, Reading,			13,445	58	15,850	00	22,150	83	22,142	88
Citizens', Philadelphia,							192,750	00		
Citizens', Pittsburgh,	50,000	00	54,000	00	52,800	00	184,000	00	43,342	66
Coalville,	15,000	00	15,304	74	20,129	55	20,076	14	20,325	11
Continental,							140,000	00	100,000	00
Empire,	190,000	00	200,000	00	202,482	26	202,482	26	241,199	70
Erie City,	12,500	00	10,400	00						
Federal Street and Pleasant Valley,	86,904	12	84,000	00	76,750	00	75,000	00	75,453	98
Frankford and Southwark,	219,500	00	211,500	00	216,000	00	202,500	00	142,000	00
Germantown,	370,000	00	37,500	00	137,687	51	223,000	00	240,456	65
Green and Coates Street, Philadelphia,	100,000	00	100,000	00	100,000	00	100,000	00	105,000	00
Harrisburg City,	17,864	44							1,739	45
Hestonville, Mantua and Fairmount,	127,100	00	125,833	16	412,499	79	461,127	32	558,342	47
Lombard and South Street,	62,500	00	62,500	00	62,500	00	62,500	00	62,500	00
Manayunk and Roxborough Inclined Plane,			8,100	00			3,000	00	2,225	00
People's Street, Luzerne County,			1,500	00	11,000	00	10,000	00	13,000	00
People's, Philadelphia,					90,000	00	109,000	00	117,866	48
Philadelphia City,	249,735	40	274,136	05	300,000	00			300,000	00
Philadelphia and Darby,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Philadelphia and Gray's Ferry,	6,500	00	29,100	00	34,000	00	34,000	00	34,000	00
Pittsburgh, Allegheny and Manchester,	49,608	45	100,000	00	105,000	00	108,000	00	105,000	00
Pittsburgh and Birmingham,	50,769	13	45,584	36	42,100	00	41,000	00	40,000	00
Pittsburgh, Oakland and East Liberty,	70,525	00	73,536	80	74,541	98	79,105	21	87,054	98
Pittston,	55,312	80	7,700	00	7,700	00	6,500	00	5,900	00
Reading City,			4,599	00	3,262	44	1,500	00	412	39
Ridge Avenue,	87,305	98	58,400	00	65,482	66	58,400	00	78,400	00
Riverside,					2,535	50	2,535	50		
Schuylkill River,	109,300	00	109,300	00	109,300	00	93,500	00		
Second and Third Streets,	94,515	00	61,577	36	85,133	87	116,877	37	93,500	00
Seventeenth and Nineteenth Streets,			21,020	55	21,893	67	3,272	51	113,800	00
South Side,									18,072	86
Stroudsburg,			5,600	00	5,600	00	458	50	182	28
Thirteenth and Fifteenth Street,	54,000	00	70,500	00	70,500	00	129,500	00	100,000	00
Union, Philadelphia,	500,000	00	567,000	00	565,000	00	565,000	00	565,000	00
Union, Warren,			550	00	600	00	500	00		

West End, Philadelphia,	100,000 00	100,000 00	100,000 00	67,828 80	286,182 00
West Philadelphia,	1,441 48	1,408 12	1,908 89	260,000 00	909 94
Williamsport,				1,780 32	
Total,	\$2,788,881 80	\$2,824,646 72	\$3,117,808 97	\$3,681,588 70	\$3,687,665 68

COMPARATIVE STATEMENT FOR FIVE YEARS.—Interest on Funded Debt, and Cash or Stock Dividends Declared.

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NAME OF COMPANY.	Interest on Funded Debt.					Dividend Declared.				
	1873.	1874.	1875.	1876.	1877.	1873.	1874.	1875.	1876.	1877.
Allentown, . . . . .	.	.	7	7	7	10	.	.	.	2
Central, Pittsburgh, . . . . .	.	.	6	6	6	.	.	.	.	.
Central, Reading, . . . . .	.	.	7	7	7	.	.	.	.	\$12 50 per share.
Citizens', Philadelphia, . . . . .	.	.	.	7	.	\$7 00	\$8 50	\$9 00	\$9 50	8 per cent.
Citizens', Pittsburgh,	7	.	7½	7	.	16	20	\$7 50	11½	.
Coalville, . . . . .	.	.	8 ^a	8	8	8	1	.	.	.
Continental, . . . . .	.	.	.	7	7	.	.	.	.	.
Easton and South Easton, . . . . .	.	.	.	.	.	.	7	\$2 50	.	.
Empire,	7	.	7	7	7	.	.	.	.	.
Erie City,	7	.	.	.	.	.	.	\$5 00	.	.
Federal Street and Pleasant Valley,	7 ³ / ₁₀	.	7 ³ / ₁₀	7 ³ / ₁₀	7 ³ / ₁₀	.	16½	\$9 00	4	6
Frankford and Southwark,	7	.	7	7	7	10	10	\$10 00	9	.
Germantown,	7	.	7	7	7	6	6	6	18	16
Green and Coates Street, Philadelphia,	7	.	.	.	7	\$4 00	\$4 00	\$4 00	\$3 50	5
Harrisburg City,	7	.	.	.	.	.	.	\$3 00	3	6
Hestonville, Mantua and Fairmount,	7	.	6 & 7	6 & 7	6 & 7	90	\$1 50	\$1 00	.	.
Lombard and South Street,	7	.	7	7	7	\$1 25	\$1 50	\$6 00	4	.
People's Street, Luzerne County, . . . . .	.	.	.	.	.	2½	4	8	2	.
People's, Philadelphia, . . . . .	.	.	7	.	7	.	.	.	.	.
Philadelphia City,	6	.	6 & 7	6 & 7	6 & 7	\$5 00	\$5 00	\$5 00	\$5 00	6
Philadelphia and Darby,	7	.	7	7	7	8	8	\$2 00	2	.
Philadelphia and Gray's Ferry,	7	.	7	7	7 per cent.	\$2 50	\$2 50	\$4 50	\$1 25	\$2 00 per share.
Pittsburgh, Allegheny and Manchester,	7	.	8	8	8	10	6	\$8 00	8	6
Pittsburgh and Birmingham,	7-7 ³ / ₁₀	.	7 ³ / ₁₀	7 ³ / ₁₀	7 ³ / ₁₀	.	.	.	½ of 1	.
Pittsburgh, Oakland and East Liberty,	7	.	.	7	7	.	.	.	.	.
Pittston, . . . . .	.	.	7	7	7	.	.	.	.	.
Reading City, . . . . .	.	.	7	7	7	.	.	.	.	.
Ridge Avenue, Philadelphia,	6 & 7	.	6 & 7	6 & 7	6 & 7	\$1 50	\$3 00	\$3 00	\$4 50	10 per cent.
Schuylkill River, . . . . .	.	.	.	.	.	10	10	10	10	50 cts. per share.
Second and Third Streets,	7	.	7	7	7	10	10	\$11 00	15	10½
Seventeenth and Nineteenth Streets, . . . . .	.	.	6	6 & 7	6 & 7	\$2 00	\$2 00	\$4 00	\$4 00	\$3 00 per share.

South Side,			7	7 & 8							
Stroudsburg,			7	7							8 per cent.
Thirteenth and Fifteenth Street,			7	7							14 3/4
Union, Philadelphia,		7	7	7		\$1 50	\$1 75	\$10 00	\$2 50		83 per cent.
West End, Philadelphia,		6 & 7	6 & 7	6 & 7		\$0 00	\$8 25	\$8 00	\$4 00		
West Philadelphia,			7	6 & 7							30 per cent.
Wilkesbarre and Kingston,		7	7	6 & 7		18	\$0 50	\$10 00	\$5 00 9		2 per cent.
						8	9	\$5 00	9		

RAILROAD REPORT.

COMPARATIVE STATEMENT FOR FIVE YEARS.—Cost Road and Equipment.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Allentown.	\$36,095	74	\$36,305	74	\$36,204	29	\$36,294	89	\$36,394	13
Central, Pittsburgh.					77,939	35	58,856	99	49,204	50
Central, Reading.			56,492	70	58,856	99	80,418	56	79,140	57
Citizens', Philadelphia.	220,319	42	232,467	28	256,957	05	293,219	46	299,044	74
Citizens', Pittsburgh.	184,333	07	179,870	45	184,354	40	176,732	58	168,038	18
Coalville.	46,091	50	47,636	53	47,683	53	47,365	64	47,365	64
Continental.			728	75	123,870	15	324,470	43	355,715	23
Easton and South Easton.	25,962	50	25,962	50	25,962	50	25,962	50	25,962	50
Empire.	106,000	00	106,000	00	106,000	00	106,000	00	106,000	00
Erie City.	36,996	98	36,996	98	41,685	23	43,485	23	43,485	23
Federal Street and Pleasant Valley.	123,171	15	124,450	91	139,760	62	138,179	98	138,179	98
Frankford and Southwark.	844,113	26	914,714	64	967,430	02	963,887	45	963,887	45
Germantown.	723,839	30	765,838	55	847,623	23	949,065	28	963,447	00
Green and Coates Street, Philadelphia.	244,441	56	244,441	56	244,441	56	244,441	46	244,441	56
Harrisburg City.	60,249	55	17,989	29	24,583	43	26,412	65	27,960	41
Hestonville, Mantua and Fairmount.	391,786	69	386,829	07	489,665	43	556,464	99	535,281	66
Lombard and South Streets.	173,958	98	174,008	98	261,485	55	270,595	83	271,594	83
Manayunk and Roxborough Inclined Plane.			43,724	32	58,123	17	58,328	06	59,276	56
People's Street, Luzerne county.	142,121	03	158,728	77	158,728	77	158,728	77	158,728	77
People's, Philadelphia.					181,939	26	200,320	84	205,491	84
Philadelphia City.	517,735	40	789,136	05	816,540	35	848,461	33	826,861	33
Philadelphia and Darby.	321,058	48	321,058	48						
Philadelphia and Gray's Ferry.	299,126	08	299,126	58	303,625	24	312,550	24	243,989	74
Pittsburgh, Allegheny and Manchester.	170,308	48	278,090	54	279,780	54	279,040	49	279,020	49
Pittsburgh and Birmingham.	143,514	69	143,436	69	142,941	69	147,959	75	127,234	00
Pittsburgh, Oakland and East Liberty.	125,548	81	167,289	82	177,157	15	178,197	98	179,313	76
Pittston.	81,851	13	25,000	00	25,000	00	25,000	00	26,250	00
Reading City.			45,294	20	46,675	24	46,675	24	47,001	94
Ridge Avenue, Philadelphia.	414,834	10	418,810	59	431,777	34	436,677	34	614,264	67
Riverside.					242	00	267	00	310	20
Schuylkill River.	47,463	54	47,463	54	47,463	54	47,463	54	47,463	54
Second and Third Streets.	787,203	10	814,249	88	826,825	96	841,492	48	849,372	55
Seventeenth and Nineteenth Streets.	191,656	85	204,973	80	205,238	28	210,515	90	218,311	95
South Side.			81,851	13	81,851	13	81,851	18	81,851	13
Stroudsburg.			22,429	72	23,956	69	23,956	69	24,124	84
Thirteenth and Fifteenth Streets.	227,326	35	250,174	58	281,011	86	316,189	26	322,080	42
Union, Philadelphia.	1,032,518	66	1,301,304	13	1,393,864	86	1,411,384	19	1,012,009	78

Union, Warren,	17,000	00	17,000	00	17,000	00	17,000	00	. . . . .	. . . . .
West End, Philadelphia,	595,848	86	600,925	66	647,921	50	811,949	55	889,047	98
West Philadelphia,	94,833	87	94,833	87	94,833	87	94,833	87	94,833	87
Wilkes Barre and Kingston,	41,715	85	42,818	20	43,121	77	48,121	77	42,833	77
Total,					\$10,216,596	07	\$10,515,727	69	\$10,654,796	19

COMPARATIVE STATEMENT FOR FIVE YEARS.—Number of Passengers, all classes, carried in Cars.

NAME OF COMPANY.	1873.	1874.	1875.	1876.	1877.
Allentown,	121,346	161,010	144,020	142,242	100,718
Central, Pittsburgh,		318,800	278,166	398,777	432,326
Central, Reading,		86,210	58,638	194,203	173,045
Citizens', Philadelphia,	4,417,687	4,425,115	4,821,546	5,467,919	5,792,363
Citizens', Pittsburgh,	2,881,428	3,237,314	3,107,638	2,905,873	2,724,891
Coalville,	109,409	112,451	103,114	71,063	51,472
Continental,				1,990,358	2,699,437
Easton and South Easton,	166,377	143,730	128,165	104,373	110,525
Empire,	3,014,662	2,320,931	2,290,614	2,631,321	2,817,728
Erie City,	316,689	291,647	254,509	219,270	184,822
Federal Street and Pleasant valley,	925,990	1,083,325	993,993	946,721	1,205,530
Frankford and Southwark,	6,084,421	6,609,848	7,558,850	8,662,094	7,819,963
Germantown	1,225,383	6,572,720	8,247,247	13,338,672	10,314,484
Green and Coates Street, Philadelphia,	2,905,969	2,975,556	3,151,825	3,536,456	2,832,701
Harrisburg City,		132,651	232,365	232,533	221,093
Hestonville, Mantua and Fairmount,	5,266,951	6,057,405	6,646,336	9,634,689	4,778,166
Lombard and South Street,	1,578,000	1,492,000	1,518,900	1,842,214	1,643,987
Manayunk and Roxborough Inclined Plane,		19,104	181,944	64,414	184,030
People's Street, Luzerne County,	418,600	496,076	416,066	388,425	260,706
People's, Philadelphia,			2,567,551	1,408,157	1,108,522
Philadelphia City,	5,692,515	7,132,922	8,619,357	13,736,705	7,933,987
Philadelphia and Gray's Ferry,	2,648,477	2,723,633	2,651,785	2,413,328	2,240,091
Pittsburgh, Allegheny and Manchester,	2,949,642	3,054,762	2,857,850	2,745,348	2,607,713
Pittsburgh and Birmingham,	1,310,329	1,401,900	1,488,491	1,428,531	1,374,303
Pittsburgh, Oakland and East Liberty,	340,406	799,104	1,221,870	1,095,667	1,032,840
Reading City,				195,648	174,702
Ridge Avenue, Philadelphia,	4,100,000	4,200,000	4,108,050	4,591,229	4,255,654
Second and Third Streets,	8,200,000	8,357,565	8,757,115	9,589,635	8,844,277
Seventeenth and Nineteenth Streets,	2,707,401	2,996,887	3,207,433	3,359,589	2,378,261
South Side,		433,802	584,647	513,585	467,446
Stroudsburg,		51,198	88,395	30,878	21,999
Thirteenth and Fifteenth Street,	3,272,563	3,756,988	3,929,259	4,080,897	3,892,058

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Unton, Philadelphia,	10,357,106	10,595,577	10,635,818	11,302,326	10,117,608
West End, Philadelphia,				4,146,880	
West Philadelphia,	8,300,000	7,892,000	8,493,721	15,008,950	9,994,816
Wilkes Barre and Kingston,	311,500	323,300	266,130	268,417	188,038
Williamsport,	277,387	271,708	218,669	228,679	176,130
Total,	78,851,098	90,907,369	99,800,057	129,906,056	102,653,827

COMPARATIVE STATEMENT FOR FIVE YEARS.—Expenses.

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NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Allentown,	\$12,958	40	\$15,599	59	\$11,896	56	\$9,108	58	\$6,926	98
Central, Pittsburgh,			24,497	75	20,569	75	18,337	42	21,521	41
Central, Reading,			5,137	95	3,951	05	10,244	14	8,737	35
Citizens', Philadelphia,	204,260	75	248,977	58	244,898	45	285,371	67	195,140	96
Citizens', Pittsburgh,	107,751	56	140,135	18	112,757	80	104,504	09	180,831	56
Coalville,	7,615	39	9,716	82	13,441	82	7,039	39	5,421	41
Continental,							110,963	62	128,895	61
Easton and South Easton,	7,894	76	6,101	71	5,495	06	6,107	57	6,998	53
Empire,	102,732	14								
Erie City,	11,839	28	12,304	97	14,099	12	9,646	66	8,691	98
Federal Street and Pleasant Valley,	37,587	83	41,884	81	40,488	14	35,017	44	41,401	92
Frankford and Southwark,	320,849	14	341,123	71	382,979	15	381,909	26	301,646	23
Germantown,	307,729	98	291,189	33	258,121	85	425,627	86	285,127	24
Green and Coates Street, Philadelphia,	135,496	21	141,554	69	141,486	72	163,259	38	130,674	08
Harrisburg City,	6,325	28	8,759	85	15,144	60	12,673	14	10,710	28
Hestonville, Mantua and Fairmount,	225,965	22	271,626	02	299,058	79	496,546	88	264,040	23
Lombard and South Street,	68,118	67	67,796	25	85,285	70	81,257	01	75,237	64
Manayunk and Roxborough Inclined Plane,			1,062	79	14,057	72	13,295	38	12,150	71
People's Street, Luzerne County,	29,304	52	31,282	02	27,492	99	27,381	88	19,028	69
People's, Philadelphia,					26,605	72	58,894	55	53,548	91
Philadelphia City,	243,416	12	328,441	94	371,164	62	649,011	67	328,092	42
Philadelphia and Gray's Ferry,	88,205	28	89,622	93	94,444	03	110,440	37	87,723	37
Pittsburgh, Allegheny and Manchester,	112,300	36	121,844	68	118,302	25	111,819	01	97,096	69
Pittsburgh and Birmingham,	75,597	40	67,673	47	65,594	80	62,443	45	60,655	60
Pittsburgh, Oakland and East Liberty,	27,911	09	112,226	18	76,967	34	68,121	39	62,348	46
Pittston,	47,353	33			22,600	00				
Reading City,							11,400	13	7,347	87
Ridge Avenue, Philadelphia,	234,006	93	202,847	18	192,529	35	199,158	99	155,178	72
Second and Third Streets,	374,594	14	380,907	69	375,739	76	381,084	56	345,422	10
Seventeenth and Nineteenth Streets,	133,527	67	167,666	96	174,619	72	185,821	55	149,671	26
South Side,			25,700	00	29,209	22	25,056	35	24,972	63
Stroudsburg,			8,574	68	4,188	81	5,092	41	2,689	85

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Thirteenth and Fifteenth Street,	140,420	10	157,808	88	150,587	83	172,372	64	150,000	00
Union, Philadelphia,	444,841	00	461,839	02	523,778	54	504,097	50	462,550	78
Union, Warren,	1,700	00	2,152	00						
West End, Philadelphia,							153,305	20		
West Philadelphia,	332,269	18	330,161	77	824,872	22	514,860	11	448,858	68
Wilkesbarre and Kingston,	19,667	00	13,340	00	13,396	72	18,118	51	10,613	97
Williamsport,	10,192	86	8,902	56	11,192	42	11,583	84	10,462	08
Total,	\$3,866,485	14	\$4,132,981	86	\$4,272,931	62	\$5,439,044	50	\$4,100,299	77

COMPARATIVE STATEMENT FOR FIVE YEARS—Receipts.

City

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NAME OF COMPANY.	1878.		1874.		1875.		1876.		1877.	
Allentown,	\$11,625	45	\$13,731	90	\$12,475	23	\$11,551	00	\$8,130	94
Central, Pittsburgh,					24,845	38	21,469	07	19,250	30
Central, Reading,			28,310	11	3,260	30	10,571	95	8,579	90
Citizens', Philadelphia,	300,144	88	363,450	95	359,957	84	404,466	82	425,190	08
Citizens', Pittsburgh,	173,958	13	192,300	73	174,084	62	158,271	14	148,431	81
Coalville,	11,463	46	12,664	25	11,766	27	10,135	84	5,862	04
Continental,							116,430	18	154,678	92
Easton and South Easton,	9,560	35	7,999	79	7,146	84	7,906	25	8,743	70
Empire,	130,871	20	139,835	79	137,436	96	157,879	61		
Eric City,	16,395	13	14,598	04	12,673	25	11,126	80	9,518	24
Federal Street and Pleasant Valley,	52,160	14	60,990	40	54,566	93	50,190	09	62,881	13
Frankford and Southwark,	412,324	84	447,500	86	478,890	10	548,936	46	452,568	93
Germantown,	405,613	75	422,985	66	419,851	84	653,493	57	471,158	45
(Green and Coates Streets, Philadelphia,	189,824	95	189,186	71	189,416	74	206,298	08	160,261	91
Harrisburg City,	5,425	18	8,731	96	16,970	17	15,946	49	12,366	71
Hestonville, Mantua and Fairmount,	295,548	56	328,536	51	794,206	25	1,221,862	64	372,932	18
Lombard and South Streets,	109,369	47	87,142	86	180,177	58	101,262	83	83,309	35
Manayunk and Roxborough Inclined Plane,			11,608	94	14,930	21	16,084	77	14,633	40
People's Street, Luzerne county,	32,841	74	36,116	20	34,294	35	31,184	99	20,324	16
People's, Philadelphia,					26,792	61	106,272	06	72,364	28
Philadelphia City,	362,109	13	443,737	87	514,126	74	793,160	37	449,821	72
Philadelphia and Gray's Ferry,	125,257	06	126,327	08	125,556	18	152,807	39	197,061	08
Pittsburgh, Allegheny and Manchester,	157,990	30	165,335	77	159,807	59	154,777	08	143,838	90
Pittsburgh and Birmingham,	99,630	01	73,812	86	75,484	20	71,935	48	68,168	44
Pittsburgh, Oakland and East Liberty,	22,196	11	49,790	51	86,348	63	81,592	26	79,054	20
Pittston,							1,875	00		
Reading City,							15,898	25	10,768	96
Ridge Avenue, Philadelphia,	255,077	96	248,261	84	251,808	96	281,081	77	237,840	23
Second and Third Streets,	544,219	42	552,626	78	546,780	68	579,067	67	504,975	85
Seventeenth and Nineteenth Streets,	181,112	15	241,650	84	241,650	21	363,562	17	199,974	30
South Side,			36,371	31	31,695	93	25,823	47	24,693	06
Stroudsburg,			5,434	96	6,033	86	5,443	69	4,674	32
Thirtieth and Fifteenth Streets,	175,084	61	206,372	65	216,276	16	271,673	90	213,147	96
Union, Philadelphia,	682,773	24	808,356	23	701,057	79	770,393	00	633,616	03
Union, Warren,	1,505	87	1,571	86						

West End, Philadelphia,	402,020	08	44,805	70	431,897	06	481,258	92	522,100	01
West Philadelphia,	24,784	06	23,925	51	21,708	57	755,058	18	15,300	71
Wilkes Barre and Kingston,	18,800	42	13,940	78	10,983	44	11,433	98	8,803	62
Williamsport,										
Total,					\$6,875,005	17	\$8,650,028	54	\$5,825,118	82

COMPARATIVE STATEMENT FOR FIVE YEARS.—Accidents.

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NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Central, Pittsburgh,				1						
Central, Reading,								1	0	0
Citizens', Philadelphia,	2		1			1			1	1
Citizens', Pittsburgh,	1	1		2		2			1	3
Coalville,										
Continental,								4	2	2
Empire,	1		2		2					
Erie City,	1									
Federal Street and Pleasant Valley,	1									
Frankford and Southwark,	5	3	2	8	6	20	5		1	3
Germantown,	2									
Green and Coates Street, Philadelphia,	1		1							
Harrisburg City,						2			1	1
Hestonville, Mantua and Fairmount,	2					5	5	19		5
Lombard and South Street,						1				
People's Street, Luzerne county,									1	1
People's, Philadelphia,										3
Philadelphia City,		2	2	4	2	1	1	9	1	5
Philadelphia and Gray's Ferry,	1	1							1	
Pittsburgh, Allegheny and Manchester,		1					1		2	
Pittsburgh and Birmingham,		1	1							
Pittsburgh, Oakland and East Liberty,				1		1	2			
Ridge Avenue, Philadelphia,			1				1			1
Second and Third Streets,	1	3		4		3		2	2	
Seventeenth and Nineteenth Streets,				2				1	1	
South Side,				1	1		1			
Stroudsburg,				1						
Thirteenth and Fifteenth Street,								2		
Union, Philadelphia,			3							
West Philadelphia,	2	1				2	1	4	3	12
Wilkesbarre and Kingston,					1	1		2		
Total,	20	13	13	24	12	39	17	44	17	37

TABULATED RESULTS

COMPILED FROM CANAL REPORTS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.		Total amount now paid in of capital stock.		Total amount of funded debt.		Total amount of floating debt.		Total amount of funded and floating debt.		
Delaware and Hudson,	\$20,000,000	00	\$20,000,000	00	\$17,010,500	00			\$17,010,500	00	
Delaware Division,	2,400,000	00	1,633,350	00	800,000	00			800,000	00	
Lehigh Coal and Navigation,			11,193,550	00	14,779,140	84			14,779,140	84	
Monongahela Navigation,			1,004,400	00	103,000	00			103,000	00	
Muncy,			2,625	00							
Pennsylvania,	5,000,000	00	4,485,765	00	2,995,000	00			2,995,000	00	
Schuylkill Navigation,			4,085,136	00	8,562,222	88	\$155,924	51	8,718,147	37	
Susquehanna,			2,002,746	00	2,897,310	58		21,776	33	2,919,086	91
Union,	2,907,850	00	2,907,850	00	3,000,000	00		63,500	00	3,062,500	00
	\$30,307,850	00	\$47,315,422	00	\$50,147,174	28	\$241,200	84	\$50,387,375	12	

TABLE B.—Characteristics of Canal.

NAME OF COMPANY.	Cost of canal and fixtures.		Length of main line of the canal.	No. of branch or leased canals.	Width at top water line.	Width on bottom.	Depth of water.	No. of basins.	No. of locks.	No. of weigh locks.	No. of bridges.	No. of dams.	No. of miles of slack water.	No. of boats owned by the company.	Value of real estate held by the company, exclusive of canal.	
	\$	cts.													\$	cts.
Delaware and Hudson,	\$6,822,184	78	108.00	. . . . .	48	32	6	. . . . .	132	2	136	16	3	900	. . . . .	. . . . .
Delaware Division,	2,433,350	00	60.00	. . . . .	44	26	6	4	33	. . . . .	83	2	. . . . .	. . . . .	\$5,000	00
Lehigh Coal and Navigation,	7,445,000	00	48.00	. . . . .	60	45	6	5	57	1	12	9	12	441	200,000	00
Monongahela Navigation,	1,151,904	00	85.00	. . . . .	. . . . .	. . . . .	6	6	. . . . .	. . . . .	. . . . .	6	83	4	23,095	00
Muncy,	6,920	45	.75	. . . . .	45	25	4 $\frac{1}{2}$	1	. . . . .	. . . . .	2	. . . . .	3	1	. . . . .	. . . . .
Pennsylvania, * . . . . .	. . . . .	. . . . .	333.00	2	50	40	6 $\frac{1}{2}$	60	136	4	467	19	11	231	. . . . .	. . . . .
Schuylkill Navigation,	12,670,655	86	108.23	1	60	40	6 $\frac{1}{2}$	19	71	. . . . .	121	31	50 $\frac{1}{2}$	518	. . . . .	. . . . .
Susquehanna,	4,928,896	33	45.00	. . . . .	50	30	5 $\frac{1}{2}$	2	43	1	18	4	2 $\frac{1}{2}$	18	. . . . .	. . . . .
Union,	5,907,850	00	77.64	. . . . .	43	28	4 $\frac{1}{2}$	8	93	2	78	16	5	129	25,000	00
Total,	\$41,366,711	42	865.62	3	400	256	51	105	565	10	922	103	167 $\frac{1}{2}$	2,242	\$253,095	00

* See Railroads.

TABLE C.—TONNAGE, EXPENSES, AND RECEIPTS.

NAME OF COMPANY.	TONNAGE.		EXPENSES.						RECEIPTS.	
	No. of tons of through freight on main line.	Gross amount of tonnage, including branches and leased canals.	Maintaining the canal or real estate of the corporation		Operating the canal.		Total.		Total.	
Delaware and Hudson,	1,130,000	1,293,881	\$105,655	95	\$78,979	45	\$184,635	40	\$44,313	14
Lehigh Coal and Navigation,	535,630	599,906	59,509	06	39,135	19	98,644	25	146,169	54
Monongahela Navigation,			70,949	12			70,949	12	227,990	03
Muncy,	3,623	3,623	2,045	00	780	00	2,825	00	65	00
Pennsylvania,	772,189	772,189	125,160	58	27,059	93	152,220	51	299,654	18
Schuylkill Navigation,	1,040,453	1,040,453	66,839	82	55,715	55	122,555	37	549,755	64
Susquehanna,	433,734	433,734	58,231	93	16,309	05	74,540	98	78,019	76
Union,	8,691	41,962	11,992	92	9,704	27	21,697	19	29,677	88
Total,	3,924,320	4,185,748	\$500,384	33	\$227,683	44	\$728,067	82	\$1,375,645	17

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

NAME OF COMPANY.	Lumber.	COAL.		IRON.		Other iron or castings.
		Anthracite.	Bituminous.	Pig.	Railroad.	
Delaware and Hudson	28,669	1,133,076	787			289
Lehigh Coal and Navigation	35,156	392,916	8,524		20,904	1,451
Monongahela Navigation			2,762,706			
Muncy	5	3,526		4		
Pennsylvania	220,517	474,768	16,191			
Schuylkill Navigation	32,154	911,720	659	6,461	5,454	2,994
Susquehanna	69,261	313,749	242	290	2,865	10
Union	16,759	16,098		67		68
Total	402,521	3,245,851	2,784,109	6,822	29,223	4,787

TABLE D.—Continued.

NAME OF COMPANY.	Iron and other ores.	Lime and limestone.	Agricultural products.	Merchandise.	Manufactures.	Other articles.
Delaware and Hudson		6,194	912		106,934	17,039
Lehigh Coal and Navigation	25,502	82,987	15,710	1,569		20,187
Monongahela Navigation						135,562
Muncy		85			3	
Pennsylvania						60,711
Schuylkill Navigation	15,922	56,276	1,400	8,207		6,006
Susquehanna	2,902	13,294	24,759	426		5,936
Union		8,348	203	1		425
Total	44,326	167,184	42,984	5,203	106,937	245,866

COMPARATIVE STATEMENT FOR FIVE YEARS.—Amount of Capital Stock paid in.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Delaware and Hudson,	\$19,539,485	68	\$20,000,000	00	\$20,000,000	00	\$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,	9,390,350	00	9,949,900	00	10,248,550	00	10,448,550	00	11,193,550	00
Monongahela Navigation,	1,004,300	00	1,004,300	00	1,004,300	00	1,004,300	00	1,004,400	00
Muncy,	2,625	00	2,625	00	2,625	00	2,625	00	2,625	00
Pennsylvania,	4,457,150	00	4,477,700	00	4,477,700	00	4,485,765	00	4,485,765	00
Schuylkill Navigation,	4,260,448	00	4,129,189	00	4,105,398	00	4,090,089	00	4,085,136	00
Susquehanna,	2,002,706	00	2,002,706	00	2,002,706	00	2,002,746	00	2,002,746	00
Union,	2,907,850	00	2,907,850	00	2,907,850	00	2,907,850	00	2,907,850	00
Total,			\$46,107,629	00	\$46,382,479	00	\$46,575,275	00	\$47,315,422	00

COMPARATIVE STATEMENT FOR FIVE YEARS.—Amount of Funded and Floating Debt.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Delaware and Hudson,	\$13,842,000	00	\$14,237,700	00	\$15,116,000	00	\$15,116,000	00	\$17,010,500	00
Delaware Division,	800,000	00	800,000	00	800,000	00	800,000	00	800,000	00
Lehigh Coal and Navigation,	15,937,655	88	15,070,170	02	14,825,792	77	14,816,792	77	14,779,140	84
Monongahela Navigation,	118,053	78	110,273	17	108,773	17	122,773	17	103,000	00
Pennsylvania,	3,106,200	00	3,147,756	85	3,090,000	00	3,090,000	00	2,993,000	00
Schuylkill Navigation,	8,783,687	89	8,758,575	20	8,752,337	65	8,755,172	31	8,718,147	37
Susquehanna,	2,915,725	27	2,920,397	88	2,926,693	81	2,927,753	25	2,919,086	91
Union,	3,036,800	00	3,055,000	00	3,059,900	00	3,062,500	00	3,062,500	00
Total,					\$48,079,497	40	\$48,690,991	50	\$50,387,875	12

COMPARATIVE STATEMENT FOR FIVE YEARS.—Cost of Canal and Fixtures.

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NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Delaware and Hudson,	\$6,339,210	49	\$6,843,910	76	\$6,686,348	36	\$6,689,210	49	\$6,822,134	78
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,	3,000,000	00	3,000,000	00	3,000,000	00	7,455,000	00	7,455,000	00
Monongahela Navigation,	1,151,904	00	1,151,904	00	1,151,904	00	1,152,904	00	1,151,904	00
Muncy,	6,848	18	6,853	64	6,875	18	6,900	00	6,920	45
Schuylkill Navigation,	12,903,247	11	12,758,715	86	12,729,905	86	12,675,605	86	12,670,655	86
Susquehanna,	4,797,471	27	4,714,143	88	4,677,511	46	4,928,896	33	4,928,896	33
Union,	5,907,850	00	5,907,850	00	5,907,850	00	5,907,850	00	5,907,850	00
Total,					\$30,593,744	86	\$41,249,716	68	\$41,376,711	42

Gross amount of Tonnage.

NAME OF COMPANY.	1873.	1874.	1875.	1876.	1877.
Delaware and Hudson,	1,605,959	1,707,143	1,778,094	1,307,993	1,293,881
Lehigh Coal and Navigation,	993,390	1,179,281	957,196	975,247	599,906
Monongahela Navigation,		2,625,973	291,270		
Muncy,		3,625	8,347		3,623
Pennsylvania,	870,121	871,358	781,707	880,652	772,189
Schuylkill Navigation,	1,113,100	1,010,995	979,810	886,380	1,040,453
Susquehanna,	325,083	420,156	430,846	484,317	433,734
Union,	119,305	77,352	58,495	46,500	41,962
Total,		7,925,883	5,280,765	4,581,089	4,185,748

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COMPARATIVE STATEMENT FOR FIVE YEARS.—Expenses Maintaining and Operating the Canal.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Delaware and Hudson,	\$330,310	46	\$306,097	42	\$302,073	46	\$221,673	43	\$184,635	40
Lehigh Coal and Navigation,	255,071	53	202,547	34	186,744	28	158,575	56	98,644	25
Monongahela Navigation,	83,382	56	77,502	03	80,487	82	22,873	13	70,949	12
Muncy,	68	40	17	46			25	00	2,825	00
Pennsylvania,	706,787	76	249,859	00	240,637	22	238,943	70	152,220	51
Schuylkill Navigation,	247,554	17	231,043	10	197,791	84	138,574	81	122,555	37
Susquehanna,	162,284	25	79,657	98	84,896	24	81,146	21	74,540	98
Union,	39,455	84	33,165	92	29,684	25	20,722	68	21,697	19
Total,			\$1,179,890	75	\$1,122,315	11	\$882,584	52	\$728,067	82

COMPARATIVE STATEMENT FOR FIVE YEARS.—Receipts.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Delaware and Hudson,	\$75,374	05	\$66,593	86	\$67,933	46	\$41,936	98	\$44,313	14
Lehigh Coal and Navigation,	580,224	79	609,759	62	484,753	31	375,859	42	146,169	54
Monongahela Navigation,	207,456	55	216,709	92	196,576	99	214,724	18	227,990	03
Muncy,	60	00	100	00	23,500	00	75	00	65	00
Pennsylvania,	559,557	28	555,524	20	444,669	09	409,773	46	299,654	18
Schuylkill Navigation,	789,199	34	705,647	40	737,659	65	560,017	41	549,755	64
Susquehanna,	87,697	41	101,797	49	95,839	79	101,268	33	78,019	76
Union,	43,348	60	33,692	06	31,696	43	29,616	62	29,677	88
Total,			\$2,280,824	55	\$2,082,528	72	\$1,733,271	40	\$1,375,645	17

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 amount now paid of capital stock.		Total amount of floating and funded debt.		Rate per cent. of interest on funded debt.	Rate per cent. of dividends.
Atlantic and Ohio,	\$650,000	00	\$650,000	00	\$650,000	00				10 per ct.
American District,	400,000	00	400,000	00	400,000	00	\$28,748	35	6 per ct.	
Pacific and Atlantic,	2,000,000	00	2,000,000	00	2,000,000	00				
Philadelphia Local,	25,000	00	400,000	00	400,000	00				4 per ct.
Philadelphia, Reading and Pottsville,	50,000	00	20,000	00	20,000	00	209,636	04	6 per ct.	
Rockhill,	3,000	00	3,000	00	3,000	00	4,204	48		
Western Union,	41,073,410	00	41,073,410	00	41,073,410	00	6,574,720	00	6 and 7	9 per ct.
Total,	\$44,201,410	00	\$44,548,410	00	\$44,548,410	00	\$6,817,306	87		

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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 Penna.	No. of persons employed in maintaining and operating entire line.			No. of persons employed in maintaining & operating line in Penna.			No. of messages sent during the year, entire line.	No. of messages sent during the year in Pennsylvania.	No. of messages received during the year, entire line.	No. of messages received during the year in Penna.
									Male.	Female.	Total.	Male.	Female.	Total.				
American District,	\$98,088	44	178	15	15	1,783	1,783	242	2	244	242	2	244	79,890	79,890	170,207	170,207	
Philadelphia Local,	400,000	88	101	137	137	353	353	100	40	140	100	40	140	485,000	485,000	425,000	425,000	
Philadelphia, Reading and Pottsville,	225,482	48	84	297	297	806	806	435	8	443	435	8	443	166,972	166,972	166,972	166,972	
Rockhill,	4,204	30	30	4	4	4	4	5	5	10	5	5	829	829	829	829		
Western Union,	77,000	77,000	5,800	7,500	7,500	11,000	11,000	11,000	11,000	1,200	1,200	1,200	21,500,000	21,500,000	21,500,000	21,500,000		
Total,	\$985,749	80	77,308	6,889	7,958	1,203	13,776	2,776	782	50	11,832	782	50	2,032	23,182,191	762,508	22,262,508	762,508

TABLE C.—Expenses and Receipts.

NAME OF COMPANY.	Gross expenses entire line.		Gross expenses in Penna.		Gross receipts, entire State.		Gross receipts in Penna.	
American District,	\$94,781	07	\$94,781	07	\$85,743	62	\$85,743	62
Philadelphia Local,	203,102	30	203,102	30	203,102	30	203,102	30
Philadelphia, Reading and Pottsville,	44,884	20	44,884	20	59,409	10	59,409	10
*Rockhill,								
Western Union,	6,514,596	91			9,389,952	04		
Total,	\$6,857,364	48	\$342,767	57	\$9,738,207	06	\$348,255	02

* Paid by East Broad Top R. E. Company. Received by E. B. Top R. R. Co.

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COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
Atlantic and Ohio,	\$650,000	00	\$650,000	00	\$650,000	00	\$650,000	00	\$650,000	00
American District,	400,000	00	400,000	00	400,000	00	400,000	00	400,000	00
Erie County,	25,000	00	25,000	00	25,000	00	25,000	00	25,000	00
Pacific and Atlantic,	1,987,750	00	2,000,000	00	2,000,000	00	2,000,000	00	2,000,000	00
Philadelphia Local,	400,000	00	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	3,000	00	3,000	00
Western Union,	41,074,700	00	41,074,700	00	41,074,700	00	41,074,700	00	41,074,700	00
Total,	\$44,557,450	00	\$44,570,000	00	\$44,570,000	00	\$44,672,700	00	\$44,547,700	00

COMPARATIVE STATEMENT OF FLOATING AND FUNDED DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
American District,	\$7,346	62	\$3,840	83	\$10,901	80	\$19,708	90	\$28,746	85
Pacific and Atlantic,	69,208	29	69,208	29						
Philadelphia, Reading and Pottsville,	148,705	20	192,374	26	225,532	24	229,894	16	209,636	04
Rockhill,			2,498	78	4,204	48	4,204	48	4,204	48
Western Union,			5,946,900	00	6,499,180	00	6,487,160	00	6,574,720	00
Total,	\$225,258	11	\$6,211,819	66	\$6,739,798	02	\$6,740,467	54	\$6,817,806	87

COMPARATIVE STATEMENT OF MESSAGES RECEIVED IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1873.	1874.	1875.	1876.	1877.
American District,	22,599	65,087	162,717	185,639	170,207
Erie County,	4,000	2,500	7,000	6,000	.....
Pacific and Atlantic,	222,875	.....	.....	.....	.....
Philadelphia Local,	180,700	210,000	384,000	31,900	425,000
Philadelphia, Reading and Pottsville,	151,795	154,768	160,323	183,917	166,972
Rockhill, . . . . .	.....	.....	.....	897	329
Western Union,	13,360,000	.....	17,153,510	.....	.....
Total,	13,941,969	432,355	17,867,550	357,853	762,508

COMPARATIVE STATEMENT OF MESSAGES SENT IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1873.	1874.	1875.	1876.	1877.
American District, . . . . .	.....	.....	65,087	.....	79,890
Erie County, . . . . .	.....	2,500	7,000	6,000	.....
Pacific and Atlantic,	260,166	.....	.....	.....	.....
Philadelphia Local,	240,916	300,000	884,000	322,000	485,000
Philadelphia, Reading and Pottsville,	151,795	154,768	160,323	183,917	166,972
Rockhill, . . . . .	.....	.....	.....	397	329
Western Union,	13,360,000	17,153,510
Total,	14,012,877	457,268	17,709,920	512,314	732,191

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COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
American District,	\$6,513	77	\$22,747	84	\$41,102	68	\$87,414	97	\$85,743	62
Erie County,	2,146	27	1,398	18	1,904	52	1,214	09		
Philadelphia Local,	126,782	00	150,458	14	157,133	99	166,587	21	203,102	30
Philadelphia, Reading and Pottsville,	44,331	05	55,037	46	54,745	35	60,117	51	59,409	10
Western Union,	9,357,099	73			9,564,574	60	10,034,983	66		
	\$9,536,872	82	\$229,641	62	\$9,819,461	14	\$10,350,317	44	\$348,255	02

COMPARATIVE STATEMENT OF GROSS EXPENSES IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1873.		1874.		1875.		1876.		1877.	
American District,	\$25,082	12			\$60,845	13	\$109,392	60	\$94,781	07
Erie County,			\$1,398	72	1,762	08	1,195	37		
Philadelphia Local,	117,784	29	147,526	88	157,133	99	166,587	21	203,102	30
Philadelphia, Reading and Pottsville,	62,205	82	68,039	62	61,050	07	62,227	37	44,834	20
Western Union,	6,968,175	79					6,635,478	69	6,514,596	91
Total,	\$7,163,248	02	\$216,965	22	\$280,791	27	\$6,904,862	24	\$6,857,804	48

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ANNUAL REPORT.

[No. 36.

REPORTS OF COMPANIES.

1 RAILROAD REPORT.



REPORTS OF COMPANIES.

ALLENTOWN.

Officers.

NAMES.		Residence.	Salary.	
G. A. Nicolls,	President,	Reading, Pa.,	\$500	00
Howard Hancock,	Secretary,	Philadelphia,	121	50
John Welch,	Treasurer,	Philadelphia,	121	50

General offices at 227 South Fourth street, Philadelphia.

Names of Directors.

Residences.

H. Pratt McKean,	Philadelphia.
A. E. Borie,	Philadelphia.
J. B. Lippincott,	Philadelphia.
John Ashhurst,	Philadelphia.
Franklin B. Gowen,	Philadelphia.
I. V. Williamson,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$2,000,000	
Capital stock, amount subscribed,	714,200	00
Capital stock paid in by last report,	568,884	47
Capital stock, total amount now paid in,	Same.	
Capital stock, number of shares issued,	8,917	00
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	No sales.	

Debt.

Funded Debt.	None.	
Floating Debt.		
The amount now of floating debt,	\$724,919	02
Total amount now of floating and funded debt,	724,919	02
Floating debt as per last report,	727,429	71

Cost.

Total cost of entire road to date,	\$1,084,002	19
Average of same per mile of road laid and finished, 4.5 miles,	240,889	38
Average of same per mile of track laid and finished, 4.8 miles,	225,833	79

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of line, from Port Clinton to Allentown,	35.8	
Length of single main track laid, Topton to Kutztown,	4.5	
Length of double main track,	None.	
Aggregate length of main line and branches, (all in Penna.),	4.5	
Aggregate length of sidings and other track not above enumerated,	0.3	
Aggregate length of main line, branches, leased roads, sidings, and other track laid,	4.8	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches

Track.

Miles of iron rail in use, *i. e.*, miles of track, 48

Miles of steel rail in use, None.

Weight of rail per yard, { Iron,
Steel, 64 lbs

What is the relative durability, practicability of use, and value, as used on your road? No comparison. Iron alone is used.

Number of bridges and trestles on whole line, 1

Wooden bridges, number of, 1; aggregate length, 18 feet.

Crossings.

What railroads cross your road, at grade, in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Number of crossings of highways, at grade, in this Commonwealth, 3

Number of crossings of highways over railroad, 2

Number of crossings of highways under railroad, None.

Number of crossings at which gates or flagmen are maintained, None.

Number of crossings, at grade, at which there are neither gates nor flagmen, 3

Stations.

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 roadway, in Pennsylvania,	\$23,509 43
Number of tunnels, aggregate length,	None
How is track laid and on what foundation? Cross ties; broken stone ballast.	

Equipment.

Furnished by Philadelphia and Reading Railroad Company.

Debits of the Year.

Included in report made by Philadelphia and Reading Railroad Company.

Monthly Earnings for the Year.

From Transportation of Passengers, Operating Account.

MONTHS.	Through.		Local.	Total.	
December, 1876,				\$55	76
January, 1877,				60	23
February, 1877,				55	40
March, 1877,				75	09
April, 1877,				74	12
May, 1877,				64	80
June, 1877,				62	55
July, 1877,				46	55
August, 1877,				57	70
September, 1877,				122	62
October, 1877,				56	37
November, 1877,				45	99
Total,				\$777	18

From Transportation of Freight, Operating Account.

MONTHS.	Through.		Local.	Total.	
December, 1876,				\$59	05
January, 1877,				156	34
February, 1877,				337	10
March, 1877,				233	84
April, 1877,				326	95
May, 1877,				295	21
June, 1877,				300	43
July, 1877,				291	18
August, 1877,				210	21
September, 1877,				66	44
October, 1877,				72	85
November, 1877,				54	62
Total,				\$2,404	22

From all other Sources, Operating Account.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
December, 1876,	\$5 45		\$16 49	\$21 94
January, 1877,	5 45		9 30	14 75
February, 1877,	5 45		20 54	25 99
March, 1877,	5 45		15 66	21 11
April, 1877,			12 32	12 32
May, 1877,	4 91		28 31	33 22
June, 1877,	4 90		4 04	8 94
July, 1877,	4 91		13 28	18 19
August, 1877,	4 90		7 56	12 46
September, 1877,	4 91		27 59	32 50
October, 1877,	4 90		9 26	14 16
November, 1877,	4 91		17 32	22 23
Total,	\$56 14		\$181 67	\$237 81

Total passenger earnings for the year,	} Operating account, {	\$777	18
Total freight earnings for the year,		2,404	22
Total earnings from all other sources,		237	81
Total earnings for the year,		\$3,419	21

Earnings, Operating Account.

Passenger transportation, local and through,	\$777	18
Freight transportation, local and through,	2,404	22
Mail service,	56	14
Rents,	181	67
Total,	\$3,419	21

Operating of Corporation.

Maintenance of way and buildings, expenses, account,	\$770	74
Maintenance of motive power and cars, State tax, capital stock,	267	51
Total operating expenses,	\$1,038	25

General Balance Sheet, November 30, 1877.

DR.			
Construction,		\$1,020,414	13
Real estate,		23,509	43
Land damages,		40,078	63
Cash,		203	90
Sundry debtors,		5,252	10
Profit and loss, income account,		217,090	67
		\$1,306,548	86
CR.			
Capital stock,		\$568,884	47
Unfunded debt,		724,919	02
Sundry creditors,		12,745	37
		\$1,306,548	86

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$568,884 47
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	<u>None.</u>

This road being operated by the Philadelphia and Reading Railroad Company, all returns not here given, will be included in their report.

The operators pay to this company, as rental, 30 per cent. of the gross receipts.

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

Personally appeared before me, G. A. Nicolls, president, and John Welch, treasurer, of the Allentown Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

G. A. NICOLLS, *President.*
JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 19th day of March, A. D. 1878.

J. Y. HUMPHREY, *Notary Public.*

ATLANTIC AND GREAT WESTERN.

Officers.

NAMES.		Residence.	Salary.
James F. Clark,	President,	Cleveland, Ohio,	None.
Thomas Warnock,	Secretary,	Meadville, Pa.,	\$500 00
F. E. Rittman,	Treasurer,	Meadville, Pa.,	850 00
W. H. Upson,	General Solicitor,	Akron, Ohio,	None.

General offices at Meadville, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
James F. Clark,	Cleveland, Ohio.
John Tod,	Cleveland, Ohio.
Daniel P. Eells,	Cleveland, Ohio.
S. L. Mather,	Cleveland, Ohio.
W. H. Upson,	Akron, Ohio.
George T. Perkin,	Akron, Ohio.
John Stambaugh,	Youngstown, Ohio.
James H. Fay,	New York, N. Y.
J. Clinton Gray,	New York, N. Y.
A. Hegewisch,	New York, N. Y.
H. E. Parsons,	Ashtabula, Ohio.
Thomas Warnock,	Meadville, Pa.

Capital Stock.

Capital stock authorized by law,	\$50,000,000 00
Capital stock, paid in by last report,	34,675,804 10
Capital stock, total amount now paid in,	34,675,804 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	None.

Debt.

Funded Debt.	
First mortgage bonds, (due 1st January, 1902, bear interest at 7 per cent., which is payable) amount,	\$14,922,200 00
Second mortgage bonds, (due 1st March, 1902, bear interest at 7 per cent., which is payable) amount,	10,173,679 69
Third mortgage bonds, (due 1st May, 1902, bear interest at 7 per cent., when earned, which is payable) amount,	28,784,000 00
First mortgage Ohio division bonds, (due 1st October, 1876, bear interest at 7 per cent., which is payable) amount,	2,416,300 00
Re-organization stock, (due 1st March, 1874, interest at 7 per cent.,)	412,000 00
Fractional certificates,	5,631 59
Leased lines rental trust bonds of 1872, (due 1st January, 1902, interest at 7 per cent.,)	5,323,000 00
Leased lines rental trust bonds of 1873, (due 1st January, 1903, interest at 7 per cent.,)	3,006,000 00
Western extension certificates, (due 1st July, 1876, interest at 8 per cent.,)	2,059,000 00
Western extension bonds, interest at 7 per cent.,	1,748,500 00
Total amount of funded debt,	\$68,850,311 28

NOTE No. 1.—Leased lines rental trust bonds of 1872 and 1873, Western extension certificates, and Western extension bonds, are not a lien on the real or personal property of the company, but only on the stock of the several roads which has been purchased by the company, out of the proceeds of the several classes of bonds, and the stock placed in the hands of trustees as security for the several classes of bonds mentioned. Re-organization stock and fractional certificates are not a lien on the real or personal property of the company, but bonds of the several classes are held in trust for their conversion into funded debt, and the amounts here given are the amounts shown on the book of the company.

NOTE No. 2.—The floating debt cannot be given, as several large amounts due to, and due by the company are in litigation, and the definite amount for settlement cannot be arrived at.

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

Personally appeared before me, F. E. Rittman, treasurer of the Atlantic and Great Western Railroad Company, who being duly sworn, does depose and say, that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending 30th September, 1877, according to the best of his knowledge and belief.

(Signed)

F. E. RITTMAN, *Treasurer.*

Sworn and subscribed before me, this 26th day of January, 1878, by said F. E. Rittman.

JOHN REITZE, *Notary Public.*

STATE OF OHIO, }
County of Cuyahoga, } ss:

Personally appeared before me, Jas. F. Clark, president of the Atlantic and Great Western Railroad Company, who being duly sworn, does depose and say, that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending 30th September, 1877, according to the best of his knowledge and belief.

JAS. F. CLARK, *President.*

Sworn and subscribed before me, this 7th day of February, 1878, by said Jas. F. Clark.

J. T. WANN, *Notary Public.*

REPORT OF J. H. DEVEREUX, RECEIVER.

General offices at Meadville.

The property of the Atlantic and Great Western Railroad Company was in the hands of J. H. Devereux, receiver, during the period which this report represents, and he operated its railroad.

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Salamanca, N. Y., to Dayton, Ohio,	387.50	92.42
Length of single main track,	337.50	92.42
Branches.		
Franklin Branch, from junction with main line west of Meadville to Oil City, Pa.,	Length of branch, Length of single track, Length of double track,	33.78 33.78 33.78
Silver Creek Branch, from Silver Creek to junction with main line,	Length of branch, Length of single track, Length of double track,	1.55 1.55 1.55
Leased Roads.		
Cleveland and Mahoning RR. Branch, from Cleveland, Ohio, to Pennsylvania State Line,	Length of road, Length of single track, Length of double track,	80.00 80.00 80.00
Sharon Railway, from Sharon, Pa., to A. and G. W. main line,	Length of road, Length of single track, Length of double track,	7.73 7.73 7.73
Westmoreland Railroad, from Pennsylvania State Line to Sharon, Pa.,	Length of road, Length of single track, Length of double track,	1.50 1.50 1.50
Aggregate length of main line and branches,	422.83	126.20
Aggregate length of leased roads,	89.23	9.23
Aggregate length of sidings and other track not above enumerated,	*216.61	†41.97
Aggregate length of main line, branches, leased roads, sidings, and other track,	728.67	177.40

* Of this amount, (216.61,) 148.75 miles are sidings, and 67.86 miles are double gauge track.

† This includes 5.5 miles of double gauge.

Gauge.

What is the gauge of your lines? 6 feet, 4 feet 9¼ inches,
4 feet 9¾ inches.

Track.

Miles of iron rail in use,	341.71
Miles of steel rail in use, including steel capped rails,	170.35
Weight of rail per yard, { Iron,	68,56,60 lbs.
{ Steel,	64,60,56,51½ lbs.

What is the relative durability, practicability of use, and value, as used on your road? The least proportion can not be less than seven to one in favor of steel rails, and the greatest probably about twenty to one in favor of steel. Our experience tends to prove the entire practicability and a positive saving on parts of line where traffic is heavy. We have very little breakage in steel. We have in use English and American steel.

Bridges and Trestles erected in Pennsylvania during the year.

NOTE.—The bridges and trestles are the total number on the entire line, including leased lines.

Number of bridges and trestles on whole line,	132
Wooden bridges, number of, 94; aggregate length,	10,883 feet.
Stone bridges, number of, 3; aggregate length,	80 feet.
Iron bridges, number of, 7; aggregate length,	778 feet.
Wooden trestles, number of, 28; aggregate length,	2,132 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Erie railroad, at Corry; Union and Titusville railroad, at Union City; Jamestown and Franklin railroad, near Greenville; Shenango and Allegheny railroad, at Shenango; Erie and Pittsburgh railroad, one mile west of Shenango.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Jamestown and Franklin railroad, at Franklin.

Number of crossings of highways, at grade, in this Commonwealth,	142
Number of crossings of highways under railroad,	3
Number of crossings at which gates or flagmen are maintained,	7
Number of crossings at which there are neither gates nor flagmen,	138

Flagmen are instructed to see that the crossings are kept clear, when trains are approaching and passing, and protect the public, by giving the proper signals. Engineers give two short and one long whistle, and ring bell.

Stations.

Number of stations on main road: Passenger, 12; passenger and freight, 42; freight, 12; total,	66
Number of stations, branches: Passenger, 1; passenger and freight, 5; freight, 1; total,	7
Number of stations, leased roads,: Passenger, 5; passenger and freight, 13; freight, 2; total,	20
Number of wood and water stations on main road: Wood stations, 22; water stations, 43; total,	65
Number of wood and water stations on branches: Wood stations, 1; water stations, 2; total,	3
Number of wood and water stations on leased roads,	8
Number of tunnels,	None.

How is track laid, and on what foundation? Generally with fish plate joints and gravel ballast.

Equipment.	Number.	Av. cost of each.
Number of locomotives of more than forty tons weight,	8	
Number of locomotives of more than thirty tons weight,	154	
Number of locomotives of more than twenty tons weight,	3	
Number of first class passenger cars,	12	
Number of president and paymaster cars,	2	
Number of second class passenger cars,	29	
Number of baggage, mail, and express cars, (including postal cars, 3.)	31	
Number of freight cars: House cars, 889; trucks, 1,598; total,	2,487	
Number of caboose cars,	90	
Number of wrecking, tool, and supply cars,	17	

What kind of train brake is in use on your road? Mostly hand brake. Have Gardner & Ransom air brake on part of the equipment on one division.

Average number of cars in passenger trains, including baggage cars,	4 ³⁴ / ₁₀₀
Average number of cars in freight trains,	15 ⁸⁵ / ₁₀₀
Average weight of passenger trains, including locomotive and tender, in working order,	149 tons.
Average weight of freight trains, including locomotive and tender, in working order,	200 tons

Employees.

Average number of persons regularly employed by company, including officials,	3,720
Same in Pennsylvania,	983

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	1,022,194
Number of miles run by freight trains,	3,506,085
Number of through passengers for the year on main road,	91,291
Number of passengers (all classes) carried in cars,	833,190
Number of passengers carried one mile,	33,628,761
Number of passengers carried one mile in Pennsylvania,	10,302,115
Number of tons of 2,000 lbs. of through freight for the year on main road,	1,572,682
Number of tons of freight carried one mile,	329,132,236
Number of tons of freight carried one mile in Pennsylvania,	89,041,477
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	2,761,493
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour,)	25

Average rate of speed adopted by freight trains, including stops, (miles per hour,)

10

Monthly Statement of Passengers (all classes) carried in Cars.

October, 1876,	82,229	April, 1877,	64,580
November, 1876,	75,302	May, 1877,	65,458
December, 1876,	61,077	June, 1877,	71,402
January, 1877,	49,411	July, 1877,	77,364
February, 1877,	55,165	August, 1877,	81,700
March, 1877,	68,628	September, 1877,	80,874

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	46,848	Stone and lime,	23,103
Bituminous coal,	779,365	Agricultural products,	298,940
Petroleum and other oils,	493,976	Merchandise and manufactures,	258,162
Pig iron,	55,806	Live stock,	29,428
Other iron or castings,	79,951	Lumber,	78,100
Iron and other ores,	245,944	Other articles,	371,870

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 cents.
For second class through passengers,	1½ to 2½ cents.
For second class way passengers,	No rate.

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

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
	Dollars	Cents	Dollars	Cents	Dollars	Cents
October, 1876,	\$48,236	37	\$39,103	60	\$87,339	97
November, 1876,	26,385	14	36,374	47	62,759	61
December, 1876,	14,968	43	34,187	16	49,155	59
January, 1877,	10,747	86	30,275	75	41,023	61
February, 1877,	12,330	50	32,806	48	45,136	98
March, 1877,	14,233	78	38,094	36	52,328	14
April, 1877,	17,522	55	37,406	09	54,928	64
May, 1877,	18,916	13	38,551	97	57,468	10
June, 1877,	20,747	08	43,565	90	64,312	98
July, 1877,	21,932	46	44,473	67	66,406	13
August, 1877,	25,530	20	53,028	24	78,558	44
September, 1877,	26,226	77	48,680	61	74,857	38
Total,	\$257,777	27	\$476,498	30	\$734,275	57

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
October, 1876,	\$124,412	88	\$111,610	18	\$236,023	06
November, 1876,	132,806	28	89,093	99	221,900	27
December, 1876,	165,698	64	73,032	69	238,731	33
January, 1877,	147,543	59	63,848	35	211,391	94
February, 1877,	126,454	20	59,216	54	185,670	74
March, 1877,	160,774	75	70,582	84	231,357	59
April, 1877,	161,631	91	77,803	31	239,435	23
May, 1877,	156,123	42	93,733	54	249,856	96
June, 1877,	153,647	58	81,925	59	235,573	17
July, 1877,	162,390	97	74,886	26	237,277	23
August, 1877,	242,932	23	89,341	72	332,273	95
September, 1877,	200,012	85	92,089	19	292,102	04
Total,	\$1,934,429	30	\$977,114	20	\$2,911,543	50

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
October, 1876,	\$3,212	40	\$4,130	30	\$4,425	27	\$11,767	97
November, 1876,	3,591	19	4,836	50	4,716	92	13,144	61
December, 1876,	3,591	19	5,613	38	5,465	33	14,669	90
January, 1877,	3,591	19	4,325	53	6,217	33	14,134	05
February, 1877,	3,591	19	2,935	44	3,243	30	9,769	93
March, 1877,	3,591	19	3,084	23	2,994	98	9,670	40
April, 1877,	3,591	19	3,781	93	4,013	58	11,396	75
May, 1877,	3,580	69	4,790	67	4,301	26	12,672	62
June, 1877,	3,580	69	4,855	76	4,506	36	12,942	81
July, 1877,	3,583	19	3,843	31	5,982	60	13,414	10
August, 1877,	3,483	69	3,391	47	3,775	70	10,655	86
September, 1877,	8,302	37	3,925	74	6,886	68	19,114	79
Total,	\$47,300	17	\$49,514	31	\$56,529	31	\$153,343	79

Total passenger earnings for the year,	\$734,275	57
Total freight earnings for the year,	2,911,543	50
Total earnings from all other sources,	153,343	79

Total earnings for the year, \$3,799,162 86

Total receipts from all sources on whole length of line,	\$3,808,305	18
Proportion of earnings in Pennsylvania to earnings of whole line,	1,007,206	45

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road,	\$15,766	15
Land or land damages,	4,050	65
Passenger and freight houses,	553	12
Engine houses, car sheds, wood and coal sheds, and water tanks,	523	71
New locomotives,	10,160	00
New passenger cars,	3,374	10
New mail and baggage cars, }		
New freight cars,	3,181	62
New machine shops, machinery and tools,	1,000	35
Any other expenditures chargeable to this account,	2,882	82
Total,	\$41,492	52

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$398,360	93
New iron rails, number of tons, 4,863,	114,897	24
New steel rails, number of tons, 2,239,	94,474	65
Repairs of bridges,	30,769	27
Repairs of buildings and fixtures,	58,180	14
Repairs of fences,	16,361	49
Total for maintenance of way,	\$713,043	72
Cost per mile of road kept in repair,	1,892	49
Proportion for Pennsylvania,	188,584	92

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$246,052	48
Repairs of machinery,	23,259	25
Repairs of passenger, baggage, and mail cars,	53,146	01
Repairs of freight cars,	227,242	14
All other expenses for maintenance of motive power and cars,	87,430	80
Total for maintenance of motive power and cars,	\$687,130	68
Cost per mile of road operated,	1,244	24
Proportion for Pennsylvania,	168,507	42

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$221,723	35
Salaries, wages, and incidentals chargeable to freight department,	872,810	48
Wages of switchmen, signal-men, gate-keepers, and watchmen,	29,611	65
* Fuel—number of cords of wood, 3,114; cost for locomotives,	24,319	35
* Fuel—number of tons of coal, 112,189 ³³³³ ; cost for locomotives,	210,681	22
Oil and waste,	31,132	05
Damages for injuries to persons,	4,393	22
Damages for cattle killed or injured,	1,311	50
Damages for loss of goods and baggage,	4,972	08
Damages to property, including damages by fire,	175	05
Taxes,	118,523	31
Telegraph expenses,	55,482	57
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	118,621	76
Total miscellaneous,	\$1,693,707	59
Amount per mile of road operated,	\$3,307	61
Proportion for Pennsylvania,	447,948	27
Total expenditures for operating the road,	3,043,881	94
Expenses per mile of the road operated,	5,944	33
Expenses per train mile,	67	21
Proportion for Pennsylvania,	805,040	61

* Total fuel purchased, 9,847⁰⁰ cords woods, \$32,554 08

* Total fuel purchased, 149,603³³³³ tons coal, 280,988 95

\$313,543 03

What has not been used for locomotives was used for purposes included in the other items.

Earnings.

Passenger transportation, local,	\$476,498 80	} Total,	\$734,275	57
Passenger transportation, through,	257,777 27			
Freight transportation, local,	977,114 20	} Total,	2,911,543	50
Freight transportation, through,	1,934,429 30			
Mail service,			47,300	17
Express service,			49,514	31
Rents,			2,687	88
All other sources of income,			62,983	75
Total,			\$3,808,305	18
Operating Expenses.				
Maintenance of way and buildings,	\$713,043 72			
Maintenance of motive power and cars,	637,130 63			
Miscellaneous,	1,639,707 59		3,043,881	94
Net earnings,			\$764,423	24
Earnings per mile of road operated,			\$7,437	16
Expenses per mile of road operated,			5,944	33
Net earnings,			1,492	83

General Balance Sheet, January 1, 187—.

DR.			
Liabilities of Atlantic and Great Western Railroad Company, paid by the receiver,		\$1,296,456	98
Additions, (construction,)		245,420	30
Meadville hotel and dining-room,		300	00
Supplies on hand,		292,287	74
Cash on hand,		85,884	65
Due by agents,		55,917	87
Due by United States Express Company,		4,068	59
Due by United States Post Office Department,		11,350	00
Due by sundry companies,		311,169	38
		\$2,302,855	51
CR.			
Assets of Atlantic and Great Western Railroad Company, which have come into possession of receiver,		\$676,021	94
Due to companies and individuals,		1,402,583	88
Profit and loss,		224,249	69
		\$2,302,855	51

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? United States Express Company, which pays the receiver about double first class freight rates on west bound, and about double second class freight rates on east bound shipments.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? They take money, valuables, and packages, and take their freight at the depots.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None. The lines known as the Great Western Dispatch, and Erie and Pacific Dispatch, running over this road, are not transportation companies, but are coöperative organizations, owned, controlled, and directed by the railroads over which they run, and in effect are the railroads themselves.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? There can be, and there is no preference given. The coöperative lines are the railroads themselves.

Are any discriminations made by your company, in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor. There are differences, but not discriminations in rates, and all rates are common to all shippers, regarding quantity and regularity of shipments.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No. No officer, agent, or any employé are interested in any contracts whatsoever for furnishing materials, supplies, or anything else.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? The current car mileage of the country is paid for cars running upon this road, whether owned by connecting railroads or individuals. The largest amount of car rental paid, is to United States Rolling Stock Company, which furnishes about one third of the equipment used by this road under a contract, the terms of which are different from the above, and is based partly on mileage, and partly upon a rental based on ten per cent., and fifteen per cent. per annum upon cost of cars. Location of United States Rolling Stock Company's office, is 74 Wall street, New York.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? The sleeping and hotel cars of the Pullman Palace Car Company run on this road, and that company receives the current rate of mileage. A charge is made in addition to regular rates—for state rooms, \$4; section, \$4; double berth, \$2.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Total paid Pullman Palace Car Company, \$23,370 66.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? Yearly service for \$43,219 33.

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,			1	2	1	2
Employés,		2	1	5	1	7
Others,			6	5	6	5
Total,		2	8	12	8	14

Statement of Each Accident.

October 21, 1876. W. W. Powell, fireman, injured near Corry; two or three ribs fractured; also, injured about the head and shoulders; was standing on tank to take water, the wood slipped under his feet, and he fell off. Want of caution.

November 3, 1876. J. F. Dowling, passenger, Corry. Foot smashed; attempted to board a train in motion. His own fault.

November 5, 1876. Jacob Stuart, passenger, near Mill Village. Injured probably fatally; jumped from train, while running at the rate of thirty-five miles an hour. His own fault.

November 25, 1876. Leander Block, trespasser, Oil City, (near.) Injured slightly; was walking on track and train struck him. His own fault.

November 19, 1876. Michael Mert *alias* Flanigan, switchman, Meadville yard. Fatally injured; stepped into cattle guard while pulling pin, and was run over. Want of caution.

December 9, 1876. William B. Hall, passenger, Evansburg. Foot caught between draw-heads, while stepping between cars, and slightly injured. Want of caution.

December 13, 1876. William Kane, trespasser, near Sugar Grove. Killed. Attempted to drive across the track, ahead of train. Want of caution.

January 5, 1877. W. P. Bolton, brakeman, Shenango. Injured, ankle sprained; stepped upon piece of ice getting off an engine. Want of caution.

January 12, 1877. D. H. Wilcox, brakeman, Concord. Injured, thumb smashed in coupling. Want of caution.

January 12, 1877. Silas Freeman, small boy, Meadville. Injured; one leg, both arms, and head badly bruised; attempted to jump on moving train, from snow bank. His own fault.

January 13, 1877. W. Pickard, conductor, Meadville. Injured, left arm broken ; caught between cars while uncoupling them. Want of caution.

January 20, 1877. C. Pierce, switchman, Meadville. Injured, left hand crushed coupling cars ; two fingers amputated. Want of caution.

January 26, 1877. Martin Minor, switchman, Meadville yard. Injured, fingers smashed coupling, necessitating amputation. Want of caution.

February 10, 1876. John Riley, trespasser, Amasa crossing. Killed. Was sitting on track, and was run over by train. His own fault.

February 22, 1877. George Myers, trespasser, Meadville. Killed. Stepped on track ahead of switch engine to avoid train on another track. His own fault.

April 2, 1877. Stephen or James Downs, runaway boy. Killed at Saegertown ; attempted to steal a ride on moving train ; wanted to go home. His own fault.

April 4, 1877. J. Forney, trespasser, Franklin. Injured, leg crushed at the knee, and amputated ; was stealing a ride between freight cars, and fell between. Was intoxicated.

April 20, 1877. Charles Booker, boy, trespasser, Oil City. Injured, attempted to jump ou train in motion, and was run over, crushing both legs, necessitating amputation. Want of caution.

June 29, 1877. W. S. Peck, brakeman, Greenville, Pa. Injured, finger taken off uncoupling. Want of caution.

August 16, 1877. C. D. Parker, trespasser, Oil City. Fatally injured ; had boarded freight train, and and attempted to walk over it and fell between cars and engine. Want of caution.

August 24, 1877. Stephen Shulock, trespasser, Corry. Killed. Was running across the track ahead of train ; was deaf, and could not hear bell. Coroner's verdict exonerated company.

September 24, 1877. Conroy White, trespasser, Meadville. Injured, both legs broken while stealing a ride between two freight cars. His own fault.

STATE OF PENNSYLVANIA, }
County of _____ } ss :

Personally appeared before me J. H. Devereux, receiver, and F. E. Rittman, treasurer, of the Atlantic and Great Western Railroad, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending 30th September, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

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

STATE OF PENNSYLVANIA, }
Crawford County, } ss :

Sworn and subscribed before me, this 19th day of September, A. D. 1877, by said F. E. Rittman, treasurer.

GEORGE W. ADAMS, *Notary Public.*

STATE OF OHIO, }
Cuyahoga County, } ss :

Sworn and subscribed before me, this 24th day of December, A. D. 1877, by said J. H. Devereux, receiver.

J T. WANN, *Notary Public.*

BACHMAN VALLEY.

Officers.

NAMES.		Residence.	Salary.
A. W. Eichelberger, . . .	President,	Hanover.	
C. W. Forney,	Secretary,	}	\$100 00
	Treasurer,		

General offices at Hanover, Pa.

Names of Directors.

Residences.

C. J. Nourse,	Columbia, Pa.
P. R. Pyne,	Columbia, Pa.
C. N. Simms,	Columbia, Pa.
C. L. Johnson,	Ebbvale, Carroll county, Md.
Joseph Dellone,	Hanover, Pa.
Joseph Althoff,	Hanover, Pa.
Josiah W. Gitt,	Hanover, Pa.
H. C. Schriver,	Hanover, Pa.
Stephen Keefer,	Hanover, Pa.
Levi Dubs,	Summit, York county.
Elias Wolfgang,	Glenville, York county.
Henry Schue, of J.,	Glenville, York county.

Capital Stock.

Capital stock authorized by law,	\$100,000 00
Capital stock authorized by votes of company,	1,334 00
Capital stock, amount subscribed,	68,000 00
Capital stock, paid in by last report,	66,792 31
Capital stock, total amount now paid in,	66,792 31
Capital stock, number of shares issued,	1,334 00
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	None sold.

Debt.

Funded Debt.		
First mortgage bonds, (due 1892, bear interest at 7 per cent., which is payable April and October,) amount,	\$45,000	00
Second mortgage bonds,	None.	
Third mortgage bonds,	None.	
Total amount now of funded debt,	\$45,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what? Operating road.		
The amount now of floating debt,	\$6,264	62
Funded debt as per last report,	45,000	00
Floating debt as per last report,	None.	

Cost.

Total cost of entire road to date, \$112,412 29

Characteristics of Road.

Main Line.

Length of main line—from Valley Junction to Maryland State line, length in Pennsylvania, nine miles.

Branches.

None.

Leased Roads.

None.

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 9
 Weight of rail per yard, (iron,) 52 pounds.

Bridges and Trestles erected in Pennsylvania during the year.

None.
 Number of bridges and trestles on whole line, 8
 Wooden bridges, number of, 8; aggregate length of, 199 feet.
 Stone bridges, number of, None.
 Iron bridges, number of, None.
 Wooden trestles, None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Stations.

Number of stations on main road, passenger and freight, 6
 Number of wood and water stations on main road, 1

Value of real estate held by the company, exclusive of road-way in Pennsylvania, None.
 Number of tunnels, None.
 How is track laid, and on what foundation? Part earth and part stone.

Equipment.

No equipment. This road is worked by the Hanover Junction, Hanover and Gettysburg Railroad Company.
 Average number of cars in passenger trains, including baggage cars, 1
 Average number of cars in freight trains, Unknown.

Employees.

Average number of persons regularly employed by company, including officials. Ten, exclusive of directors.

Doings of the Year.

Transportation and Total Miles run.

Number of through passengers for the year on main road, No account.
 Number of passengers (all classes) carried in cars, . . . 1,428½
 Number of passengers carried one mile, 13,592
 Number of passengers carried one mile in Pennsylvania, . 13,292
 Number of tons of 2,000 pounds of through freight for the year on main road, No account.
 Number of tons of freight carried one mile, 44,895
 Number of tons of freight carried one mile in Pennsylvania, 44,895
 Gross amount of tonnage for the year, (2,000 pounds per ton,) 6,097
 Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 12 hours.
 Average rate of speed adopted by express trains, including stops, (miles per hour,) 12 hours.
 Average rate of speed adopted by freight trains, including stops, (miles per hour,) 12 hours.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1877, 98	|| July, 1877, 75
February, 1877, 92	|| August, 1877, 247
March, 1877, 144	|| September, 1877, 65
April, 1877, 169½	|| October, 1877, 63
May, 1877, 235	|| November, 1877, 83½
June, 1877, 91½	|| December, 1877, 86

The amount of Freight specifying the quantity in Tons of 2,000 pounds.

Anthracite coal, 1,228	|| Agricultural products, } 2,052
Iron and other ores, 500	|| Merchandise and manufactures, }
Stone and lime, 1,984	|| Lumber, 333

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 cents.

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

For through freight,	2 ⁸ / ₁₀ cents.
For through coal,	4 cents.
For local freight,	5 cents.
For local coal,	5 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

	Through.		Local.		Total.	
January, 1877,					\$29	24
February, 1877,					27	66
March, 1877,					44	00
April, 1877,					50	16
May, 1877,					79	34
June, 1877,					28	85
July, 1877,					23	49
August, 1877,					67	15
September, 1877,					19	27
October, 1877,					19	29
November, 1877,					25	88
December, 1877,					25	99
Total,					\$440	32

From Transportation of Freight.

	Through.		Local.		Total.	
January, 1877,					\$134	77
February, 1877,					129	82
March, 1877,					169	69
April, 1877,					248	38
May, 1877,					212	86
June, 1877,					168	09
July, 1877,					80	43
August, 1877,					159	60
September, 1877,					201	95
October, 1877,					218	62
November, 1877,					148	72
December, 1877,					91	74
Total,					\$1,964	66

Local and through not divided.

From all Other Sources.

November, 1877, mail,	\$185	05
December, 1877, drawback,	22	02
Total,	\$157	07
Total passenger earnings for the year,	\$440	32
Total freight earnings for the year,	1,964	67
Total earnings from all other sources,	157	07
Total earnings for the year,	\$2,562	06
Total receipts from all sources on whole length of line,	\$2,562	06

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.	
Repairs of roads, exclusive of bridges and new rails,	\$690 25
Total for maintenance of way,	\$690 25
Cost of Maintenance of Motive Power and Cars.	
Paid Hanover Junction, Hanover and Gettysburg Railroad Company for working road,	\$1,166 40

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	}	\$357 00
Salaries, wages, and incidentals chargeable to freight department,		
Wages of switchmen, signal-men, gate-keepers and watchmen,		None.
Fuel—number of cords of wood		None.
number of tons of coal,		None.
Damages for injuries to persons,		None.
Damages for cattle killed or injured,		None.
Damages for loss of goods and baggage,		None.
Damages to property, including damages by fire,		None.
Taxes,		86 43
Insurance,		None.
Printing and contingent expenses,		68 37
Amount paid for use of palace and sleeping cars,		None.
Amount paid other corporations or individuals for use of all other cars,		67 60
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,		100 00
Total miscellaneous,		\$679 40
Total expenditures for operating the road,		\$2,536 05

Earnings.

Passenger transportation, local and through,	\$440 32
Freight transportation, local and through,	1,964 67
Mail service,	135 05
Drawback,	23 02
Total,	\$2,562 06
Operating Expenses.	
Maintenance of way and buildings,	\$690 25
Maintenance of motive power and cars,	1,166 40
Miscellaneous,	679 40
Total operating expenses,	\$2,536 05
Net earnings,	26 01

General Balance Sheet, January 1, 187—.

DR,			
Bills receivable,		\$398	60
Construction,	112,412		29
Cash,	1,599		05
South Summit,	60		29
Falls Road,	6		20
Valley Junction,			15
Black Rock,	292		49
Summit,	70		16
Green Ridge,	13		05
Hanover,	71		59
Profit and loss,	6,494		94
		\$121,418	81
CR.			
Bills payable,		\$6,284	62
Stock,		66,792	31
Coupon account,		385	00
Hanover Junction, Hanover and Gettysburg Railroad Company,		2,976	88
Bonds,		45,000	00
		\$121,418	81

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? Twenty-seven dollars per mile.

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

Personally appeared before me, A. W. Eichelberger, president, and C. W. Forney, treasurer of the Bachman Valley Rail R. Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

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

Sworn and subscribed before me, this 30th day of January, 1878.
 A. N. MICHAEL, *Notary Public.*

BALTIMORE, PHILADELPHIA AND NEW YORK

Officers.

NAMES.		Residence.	Salary.
Robert Frazer,	President,	Philadelphia,	000 00
P. S. Ermold,	Secretary and Treasurer,	Coatesville,	000 00

General offices at Coatesville, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Irene Du Pont,	Wilmington, Delaware.
E. C. Stotsenburg,	Wilmington, Delaware,
Charles Huston,	Coatesville, Pa.
Charles E. Pennock,	Coatesville, Pa.
Edward Brooke,	Birdsboro', Pa.
Ninian Irwin,	Norristown, Pa.
W. O. Leslie,	Philadelphia, Pa.
Henry Whelan,	Philadelphia, Pa.
Job Haines,	Rising Sun, Maryland.

SPECIAL REPORT.

By the consolidation of "the Baltimore, Philadelphia and New York Railroad Company," with "the Wilmington and Reading Railroad Company," the capital stock and bonded obligations of both companies shows the following:

Capital Stock.		
Paid in,		\$846,427 88
Funded Debt.		
Baltimore, Philadelphia and New York Railroad Company, first mortgage bonds,	\$350,000 00	
Wilmington and Reading Railroad Company, second mortgage bonds,	1,742,000 00	
Wilmington and Reading Railroad Company, first mortgage branch bonds,	500,000 00	
Floating Debt.		
Same as per last report,		\$402,017 11

By the foreclosure sale, [on the 4th day of December, 1876, and the confirmation of the same by the circuit court of the United States for the eastern district of Pennsylvania, on the 6th day of January, 1877,] of that portion of "the Baltimore, Philadelphia and New York Railroad," known as "the Wilmington and Reading Railroad," the first mortgage bonds of the last named Company were canceled.

No other changes have occurred in the affairs of "the Baltimore, Philadelphia and New York Railroad Company" since the report for 1876.

STATE OF PENNSYLVANIA, } ss:
 County of Chester.

Personally appeared before me, Robert Frazer, president, and P. S. Ermold, treasurer of the Baltimore, Philadelphia and New York Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

ROBERT FRAZER, *President.*
 P. S. ERMOLD, *Treasurer.*

Sworn and subscribed before me, this 28th day of January, A. D. 1878.
 O. H. BRANSON, *Notary Public.*

BARCLAY.

Capital Stock.

All questions to this point will be answered by Barclay Coal Co.

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Towanda to Barclay,	16 ²³ / ₁₀₀	16 ²³ / ₁₀₀
None. Branches.		
None. Leased Roads.		
Aggregate length of main line and branches,	16 ²³ / ₁₀₀	16 ²³ / ₁₀₀
Aggregate length of sidings and other track not above enumerated,	6 ¹⁰ / ₁₀₀	6
Aggregate length of main line, branches, leased roads, sidings, and other track,	22 ³³ / ₁₀₀	22 ³³ / ₁₀₀

Gauge.

What is the gauge of your lines ? 4 ft. 8 ¹/₂ inches.

Track.

Miles of iron rail in use, 23 ⁷³/₁₀₀
 Miles of steel rail in use, 1
 Weight of rail per yard, } Iron, 56 and 65 lbs.
 } Steel, 50 lbs.

What is the relative durability, practicability of use, and value, as used on your road? Steel rail has been in use too short a time for a comparison to be made.

None.

Bridges and Trestles erected during the year.

Number of bridges and trestles on whole line, 11
 Wooden bridges, number of, 11; aggregate length, 973 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
 Number of crossings of highways, at grade, in this Commonwealth, 8
 Number of crossings of highways over railroad, None.
 Number of crossings of highways under railroad, 2
 Number of crossings at which gates or flagmen are maintained, None.
 Number of crossings at which there are neither gates nor flagmen, 5
 What regulations govern your employes in regard to these crossings? Engineer required to ring bell at every crossing.

Stations.

Number of stations on main road: Passenger, 8
 Number of wood and water stations on main road, 3
 Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$1,000 00
 Number of tunnels, None.
 How is track laid, and on what foundation? Oak ties, earth and gravel ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than thirty tons weight, (estimated,)	3	\$9,000 00
Number of locomotives of more than twenty tons weight, (estimated,)	2	9,000 00
Number of first-class passenger cars,	2	1,200 00
Number of baggage, mail, and express cars,	1	400 00
Number of freight cars: House cars, 3; trucks, 12,	15	280 00
Number of coal, ore, and stone cars,	350	250 00
Number of caboose cars,	3	450 00

What kind of train brake is in use on your road? Cast iron shoe, wooden beam, iron lever, rod and chain.

Average number of cars in passenger trains, including baggage cars, 3
 Average number of cars in freight trains, (coal dumps,) 70

Average weight of passenger trains, including locomotive and tender, in working order,	50 tons.
Average weight of freight trains, including locomotive and tender, in working order,	836 tons.

Employees.

Average number of persons regularly employed by company, including officials,	80
Same in Pennsylvania,	80

Doings of the Year.

Transportation and total miles run.

Number of miles run by passenger trains,	17,841
Number of miles run by coal trains,	71,910
Number of through passengers for the year on main road,	3,493
Number of passengers, (all classes) carried in cars,	7,942
Number of passengers carried one mile,	79,188
Number of passengers carried one mile in Pennsylvania,	79,188
Number of tons of 2,000 pounds of through freight for the year on main road,	363,260 ⁸⁸⁰⁰ / ₃₀₀₀
Number of tons of freight carried one mile,	5,739,460
Number of tons of freight carried one mile in Pennsylvania,	5,739,460
Gross amount of tonnage for the year, (2,000 lbs. per ton,	866,957 ¹⁷⁷⁵ / ₀₀₀
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	12
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1877,	468	July, 1877,	635
February, 1877,	678	August, 1877,	668
March, 1877,	815	September, 1877,	602
April, 1877,	760	October, 1877,	669
May, 1877,	702	November, 1877,	719
June, 1877,	649	December, 1877,	777

The amount of Freight, specifying the quantity in tons of 2,000 pounds.

Bituminous coal,	362,678 ⁴⁴⁸ / ₀₀₀	Lumber,	1,420 ⁵⁸⁸ / ₀₀₀
Agricultural products,	544 ³⁸⁸ / ₀₀₀	Other articles,	1,774 ¹⁸⁸ / ₀₀₀
Merchandise and manufactures	539 ²⁸⁸ / ₀₀₀		

The Rate of Fare for Passengers charged for the respective classes per mile, as follows:

For first-class through passengers,	31 ⁶ / ₀₀
For first-class way passengers,	31 ⁶ / ₀₀

The Rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through freight per ton per mile,	20 cents.
For through coal per ton per mile,	1 ¹ / ₂ cents.
For local freight per ton per mile,	20 cents.
For local coal, per ton per mile,	1 ¹ / ₂ cents

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1877,	\$124	38	\$37	56	\$161	94
February, 1877,	132	50	55	82	188	32
March, 1877,	199	96	70	61	270	57
April, 1877,	175	04	69	04	244	08
May, 1877,	196	19	56	00	252	19
June, 1877,	107	59	58	00	165	59
July, 1877,	126	52	70	67	197	19
August, 1877,	139	24	68	18	207	42
September, 1877,	138	16	58	18	196	34
October, 1877,	152	86	64	41	217	27
November, 1877,	146	87	58	16	205	03
December, 1877,	189	91	87	95	277	86
Total,	\$1,829	22	\$754	58	\$2,583	80

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1877,	\$4,943	87	\$172	01	\$5,115	88
February, 1877,	3,884	27	163	02	4,047	29
March, 1877,	4,005	12	119	45	4,124	57
April, 1877,	2,734	95	254	43	2,989	38
May, 1877,	2,421	09	337	39	2,758	48
June, 1877,	2,283	73	176	15	2,459	88
July, 1877,	3,175	22	170	70	3,345	92
August, 1877,	3,530	09	158	75	3,688	84
September, 1877,	3,979	45	164	49	4,143	94
October, 1877,	3,435	65	132	88	3,568	53
November, 1877,	4,194	51	143	02	4,337	53
December, 1877,	3,379	71	146	52	3,526	23
Total,	\$41,967	66	\$2,138	81	\$44,106	47

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1877, . . .	\$37	98	.	.	\$30	72	\$68	65
February, 1877, . . .	70	07	.	.	35	72	105	79
March, 1877, . . .	.	.	.	.	.	.	.	.
April, 1877, . . .	108	00	.	.	.	.	108	00
May, 1877, . . .	.	.	.	.	76	98	76	98
June, 1877, . . .	.	.	.	.	15	80	15	30
July, 1877, . . .	108	00	.	.	.	.	108	00
August, 1877, . . .	.	.	.	.	11	00	11	00
September, 1877, . . .	.	.	.	.	842	48	842	48
October, 1877, . . .	129	37	.	.	.	.	129	37
November, 1877, . . .	.	.	.	.	32	25	32	25
December, 1877, . . .	.	.	.	.	75	14	75	14
Total,	\$453	37	.	.	\$619	59	\$1,072	96
Total passenger earnings for the year,							\$2,858	80
Total freight earnings for the year,							44,106	47
Total earnings from all other sources,							1,072	96
Total earnings for the year,							\$47,763	23
Total receipts from all sources on whole length of line,							\$47,763	23
Proportion of earnings in Pennsylvania to earnings of whole line,							47,763	23

Expenditures for Operating During the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$11,055	56
New iron rails, number of tons, 249,	6,669	71
Repairs of buildings and fixtures,	483	27
All other expenses for maintenance of way,	2,233	51
Total for maintenance of way,	\$20,442	05
Cost per mile of road kept in repair,	\$1,259	52
Proportion for Pennsylvania,	1,259	52

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$2,204	38
Repairs of machinery,	252	30
Repairs of passenger, baggage, and mail cars,	32	67
Repairs of freight and coal cars,	5,993	72
All other expenses for maintenance of motive power and cars,	3,291	48
Total for maintenance of motive power and cars,	\$11,775	05
Cost per mile of road operated,	\$725	26

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$2,060	80
Salaries, wages, and incidentals chargeable to freight department, . . .	13,467	02
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	1,779	90
Fuel: Number of tons of coal, 3,683, ⁷⁸ / ₁₀₀ ; cost,	7,366	79
Oil and waste,	2,044	74
Damages for injuries to persons,	300	00
Plane rope, labor, and feed,	5,907	51
Telegraph expenses,	35	13
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . .	10,188	94
Total miscellaneous,	\$43,550	83
Amount per mile of road operated,	\$2,683	51
Total expenditures for operating the road,	75,767	93
Expenses per mile of the road operated,	4,698	39

Earnings.

Passenger transportation: Local, \$1,829 22; through, \$754 58; total, . . .	\$3,583	80
Freight transportation: Local, \$41,967 66; through, \$2,138 81; total, . . .	44,106	47
Mail service,	453	37
All other sources of income,	619	59
Total,	\$47,763	23

Operating Expenses.

Maintenance of way and buildings,	\$20,442	05
Maintenance of motive power and cars,	11,775	05
Miscellaneous,	43,550	83
Total operating expenses, \$75,767 93, being 158 per cent. of earnings, . .	\$75,767	93
Deficit,	28,004	70
Earnings per mile of road operated,	2,942	88
Expenses per mile of road operated,	4,668	39
Deficit,	28,004	70

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc? None.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc? State Line and Sullivan Railroad Company run between Towanda and Monroe, (4 miles,) at \$10 per day for each working day in year.

Do they use the cars of your Company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? Furnish their own power and cars; no preference in speed given.

Are any discriminations made by your Company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? None.

Does your Company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? None.

Is any officer, agent, or employé of your Company interested in any contract for the furnishing of material or supplies for the Company? None.

What running arrangements have you with other railroad companies? What are the details of the contract? Coal trains of this Company are run from Towanda to Waverly, over Pennsylvania and New York Canal and Railroad Company, and trackage paid for same.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? Nothing.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

What is the total amount paid by your Company to palace or sleeping car companies, to what companies, and the amount paid to each? Nothing.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? Daily one mail. \$453 37 was paid during the year ending 31st December, 1877.

Stock and Dividends.

Rate and date of all cash dividends on stock of original and consolidated companies: Barclay Coal Company will give these details.

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed,	Injured.
Passengers,						
Employés,	1				1	
Others,						
Total,	1				1	

Statement of Each Accident.

James Morrison, brakeman. Was killed October 15, 1877, at South Waverly. Brake standard broke, letting him fall on track. Two cars passed over him, and killed him instantly.

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

Personally appeared before me, Edward M. Clymer, president, and William P. Shearman, treasurer of the Towanda Coal Company, the lessee of the Barclay Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

EDWARD M. CLYMER, *President.*

W. P. SHEARMAN, *Treasurer.*

Sworn and subscribed before me, this ninth day of February, A. D. 1878.

EDSON D. HAMMOND,

Commissioner for Pennsylvania in New York.

BARCLAY COAL.

Officers.

NAMES.		Residence.	Salary.
Edward M. Davis,	President,	Chelton Hills,	\$500 00
Harvey Shaw,	Secretary and Treasurer,	Norristown,	1,000 00

General office at 154 South Fourth street, Philadelphia.

Names of Directors.

Residences.

I. V. Williamson,	Philadelphia, Pa.
Edward Lewis,	Philadelphia, Pa.
Charles W. Trotter,	Philadelphia, Pa.
J. Raymond Claghorn,	Philadelphia, Pa.
William B. Warner,	Norristown, Pa.
Thomas Wilson,	Baltimore, Md.

Capital Stock.

Capital stock authorized by law,	\$1,000,000 00
Capital stock authorized by votes of company,	1,000,000 00
Capital stock, amount subscribed,	1,000,000 00
Capital stock paid in by last report,	1,000,000 00
Capital stock, total amount now paid in,	1,000,000 00
Capital stock, number of shares issued,	20,000 00
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	No record.

Debt.

Funded Debt.		
First mortgage bonds, (due 1882, bear interest at 7 per cent., which is payable 1st March and 1st September,) amount,	\$15,500	00
Second mortgage bonds, (due 1887, bear interest at 7 per cent., which is payable 1st April and 1st October,) amount,	50,000	00
Total amount now of funded debt,	\$65,500	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$20,000 00	20,000	00
The amount now of floating debt,	20,000	00
Total amount now of floating and funded debt,	\$85,500	00
Funded debt as per last report,	\$15,500	00
Floating debt as per last report,	None.	

Cost.

Total cost of entire road to date, including coal mines, &c., estimated, \$622,600 00

The Barclay Coal Company's Railroad and Coal Mines are leased to the Towanda Coal Company, for a term of twenty years (20) from January 1, 1868.

To all unanswered questions, we respectfully refer to the said Towanda Coal Company's supplemental report.

General Balance Sheet, January 1, 1878.

DR.		
To railroad,	\$450,000	00
To real estate,	500,000	00
To Long Valley Coal Company, stock account,	125,000	00
To Long Valley Coal Company, expense account,	8,803	84
To cash,	8,646	47
	\$1,092,450	31
CR.		
By capital stock,	\$1,000,000	00
By funded debt,	65,500	00
By floating debt,	20,000	00
By profit and loss,	6,950	31
	\$1,092,450	31

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding: 20,000 shares.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies : March 20, 1877, 75 cents per share ; June 15, 1877, 75 cents per share ; September 17, 1877, 75 cents per share ; December 15, 1877, 75 cents per share.

Number and per cent. of dividends : 4 of 1½ per cent. each=6 per cent.
Amount paid in dividends : \$60,000 00.

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

Personally appeared before me, Edward M. Davis, president, and Harvey Shaw, treasurer of the Barclay Coal Company, who being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

E. M. DAVIS, *President.*

HARVEY SHAW, *Treasurer.*

Affirmed and subscribed before me, this twenty-sixth day of January, A. D. 1878.

A. H. MORGAN, *Notary Public.*

BELLEFONTE AND SNOW SHOE.

Officers.

NAMES.		Residence.	Salary.
R. H. Downing,	President,	Philadelphia,	\$900 00
William Yarnall,	Secretary,	Philadelphia,	200 00
Daniel Rhoads,	} General Manager, Treasurer, General Superintendent,	{ Bellefonte,	3,600 00
			\$4,700 00

General offices at Bellefonte, Pa., and 1608 Market street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
R. H. Downing,	Philadelphia.
William Helme,	Philadelphia.
Wistar Morris,	Philadelphia.
Jacob P. Jones,	Philadelphia.
Robert Valentine,	Bellefonte.

Capital Stock.

Capital stock authorized by law,	\$1,000,000	00
Capital stock, amount subscribed,	600,000	00
Capital stock paid in by last report,	600,000	00
Capital stock, total amount now paid in,	600,000	00
Capital stock, number of shares issued,	12,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year. Appraised value, no sales,	12	50

Debt.

Funded Debt.		
First mortgage bonds, (due, bear interest at 6 per cent., which is payable 1st February and 1st August each year,) amount,	\$99,000	00
Total amount now of funded debt,	\$99,000	00
Floating Debt.		
The amount now of floating debt,	None.	
Funded debt as per last report,	\$99,000	00
Total cash realized from capital stock and debt for 1877,	Nothing.	

Cost.

Total cost of entire road to date,	\$323,291	10
Average of same per mile of road laid,	13,470	46
Proportion of same for Pennsylvania, All in Penna.		
Total cost of entire equipment,	134,890	23
Average cost of equipment per mile of road operated by Company,	5,620	42
Cost of road and equipment per mile,	19,090	88
Proportion of same for Pennsylvania, All in Penna.		

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Snow Shoe intersection to Snow Shoe,	21 ³ / ₁₀	21 ³ / ₁₀
Length of single main track,	21 ³ / ₁₀	21 ³ / ₁₀
Leased Roads.		
From Bellefonte to Snow Shoe intersection, { Length of road,	4 ¹ / ₁₀	4 ¹ / ₁₀
{ Length of single track,	4 ¹ / ₁₀	4 ¹ / ₁₀
Aggregate length of main line and branches,	21 ³ / ₁₀	21 ³ / ₁₀
Aggregate length of leased roads,	4 ¹ / ₁₀	4 ¹ / ₁₀
Aggregate length of sidings and other track not above enumerated,	8 ¹ / ₁₀	8 ¹ / ₁₀
Aggregate length of main line, branches, leased roads, sidings, and other track,	33 ³ / ₁₀	33 ³ / ₁₀

Gauge.

What is the gauge of your lines ? 4 feet 8 ¹/₂ inches.

Track.

Miles of iron rail in use,	21 $\frac{8}{10}$ miles.
Miles of steel rail in use,	2 $\frac{3}{10}$ miles.
Weight of rail per yard, { Iron, 45 and 56 lbs. to the yard.	
{ Steel, 50 lbs. to the yard.	
What is the relative durability, practicability of use, and value, as used on your road? We find the life of 45 lb. iron rails to vary from seven to ten years. Our steel rails have been in use only three or four years.	

Bridges and Trestles erected in Pennsylvania during the year.

Not any.

Number of bridges and trestles on whole line,	21
Wooden bridges, number of, 12; aggregate length, . . .	393 feet.
Stone bridges, number of,	None.
Iron bridges, number of,	None.
Wooden trestles, number of, 9; aggregate length, . . .	2,899 feet.

Crossings.

What railroads cross your road, at grade, in this Commonwealth, and at what locality?	None.
What railroads cross your road, either over or under your grade, in this Commonwealth, and where?	None.
Number of crossings of highways, at grade, in this Commonwealth,	Fifteen.
Number of crossings of highways over railroad,	Not any.
Number of crossings of highways under railroad,	Not any.
Number of crossings at which gates or flagmen are maintained,	Not any.
Number of crossings at which there are neither gates nor flagmen,	Not any.
What regulations govern your employés in regard to these crossings? Engineers must blow the whistles of their engines one fourth of a mile from each road crossing, and their engine bells rung while approaching the crossing.	

Stations.

Number of stations on main road: Passenger and freight,	7
Number of stations on leased roads: 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 in Pennsylvania, assessed value,	\$28,051 00
Number of tunnels,	None.

How is track laid, and on what foundation? Oak cross-ties on stone ballast.

Equipment.	Number.	Av. cost of each.
Number of locomotives of more than thirty tons weight, . . .	1	\$15,250 00
Number of locomotives of more than twenty tons weight, . . .	4	17,033 77
Number of passenger cars, . . .	2	3,500 00
Number of freight cars: House cars, three 8-wheel, cost of each, . . .		750 00
Do. do. do. three 4-wheel, cost of each, . . .		325 00
Do. do. Trucks, forty-one, cost of each, . . .		635 00
Number of coal, ore, and stone cars, . . .	52	350 00
Number of caboose cars, . . .	1	350 00

What kind of train brake is in use on your road? The common lever wheel brake.

Average number of cars in passenger trains, including baggage cars,	2
Average number of cars, in freight trains,	10
Average weight of passenger trains, including locomotive and tender, in working order,	52 tons.
Average weight of freight trains, including locomotive and tender, in working order,	250 tons.

Employees.

Average number of persons regularly employed by company, including officials,	51
Same in Pennsylvania,	51

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	17,735
Number of miles run by freight trains,	13,869
Number of miles run by coal trains,	14,359
Number of through passengers for the year on main road,	3,698
Number of passengers (all classes) carried in cars,	12,475
Number of passengers carried one mile,	139,709
Number of passengers carried one mile in Pennsylvania,	139,709
Number of tons of 2,000 pounds of through freight for the year on main road,	58,376
Number of tons of freight carried one mile,	1,511,284
Number or tons of freight carried one mile in Pennsylvania,	1,511,284
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	69,672
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15 miles.
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10 miles.

Monthly Statement of Passengers (all classes) carried in cars.

January, 1877,	843	July, 1877,	1,268
February, 1877,	877	August, 1877,	815
March, 1877,	1,027	September, 1877,	889
April, 1877,	1,079	October, 1877,	787
May, 1877,	1,898	November, 1877,	800
June, 1877,	1,951	December, 1877,	546

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	76 $\frac{3}{20}$	Merchandise and manufactures,	325 $\frac{1}{2}$
Bituminous coal,	55,766 $\frac{7}{20}$	Lumber,	6,224
Petroleum and other oils,	21 $\frac{1}{8}$	Other articles,	5,493 $\frac{1}{2}$
Other iron or castings,	522 $\frac{7}{20}$		
Stone and lime,	386 $\frac{1}{8}$		69,672 $\frac{1}{2}$
Agricultural products,	855 $\frac{3}{20}$		

The Rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers,	3 $\frac{3}{4}$ cents.
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,	10 to 15 cents.
For through coal per ton per mile,	2 $\frac{1}{2}$ cents.
For local freight per ton per mile,	12 to 15 cents.
For local coal per ton per mile,	3 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
	\$	cts	\$	cts	\$	cts
January, 1877,	\$120	85	\$59	41	\$180	26
February, 1877,	117	80	80	23	188	03
March, 1877,	137	25	112	94	250	19
April, 1877,	138	05	258	61	396	66
May, 1877,	181	05	122	92	303	97
June, 1877,	359	40	164	09	523	49
July, 1877,	261	20	241	72	502	92
August, 1877,	469	79	271	80	741	59
September, 1877,	344	21	140	62	484	83
October, 1877,	289	85	162	51	452	36
November, 1877,	203	70	123	07	326	77
December, 1877,	217	95	109	37	327	32
Total,	\$2,791	10	\$1,847	29	\$4,638	39

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1877.	\$4,903	75			\$4,903	75
February, 1877.	3,898	43			3,898	43
March, 1877.	3,646	09			3,646	09
April, 1877.	3,121	60			3,121	60
May, 1877.	2,601	41			2,601	41
June, 1877.	2,479	22			2,479	22
July, 1877.	2,293	31			2,293	31
August, 1877.	2,551	80			2,551	80
September, 1877.	2,243	11			2,243	11
October, 1877.	3,848	48			3,848	48
November, 1877.	4,693	55			4,693	55
December, 1877.	3,607	90			3,607	90
Total.	\$39,888	65			\$39,888	65

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1877.					\$377	08	\$377	08
February, 1877.					248	33	248	33
March, 1877.					514	91	514	91
April, 1877.					273	50	273	50
May, 1877.					610	68	610	68
June, 1877.					400	57	400	57
July, 1877.					142	50	142	50
August, 1877.					394	89	394	89
September, 1877.					164	11	164	11
October, 1877.					430	33	430	33
November, 1877.					214	51	214	51
December, 1877.					356	94	356	94
Total.					\$4,128	30	\$4,128	30

Total passenger earnings for the year,	\$4,638	39
Total freight earnings for the year,	39,888	65
Total earnings from all other sources,	4,128	30
Total earnings for the year,	\$48,655	34
Total receipts from all sources on whole length of line,	\$48,655	34
Proportion of earnings in Pennsylvania to earnings of whole line,	All in Penn'a.	

Expenditures Charged to Cost of Road and Equipment during the Year.

Nothing.

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$10,478	63
Repairs of bridges,	759	22
Repairs of buildings and fixtures,	642	85
Repairs of fences,	112	28
All other expenses for maintenance of way,	166	49
Total for maintenance of way,	\$12,159	47
Cost per mile of road kept in repair,	506	64
Proportion for Pennsylvania,	All in Penn'a.	

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$2,492	00
Repairs of passenger, baggage, and mail cars,	}	2,374 07
Repairs of freight cars,		
Total for maintenance of motive power and cars,	\$4,866	07
Cost per mile of road operated,	194	64
Proportion for Pennsylvania,	All in Penn'a.	

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$2,568	70
Salaries, wages, and incidentals chargeable to freight department,	8,299	34
Wages of switchmen, signal-men, gate-keepers, and watchmen,	419	00
Fuel—number of cords of wood, 221; cost @ 40 cents per cord,	106	00
Fuel—number of tons of coal, 1,656; cost @ 60 cents per ton,	1,011	53
Oil and waste,	416	90
Damages for cattle killed or injured,	20	00
Taxes, (Commonwealth,)	1,648	13
Insurance,	292	54
Telegraph expenses,	210	61
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	7,832	93
Total miscellaneous,	\$22,825	68
Amount per mile of road operated,	\$913	02
Proportion for Pennsylvania,	All in Pa.	
Total expenditures for operating the road,	39,851	22
Expenses per mile of the road operated,	1,594	04
Expenses per mile of single track operated, not including sidings,	1,594	04
Expenses per train mile,		86½
Proportion for Pennsylvania,	All in Penn'a.	

Earnings.

Passenger transportation, local,	\$1,847 29	} Total,	\$4,638 39
Passenger transportation, through,	2,791 10		
Freight transportation, through,			
All other sources of income,			4,128 30
Total,			\$48,655 34
Operating Expenses.			
Maintenance of way and buildings,	\$12,159 47		
Maintenance of motive power and cars,	4,866 07		
Miscellaneous,	22,825 68		
Total operating expenses, \$39,851 22, being .82 per cent. of earnings.			\$8,804 12
Net earnings,			
Earnings per mile of road operated,	1,946	21	
Expenses per mile of road operated,	1,594	04	
Net earnings,	352	17	

This company is engaged in the mining and selling of coal and the manufacture and sale of lumber.

The receipts for 1877, from the sources named were, . . .	\$106,454 58
The expenses,	93,568 18
	\$12,886 38
Less interest on bonds,	5,940 00
	\$6,946 38

General Balance Sheet, January 1, 187--.

DR.			
Construction account—cost of constructing road,	\$323,291		10
Equipment account—cost of rolling stock,	134,890		23
Real estate—cost of the same,	344,422		34
Material on hand—lumber, coal, iron, supplies, &c.,	57,087		73
Cash—bills receivable, and collectable book accounts,	51,904		62
Sinking fund, in hands of trustees,	29,807		82
	\$941,403		84
CR.			
Capital stock paid in,	\$600,000		00
First mortgage bonds, due 1883,	99,000		00
Accounts unsettled and due individuals, January 1, 1878,	8,605		31
Balance to profit and loss,	238,798		58
	\$941,403		84

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc. ? No express companies running on our road.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc. ? None.

Are any discriminations made by your Company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise ? If so, state the reasons therefor ? None whatever.

Does your Company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road ? If so, why ? We do not.

Is any officer, agent, or employé of your Company interested in any contract for the furnishing of material or supplies for the Company ? There is not.

What running arrangements have you with other railroad companies ? What are the details of the contract ? This Company, in 1858, leased for a term of 999 years, from the Tyrone and Lock Haven R. R. Co., now Bald

Eagle Valley R. R. Co., that portion of the road between Bellefonte and Milesburg, $2\frac{3}{10}$ miles in length, together with the right to use for the same period—999 years—that portion of their road between Milesburg and Snow Shoe intersection, $1\frac{3}{10}$ miles, free of cost, in consideration of which this Company pays an annual rental of (\$1 00.)

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? Nothing paid by this Company to other companies or individuals for use of cars. One dollar, and give the Bald Eagle Valley road the right to use the track between Milesburg and Bellefonte, free of cost. The road between Bellefonte and Milesburg was originally built by this Company, and that between Milesburg and Snow Shoe intersection was also built by this Company, under a contract with the Tyrone and Lock Haven Company. The payments to be made under said contract were never paid to this Company by the T. and L. H. R. R. Co.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None run on this road.

What is the total amount paid by your Company to palace or sleeping car companies, to what companies, and the amount paid to each? Nothing.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? Nothing.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: No preferred stock.

Amount of common stock now outstanding: Twelve thousand shares.

Amount of stock issued as stock dividends, and dates of issue: Not any.

Rate and date of all cash dividends on stock of original and consolidated companies: One dividend February 1, 1877, 3 per cent. on \$600,000, \$18,000.

Number and per cent. of dividends,	\$18,000	00
Amount paid in dividends,	18,000	00
Paid to sinking fund,	7,118	99
Balance for the year, or surplus,	15,760	50
Surplus at commencement of the year,	\$18,122	02
Less dividend February 1,	18,000	00
		122
Total surplus,	15,872	52
Cash,	15,872	52

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	0	0	. . . . .	. . . . .	0	0
Employees, . . . . .	. . . . .	2	. . . . . 0	. . . . . 0	. . . . .	2
Others,	0	0	. . . . .	. . . . .	0	0

Statement of each Accident.

On the 27th of October two cars loaded with cross ties, attached to a work train, were thrown from the track near Summit station. John McDonough and Michael Gill, trackmen, were injured. The former had his left leg badly fractured below the knee, and the latter received severe bruises and cuts about the head and shoulders.

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

Personally appeared before me, R. H. Downing, president, and Daniel Rhoads, treasurer of the Bellefonte and Snow Shoe Railroad Company, who being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending December the 31st, A. D. 1877, according to the best of their knowledge and belief.

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

Affirmed and subscribed before me, this twenty-first day of January, A. D. 1878.

EDW. H. WILLIAMSON, *Notary Public.*

BELL'S GAP.

Officers.

NAMES.		Residence.	Salary.
A. L Massey,	President,	Philadelphia,	\$1,800 00
S. T. Billmeyer,	Secretary,	Philadelphia,	300 00
J. G. Cassatt,	Treasurer,	Philadelphia,	300 00
Jos. Ramsey, jr.,	Superintendent,	Bell's Mills,	1,500 00

General offices at Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
John H. Converse,	Philadelphia.
Jos. M. DuBarry,	Philadelphia.
Samuel G. Lewis,	Philadelphia.
Chas. S Wurtz,	Philadelphia.
John Relly,	Altoona.

Capital Stock.

Capital stock authorized by law, now limited to such an amount as may be fixed by the stockholders,	\$200,000 00
Capital stock authorized by votes of company,	200,000 00
Capital stock, amount subscribed,	200,000 00
Capital stock, paid in by last report,	200,000 00
Capital stock, total amount now paid in,	200,000 00
Capital stock, number of shares issued,	40,000 00
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	No sales.

Debt.

Funded Debt.		
First mortgage bonds, (due July 1, 1898, bear interest at 7 per cent., which is payable January 1 and July 1,) amount,	\$200,000 00	
Second mortgage bonds, (due, bear interest at . . per cent., which is payable) amount,	None.	
Third mortgage bonds, (due, bear interest at . . per cent., which is payable) amount,	None.	
Fourth mortgage bonds, (due, bear interest at . . per cent., which is payable) amount,	None.	
Total amount now of funded debt,	\$200,000 00	
Floating Debt.		
Debt incurred for any other purpose, and for what, \$3,300 00		
The amount now of floating debt,	3,300 00	
Total amount now of floating and funded debt,	\$203,300 00	

Cost.

Total cost of entire road to date,	\$201,346	66
Average of same per mile of road laid,	20,973	61
Proportion of same for Pennsylvania,	All.	
Total cost of entire equipment,	19,775	47
Average cost of equipment per mile of road operated by company,	2,059	94
Proportion of same for Pennsylvania,	All.	
Cost of road and equipment per mile,	23,033	55
Proportion of same for Pennsylvania,	All.	

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bell's Mills to Lloyds,	8 $\frac{3}{10}$	8 $\frac{3}{10}$
Length of sidings,	1 $\frac{3}{10}$	1 $\frac{3}{10}$
None. Branches.		
None. Leased Roads.		
Aggregate length of main line, branches, leased roads, sidings, and other track,	9 $\frac{6}{10}$	9 $\frac{6}{10}$

Gauge.

What is the gauge of your lines ? 3 feet.

Track.

Miles of iron rail in use, all iron rails 8 $\frac{3}{10}$

Miles of steel rail in use, None.

Weight of rail per yard, { Iron, 35 lbs.
 { Steel, None.

What is the relative durability, practicability of use, and value, as used on your road? We have not laid any steel rails yet, but will probably re-place iron rails with steel, as they wear out.

Bridges and Trestles erected in Pennsylvania during the year.

None.

Number of bridges and trestles on whole line, 6

Wooden bridges, number of, None.

Stone bridges, number of, None.

Iron bridges, number of, None.

Wooden trestles, number of, 6; aggregate length, 1,360 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Number of crossings of highways at grade in this Commonwealth, 5

Number of crossings of highways over railroad, None.

Number of crossings of highways under railroad, None.

Number of crossings at which gates or flagmen are maintained, None.

Number of crossings at which there are neither gates nor flagmen, 5

What regulations govern your employes in regard to these crossings? Engineers are required to sound the whistle upon approaching a crossing, and the bell to continue ringing until crossing is passed.

Stations.

Number of stations on main road, passenger and freight combined, 5

Number of wood and water stations on main road, 1

Number of tunnels, None.

How is track laid and on what foundation? White oak ties are used, 2,640 per mile; ballasted with stone and slate.

Equipment.	Number.	Av. cost of each.
Number of locomotives of more than ten tons weight,	2	\$9,000 00
Number of first class passenger cars,	None.	
Number of second class passenger cars, baggage, mail and express cars combined, one half passenger,	1	1,275 00
Number of freight cars: House cars, none; trucks, 3; total,	3	400 00
Number of coal, ore, and stone cars—32 four-wheel coal, 3 miscellaneous,	35	125 00
Number of caboose cars,	2	150 00

What kind of train brake is in use on your road? None in use, but are applying one arranged by the superintendent, simple, but effective.

Average number of cars in passenger trains, including baggage cars. 26

NOTE.—Passenger cars are run combined with freight train.

Average number of cars in freight trains, 48 tons.

Train empty cars, 48 tons.

Average weight of freight trains, including locomotive and tender, in working order, 144 tons.

Employees.

Average number of persons regularly employed by company, including officials, 30

Same in Pennsylvania, 30

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger, freight, and coal trains.	
No separate trains are run. Passenger, freight, and coal trains are combined,	26,233
Number of through passengers for the year on main road,	7,509
Number of passengers (all classes) carried in cars,	8,241
Number of passengers carried one mile,	64,057
Number of passengers carried one mile in Pennsylvania,	64,057
Number of tons of 2,000 lbs. of through freight for the year on main road,	78,407 ³⁰⁰ / ₂₀₀₀
Number of tons of freight carried one mile,	650,778.1
Number of tons of freight carried one mile in Pennsylvania,	650,778.1
Gross amount of tonnage for the year, (2,000 lbs. per ton),	78,407 ³⁰⁰ / ₂₀₀₀
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	12
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

MONTHS.	Through.	Local.	Total.
December, 1876,	487	71	508
January, 1877,	334	44	378
February, 1877,	319	70	389
March, 1877,	408	83	491
April, 1877,	412	56	468
May, 1877,	369	54	423
June, 1877,	475	81	556
July, 1877,	918	92	1,010
August, 1877,	1,094	67	1,761
September, 1877,	1,596	42	1,638
October, 1877,	295	48	343
November, 1877,	252	24	276
Total,	7,509	732	8,241

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Bituminous coal,	77,365 ³⁰⁰ / ₂₀₀₀	Lumber,	562 ³⁰⁰ / ₂₀₀₀
Petroleum and other oils,	7 ³⁰⁰ / ₂₀₀₀	Other articles,	164 ³⁰⁰ / ₂₀₀₀
Other iron or castings,	4 ³⁰⁰ / ₂₀₀₀		
Lime,	34 ³⁰⁰ / ₂₀₀₀	Total,	78,407 ³⁰⁰ / ₂₀₀₀
Merchandise and manufactures,	269 ³⁰⁰ / ₂₀₀₀		

The rate of Fare for Passengers charged for the respective classes per mile, as follows:

For first-class through passengers,	3.61 cents.
For first-class way passengers,	5 cents.
For second class through passengers, (in excursions,)	1.5 cents.

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

For through freight per ton per mile: First class, 29 cents; second class, 24 cents.

For through coal per ton per mile, 5.9 cents.

For through lumber per ton per mile, 6 cents

For local coal per ton per mile, 9.6 cents.

Monthly Earnings for Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
December, 1876,	\$114	10	\$11	10	\$125	20
January, 1877,	83	85	4	50	88	35
February, 1877,	82	85	7	00	89	85
March, 1877,	114	70	8	90	123	60
April, 1877,	110	80	6	70	117	50
May, 1877,	96	05	7	65	103	70
June, 1877,	116	10	8	75	124	86
July, 1877,	144	05	12	90	156	95
August, 1877,	266	41	6	70	273	11
September, 1877,	243	75	4	20	247	95
October, 1877,	94	85	5	10	99	95
November, 1877,	71	45	3	15	74	60
Total,	\$1,538	96	\$86	65	\$1,625	61

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
December, 1876,	\$3,831	39			\$3,831	39
January, 1877,	4,601	72			4,601	72
February, 1877,	4,008	66			4,008	66
March, 1877,	3,878	55			3,878	55
April, 1877,	3,415	07			3,415	07
May, 1877,	3,289	98			3,289	98
June, 1877,	2,454	78			2,454	78
July, 1877,	1,920	96			1,920	96
August, 1877,	2,274	85			2,274	85
September, 1877,	2,736	30			2,736	30
October, 1877,	3,896	83			3,896	83
November, 1877,	3,656	27			3,656	27
Total,	\$39,965	36			\$39,965	36

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
	Dollars	Cents	Dollars	Cents	Dollars	Cents	Dollars	Cents
December, 1876, . . .	\$33	07					\$33	07
January, 1877, . . .	33	07					33	07
February, 1877, . . .	33	08					33	08
March, 1877, . . .	33	07					33	07
April, 1877, . . .	33	08					33	08
May, 1877, . . .	33	07					33	07
June, 1877, . . .	33	08					33	08
July, 1877, . . .	33	07					33	07
August, 1877, . . .	33	08			\$2	70	35	78
September, 1877, . . .	33	07			6	10	39	17
October, 1877, . . .	33	08					33	08
November, 1877, . . .		30						30
Total, . . .	\$364	12			\$8	80	\$372	92
Total passenger earnings for the year,							\$1,625	61
Total freight earnings for the year,							40,078	27
Total earnings from all other sources,							372	92
Total receipts from all sources on whole length of line,							\$42,076	80
Proportion of earnings in Pennsylvania to earnings of whole line,							All.	

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, including cross ties,	\$2,890	58
Total for maintenance of way,	\$2,890	58
Cost per mile of road kept in repair, 9 ^s / ₁₀ ,	301	10
Proportion for Pennsylvania,	2,890	58

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$623	12
Repairs of machinery,	72	04
Repairs of passenger, baggage, and mail cars,	156	23
Repairs of freight cars,	3,114	67
Total for maintenance of motive power and cars,	\$3,966	06
Cost per mile of road operated, 9 ^s / ₁₀ ,	413	13
Proportion for Pennsylvania,	3,966	06

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$897	08
Salaries, wages, and incidentals chargeable to freight department,	6,007	67
Fuel—number of tons of coal, 575 ^s / ₁₀ ; cost,	418	49
Oil and waste,	409	25
Taxes,	12	26
Total miscellaneous,	\$7,744	75
Amount per mile of road operated, 9 ^s / ₁₀ miles,	806	74
Proportion for Pennsylvania,	7,744	75
Total expenditures for operating the road,	14,601	39
Expenses per mile of the road operated, 9 ^s / ₁₀ ,	1,520	87
Expenses per mile of single track operated, not including sidings,	1,759	20
Expenses per train mile,		55 ^s / ₁₀₀

Earnings.

Passenger transportation, local,	\$86 65	} Total,	\$1,625	61
Passenger transportation, through,	1,538 96		39,965	36
Freight transportation, through,			364	12
Mail service,			8	80
All other sources of income,				
Total,			\$41,963	89
Operating Expenses.				
Maintenance of way and buildings,	\$2,890 58			
Maintenance of motive power and cars,	3,966 06			
Miscellaneous,	744 75			
Total operating expenses, being 34.7 per cent. of earnings,			\$14,601	39
Net earnings,			27,362	50
Earnings per mile of road operated, $9\frac{3}{10}$,			\$4,371	24
Expenses per mile of road operated, $9\frac{3}{10}$,			1,520	97
Net earnings,			2,850	27

General Balance Sheet, December 1, 1877.

Real estate and coal lands,	\$177,005	45
Car account,	7,899	12
Railroad construction,	201,346	66
Locomotives,	12,376	35
Houses and buildings,	28,596	29
Due us for current receipts,	8,549	91
Cash on hand,	293	77
	\$435,567	55
Capital stock,	\$200,000	00
7 per cent. mortgage bonds,	200,000	00
Floating debt,	3,300	00
State tax,	735	27
Due from us current expenses,	6,284	45
Profit and loss,	25,247	83
	\$435,567	55

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? None.

What amount have you paid other corporations, car loaning companies,

or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? None.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, and by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

What is the total amount paid by your company, to palace or sleeping car companies, to what companies, and the amount paid to each? None.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$396 90 per year, from December 1, 1876, to July 1, 1877; from July 1, 1877, to December 1, 1877, \$318 24 per year; six round trips over road weekly, the railroad company furnishing carrier.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$200,000 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.
Number and per cent. of dividends,	None.
Amount paid in dividends,	None.
Paid to sinking fund,	None.

Accidents to Persons.

None.

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

Personally appeared before me, Alex. L. Massey, president, and J. G. Cassatt, treasurer of the Bell's Gap Railroad Company, who being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November, 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

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

Affirmed and subscribed before me, this 11th day of January, 1878.

ALEX. RAMSEY, *Notary Public.*

BERLIN BRANCH.

Officers.

NAMES.		Residence.	Salary.
A. W. Eichelberger,	President,	Hanover,	None.
A. W. Storm,	Secretary,	East Berlin,	\$25 00
Jacob Resser,	Treasurer,	East Berlin,	75 00
Hon. David Wills,	General Solicitor,	Gettysburg,	50 00
Wesley Dick,	Supervisor of Repairs of Road,	Abbottstown,	\$26 per mo.

<i>Names of Directors.</i>	<i>Residences.</i>
Wm. S. Hilderbrand,	East Berlin.
S. Melsenhelder,	East Berlin.
A. W. Storm,	East Berlin.
George Diehl,	East Berlin.
Jacob Resser,	East Berlin.
Robt. M. Wirt,	Hanover.
Stephen Keefer,	Hanover.
Wm. Grumbine,	Hanover.
Wm. Bittinger,	Abbottstown.

This road is worked by the Hanover Junction, Hanover and Gettysburg R. R. Company, whose company furnish the cars and motive power. The road was opened regularly for business August 1, although some business was done in an irregular way previous to that date.

Capital Stock.

Capital stock authorized by law,	\$75,000	00
Capital stock authorized by votes of company, . . . One for each share,		
Capital stock, amount subscribed,	45,900	00
Capital stock, total amount now paid in,	41,708	00
Capital stock, number of shares issued,	812	00
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	7	50

Debt.

Funded Debt.		
First mortgage bonds, (due , bear interest at 6 per cent., which is payable April and October,) amount,	\$25,000	00
Second mortgage bonds, due , bear interest at . per cent., which is payable) amount,	None.	
Third mortgage bonds, (due , bear interest at . per cent., which is payable) amount,	None.	
Fourth mortgage bonds, (due , bear interest at . per cent., which is payable) amount,	None.	
Total amount now of funded debt,	\$25,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$6,000		
The amount now of floating debt,	6,000	00
Total amount now of floating and funded debt,	\$31,000	00
Total cash realized from capital stock and debt,	\$72,708	00

Cost.

Total cost of entire road to date,	\$72,000	29
Average of same per mile of road laid,	10,294	32
Proportion of same for Pennsylvania, All in Pennsylvania.		
Total cost of entire equipment, No equipment.		

Characteristics of Road.

Main Line.

Length of main line, from Red Hill to E. Berlin. Whole length, 7 miles ; length in Pennsylvania, 7 miles.

Branches.

None.

Leased Roads.

None.

A few short sidings not measured.

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, (all iron,) 7 miles.

Weight of rail per yard, iron, 50 and 56 lbs.

Bridges and Trestles Erected in Pennsylvania during the year.

Number of bridges and trestles on whole line, (no trestles,) 2

Wooden bridges, number of, 2 ; aggregate length, 28 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where?	None.
Number of crossings of highways, at grade, in this Commonwealth,	7
Number of crossings of highways over railroad,	None.
Number of crossings of highways under railroad,	None.
Number of crossing at which gates or flagmen are maintained,	None.
What regulations govern your employes in regard to these crossings? Sounding whistle and bell, and slackening speed.	

Stations.

Number of stations on main road: 2 passenger and freight, and 1 freight exclusively,	3
Number of stations on branches,	None.
Number of stations on leased roads,	None.
Number of wood and water stations on main road,	1
Value of real estate held by the Company, exclusive of roadway, in Pennsylvania,	\$140
Number of tunnels,	None.
How is track laid and on what foundation? Part earth and part stone ballast.	

Equipment.

No equipment; road worked by Hanover Junction and Hanover and Gettysburg road.

What kind of brake is in use on your road? Ordinary wheel brake.

Average number of cars in passenger trains, including baggage cars,	1
Average number of cars in freight trains,	No record made.

Employees.

Average number of persons regularly employed by Company, including officials,	8
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Doings of the Year.**Transportation and Total Miles Run.**

Number of miles run by passenger trains, (mixed trains, for five months,)	1,820
Number of miles run by freight trains,	All mixed trains.
Number of through passengers for the year on main road,	Not ascertained.
Number of passengers (all classes) carried in cars,	Not ascertained.
Number of tons, of 2,000 pounds, of through freight for the year on main road: No account kept.	

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1877,	July, 1877: No account kept.
February, 1877,	August, 1877, 1,891½
March, 1877,	September, 1877, 1,961½
April, 1877,	October, 1877, 458½
May, 1877,	November, 1877, 251
June, 1877,	December, 1877, 329

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Miscellaneous and merchandise, 1,070 ²⁸⁷/₂₀₀₀ tons.

The rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first class through passengers, 3 to 4 cents.
 For first class way passengers, 3 to 4 cents.

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

For through freight, per ton per mile, 3 to 6 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1877,						
February, 1877,						
March, 1877,						
April, 1877,						
May, 1877,						
June, 1877,						
July, 1877,	\$589	67				
August, 1877,	204	43				
September, 1877,	279	56				
October, 1877,	72	01				
November, 1877,	57	34				
December, 1877,	68	29				
Total,	\$1,271	30			\$1,271	30

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1877,						
February, 1877,						
March, 1877,						
April, 1877,						
May, 1877,						
June, 1877,						
July, 1877,	\$219	01				
August, 1877,	155	00				
September, 1877,	143	19				
October, 1877,	205	87				
November, 1877,	102	62				
December,	88	10				
Total,	\$913	79			\$913	79

From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1877, . . .	} Not yet	de	termined.	.
February, 1877, . . .				.
March, 1877, . . .				.
April, 1877, . . .				.
May, 1877, . . .				.
June, 1877, . . .				.
July, 1877, . . .				.
August, 1877, . . .				.
September, 1877, . . .				.
October, 1877, . . .				.
November, 1877, . . .				.
December, 1877, . . .				.
Total, . . . . .	.	.	.	.
Total passenger earnings for the year,				\$1,271 30
Total freight earnings for the year,				913 79
Total earnings for the year,				\$2,184 09
Total receipts from all sources on whole length of line,				2,184 09

Expenditures Charged to Cost of Road and Equipment during the Year.

Land or land damages,	\$2,414 50
Passenger and freight houses, Have none owned by the company.	
Engine houses, car sheds, wood and coal sheds, and water tanks,	337 24
New locomotives, None.	
New passenger cars, None.	
New mail and baggage cars, None.	
New freight cars, None.	
New machine shops, machinery, and tools, None.	
Any other expenditures, chargeable to this account, water tank,	20 06
Total,	\$2,771 74

Expenditures for Operating During the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$347 61
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Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight departments,	\$217 50
Total expenditures for operating the road,	728 00
Expenses per mile of the road operated,	104 00
Expenses per train mile,	40
Proportion for Pennsylvania, All in Pennsylvania,	

Earnings.

Passenger transportation, local and through,	\$1,271	80
Freight transportation, local and through,	913	79
Total,	\$2,184	06
Operating Expenses.		
Earnings per mile of road operated,	\$312	29
Expenses per mile of road operated,	104	00
Net earnings,	590	98

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc? Adams Express. Rates to be determined hereafter.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? Miscellaneous goods. Taken at depot.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Are any discriminations made by your company, in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? None made.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? With the H. J. H. and G. R.R. Company, for operating the road, at forty cents per mile run.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? Have not paid anything.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Nothing.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? To be ascertained at expiration of the year, and will be governed according to the weight of mails.

Stock and Dividends.

Amount of preferred stock, and rate of preference and for what issued: None.

Amount of common stock now outstanding: All common stock.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

Number and per cent of dividends: None.

Amount paid in dividends: None.

Balance for the year, or surplus: No surplus.

Surplus at commencement of the year: None.

Total surplus: None.

Surplus invested as follows:

Cash and loans: None.

Balance of accounts due company on unpaid stock: \$4,191 57.

Material, fuel, and stores: None.

Other items: None.

Accidents to Persons.

No accidents of any kind.

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

Personally appeared before me, A. W. Eichelberger, president, and Jacob Resser, treasurer of the Berlin Branch Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1878, according to the best of their knowledge and belief.

(Signed)

A. W. EICHELBERGER, *President.*

JACOB RESSER, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, 1878.

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

BUFFALO, NEW YORK, AND PHILADELPHIA.

Officers.

NAMES.		Residence.	Salary.
Sherman S. Jewett,	President,	Buffalo, N. Y.,	None.
George B. Gates,	Vice President,	Buffalo, N. Y.,	None.
Franklin S. Buell,	Secretary and Treasurer,	Buffalo, N. Y.,	\$1,500 00
George S. Gatchell,	Chief Engineer,	Buffalo, N. Y.,	1,200 00
Wm. Robinson,	General Superintendent,	Buffalo, N. Y.,	1,800 00
J. D. Yeomans,	Asst. Gen't Superintendent,	Buffalo, N. Y.,	1,200 00
E. T. Johnson,	Gen. Frt. Agent,	Buffalo, N. Y.,	1,200 00
			\$6,900 00

Names of Directors.

Residences.

Sherman S. Jewett,	Buffalo, N. Y.
George B. Gates,	Buffalo, N. Y.
Bronson C. Rumsey,	Buffalo, N. Y.
William H. Glenny,	Buffalo, N. Y.
C. J. Hamlin,	Buffalo, N. Y.
William G. Fargo,	Buffalo, N. Y.
George J. Magee,	Watkins, N. Y.
Cyrus Clarke,	Buffalo, N. Y.
J. F. Schoellkopf,	Buffalo, N. Y.
James Brayley,	Buffalo, N. Y.
Richard Bullymore,	Buffalo, N. Y.
Thomas Clark,	Buffalo, N. Y.
James H. Metcalfe,	Buffalo, N. Y.

Capital Stock.

Capital stock authorized by law,	\$3,500,000	00
Capital stock authorized by votes of company,	23,832	00
Capital stock, amount subscribed,	2,383,200	00
Capital stock paid in by last report,	1,806,650	00
Capital stock, total amount now paid in,	1,944,650	00
Capital stock, number of shares issued,	17,627	00
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00
Capital stock, average market value during the year,	Not on market,	

Debt.

Funded Debt.	
First mortgage bonds, (due 1896, bear interest at six per cent. gold, which is payable January and July,) amount,	\$2,642,000 00
Second mortgage bonds, (due 1893, bear interest at ten per cent., which is payable January and July, amount,	807,500 00
Total amount now of funded debt,	\$3,449,500 00
Floating Debt.	
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$1,076,308 89
The amount now of floating debt,	\$1,076,308 89
Total amount now of floating and funded debt,	\$4,525,808 89
Funded debt as per last report,	\$3,437,500 00
Floating debt as per last report,	1,182,978 59
Total cash realized from capital stock, { \$1,944,650 00 capital stock, and debt, { 4,525,808 89 debt,	6,470,458 89

Cost.

Total cost of entire road to date,	\$5,359,583 62
Average of same per mile of road laid,	44,294 00
Proportion of same for Pennsylvania,	1,855,918 00
Total cost of entire equipment,	1,043,642 55
Average cost of equipment per mile of road operated by company,	8,625 00
Proportion of same for Pennsylvania,	361,337 50
Cost of road and equipment per mile,	52,919 00
Proportion of same for Pennsylvania,	2,217,306 00

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Buffalo, N. Y., to Emporium, Pa.,	120.55	41.90
Length of single main track,	120.55	41.90
Length of double main track,	None.	
Aggregate length of main line and branches,	120.55	41.90
Aggregate length of sidings and other track not above enumerated,	18.33	4.10
Aggregate length of main line, branches, leased roads, sidings, and other track,	138.88	46.00

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 127.88
 Miles of steel rail in use, 11
 Weight of rail per yard, { Iron, 56, 60 & 62 lbs.
 { Steel, 60 lbs.

Number of bridges and trestles on whole line,	56
Wooden bridges, number of, 14; aggregate length,	1,416 feet.
Combination bridges, number of, 6; aggregate length,	741 feet.
Iron bridges, number of, 2; aggregate length,	285 feet.
Wooden trestles, number of, 34; aggregate length,	8,333 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Number of crossings of highways, at grade, in this Commonwealth,	15
Number of crossings of highways, over railroad,	1
Number of crossings of highways, under railroad,	None.
Number of crossings at which gates or flagmen are maintained,	None.
Number of crossings at which there are neither gates nor flagmen,	16

What regulations govern your employes in regard to these crossings? Whistle twice, and ring the bell.

Stations.

Number of stations on main road: Passenger, 29; freight, 29—total,	29
Number of wood and water stations on main road,	12
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	\$8,000 00
Number of tunnels,	None.

How is track laid, and on what foundation? Fish-plates, hemlock and oak ties, gravel ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than forty tons weight,	1	\$17,000 00
Number of locomotives of more than thirty tons weight,	22	12,875 00
Number of locomotives of more than twenty tons weight,	22	12,875 00
Number of locomotives of more than ten tons weight,	22	12,875 00
Number of first class passenger cars,	12	5,000 00
Number of second class passenger cars,	8	2,300 00
Number of baggage, mail and express cars,	4	3,000 00
Number of freight cars: House cars,	336	750 & 500 00
Number of coal, ore and stone cars,	701	450 00
Number of caboose cars,	11	1,000 00

What kind of train brake is in use on your road? Westinghouse on passenger, common on freight.

Average number of cars in passenger trains, including baggage cars,	3
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Average number of cars in freight trains,	30
Average weight of passenger trains, including locomotive and tender, in working order,	75 tons.
Average weight of freight trains, including locomotive and tender, in working order,	276 tons.

Employees.

Average number of persons regularly employed by company, including officials,	415
Same in Pennsylvania,	80

Doings of the Year.**Transportation and Total Miles Run.**

Number of miles run by passenger trains,	115,840
Number of miles run by freight trains,	} 296,226
Number of miles run by coal trains,	
Number of through passengers for the year on main road,	1,428
Number of passengers (all classes) carried in cars	136,025
Number of passengers carried one mile,	2,764,861
Number of passengers carried one mile in Pennsylvania,	411,523
Number of tons of 2,000 pounds of through freight for the year on main road,	234,659 ⁷⁷⁴ / ₃₀₀₈
Number tons of freight carried one mile,	44,031,637
Number tons of freight carried one mile in Pennsylvania,	14,728,525
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	503,317 ¹⁵³⁴ / ₃₀₀₈
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, (miles per hour,)	25
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

October, 1876,	13,812	May, 1877,	10,521
November, 1876,	14,100	June, 1877,	11,960
December, 1876,	10,356	July, 1877,	11,522
January, 1877,	6,957	August, 1877,	12,476
February, 1877,	8,892	September, 1877,	12,501
March, 1877,	11,811		
April, 1877,	11,117	Total,	136,025

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	190,283 ²³³ / ₂₀₀₀	Agricultural products,	24,600 ²⁴⁵ / ₂₀₀₀
Bituminous coal,	165,560 ³³⁴ / ₂₀₀₀	Merchandise & manufactures,	30,219 ³³⁴ / ₂₀₀₀
Petroleum and other oils,	62,829 ⁸⁵⁸ / ₂₀₀₀	Live stock,	6,710 ¹¹¹ / ₂₀₀₀
Pig iron,	822 ³⁰ / ₂₀₀₀	Lumber,	40,260 ³³⁴ / ₂₀₀₀
Railroad iron,	2,195 ³⁸⁸ / ₂₀₀₀	Other articles,	54,975 ³³⁴ / ₂₀₀₀
Other iron or castings,	4,138 ⁸³ / ₂₀₀₀		
Iron and other ores,	388 ⁸⁸ / ₂₀₀₀	Total,	503,317 ¹⁵³⁴ / ₂₀₀₀
Stone and lime,	1,721 ²⁸⁸ / ₂₀₀₀		

The Rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

First class through passengers,	3 cents.
First class through passengers, New York,	3 cents.
First class way passengers, Pennsylvania,	3½ cents.

Rate per Ton of 2,000 pounds per mile charged for Freight.

For through freight, per ton per mile,	¾ cents.
For through coal, per ton per mile,	¾ cents.
For local freight, per ton per mile,	6 cents.
For local coal, per ton per mile,	1 cent.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
October, 1876,					\$10,290	34
November, 1876,					8,731	62
December, 1876,					7,327	59
January, 1877,					4,248	49
February, 1877,					6,488	39
March, 1877,					7,603	69
April, 1877,					7,925	63
May, 1877,					8,212	02
June, 1877,					8,250	74
July, 1877,					9,085	11
August, 1877,					9,666	85
September, 1877,					9,201	54
Total,					\$97,031	81

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
October, 1876,					\$49,702	79
November, 1876,					44,466	79
December, 1876,					31,882	91
January, 1877,					25,137	50
February, 1877,					41,938	16
March, 1877,					42,841	67
April, 1877,					40,732	06
May, 1877,					53,695	60
June, 1877,					56,871	54
July, 1877,					44,056	41
August, 1877,					47,436	54
September, 1877,					59,645	10
Total,					\$538,407	07

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
October, 1876,	\$633	14	\$650	00	\$1,268	28	\$2,551	42
November, 1876,	633	10	650	00	1,066	54	2,349	64
December, 1876,	633	10	650	00	1,020	77	2,303	87
January, 1877,	633	10	400	00	1,188	84	2,221	94
February, 1877,	633	10	600	00	982	72	2,215	82
March, 1877,	633	10	675	00	1,174	80	2,483	90
April, 1877,	633	10	625	00	1,146	69	2,404	79
May, 1877,	633	10	675	00	1,184	52	2,492	62
June, 1877,	633	10	650	00	1,535	69	2,818	79
July, 1877,	633	10	597	50	1,482	48	2,713	08
August, 1877,	633	10	675	00	1,167	21	2,475	31
September, 1877,	633	10	892	26	1,394	31	2,919	67
Total,	\$7,597	24	\$7,739	76	\$14,612	85	\$29,949	85
Total passenger earnings for the year,							\$97,031	81
Total freight earnings for the year,							588,407	07
Total earnings from all other sources,							29,949	85
Total earnings for the year,							\$665,388	73
Total receipts from all sources on whole length of line,							\$665,388	73
Proportion of earnings in Pennsylvania to earnings of whole line,							230,411	45

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road,	\$65,469	88
Land or land damages,	16,817	66
Passenger and freight houses,	2,762	28
Engine houses, car sheds, wood and coal sheds, and water tanks,	1,712	60
New locomotives,	4,753	39
New passenger cars,	1,475	19
New freight cars,	21,945	60
Any other expenditures chargeable to this account,	2,907	73
Total,	\$117,844	23
Interest on floating debt, chargeable above,	\$101,953	04
Discount on sale of bonds, chargeable above,	2,100	00
Regular expenditures, chargeable above,	13,791	19
Total,	\$117,844	23

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$62,059	88
New steel rails,	30,883	34
Repairs of bridges. ("Included in repairs of road.")	2,569	24
Repairs of buildings and fixtures,	641	56
Repairs of fences,		
Total for maintenance of way,	\$96,174	02
Cost per mile of road kept in repair,	\$794	88
Proportion for Pennsylvania,	33,302	96

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$17,669	97
Repairs of machinery,	551	61
Repairs of passenger, baggage, and mail cars,	2,208	65
Repairs of freight cars,	20,452	48
All other expenses for maintenance of motive power and cars,	1,880	19
Total for maintenance of motive power and cars,	\$42,762	90
Cost per mile of road operated,	\$353	41
Proportion for Pennsylvania,	14,807	87

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$23,341	87
Salaries, wages, and incidentals chargeable to freight department,	75,021	74
Wages of switchmen, signal-men, gate-keepers, and watchmen,	14,364	90
Fuel,	30,259	86
Oil and waste,	4,918	85
Damages for injuries to persons,	381	50
Damages for cattle killed or injured,	} 1,163	14
Damages for loss of goods and baggage,		
Damages to property, including damages by fire,		
Taxes,	26,899	35
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	13,515	80
Total miscellaneous,	\$189,857	01
Amount per mile of road operated,	\$1,569	06
Proportion for Pennsylvania,	65,743	61
Total expenditures for operating the road,	328,793	93
Expenses per mile of the road operated,	2,717	30
Proportion for Pennsylvania,	113,854	87

Earnings.

Passenger transportation, local,	} \$97,031	81
Passenger transportation, through,		
Freight transportation, local,	} 538,407	07
Freight transportation, through,		
Mail service,	7,597	24
Express service,	7,739	76
Rents,	14,612	85
Total,	\$665,388	73
Operating Expenses.		
Maintenance of way and buildings,	\$96,174	02
Maintenance of motive power and cars,	42,762	90
Miscellaneous,	189,857	01
Total operating expenses, being 49½ per cent. of earnings,	\$328,793	93
Net earnings,	336,594	80
Earnings per mile of road operated,	5,499	08
Expenses per mile of road operated,	2,717	30
Net earnings,	2,781	78

General Balance Sheet, December 1, 1877.

DR.			
Cost of road and equipment,		\$6,407,328	44
Bills receivable,		127,413	05
Balances due and collectible from sundry railroads and individuals,		16,784	80
Cash on hand,		70,892	97
		\$6,622,419	26
CR.			
Capital stock,		\$2,069,650	00
Funded debt, first mortgage bonds,		2,762,000	00
Funded debt, second mortgage bonds,		807,500	00
Floating debt, bills payable,		781,119	85
Floating debt, bonds and mortgages on land,		181,669	00
Balances due sundry railroads and individuals,		5,930	51
Profit and loss,		14,549	90
		\$6,622,419	26

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? American Express Company, under a contract.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? Freight taken at depots.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Empire Line, under a contract.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and is so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

Stocks and Dividends.

Amount of common stock now outstanding, \$1,762,700.

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,	1	1	2	1	3	2
Others,						
Total,	1	1	2	1	3	2

Statement of Each Accident.

January 15, 1877. Thomas Kane; four engines together in snow; draw-bar of one broke, and pushed tender into Kane and killed him, at Buffalo, N. Y.

March 2, 1877. E. D. Rino fell from top of freight train at Hinsdale, N. Y., and was killed.

April 16, 1877. P. J. Dillon caught his foot in frog, and was run over and killed, at Olean, N. Y.

January 13, 1877. Frank King jumped from train while in motion, and hurt his ankle, at Arcade, N. Y.

January 30, 1877. John Mahaney; leg broken in collision of freight trains, at Franklinville, N. Y.

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

Personally appeared before me, William Robinson, Superintendent, and Franklin S. Buell, treasurer of the Buffalo, New York and Philadelphia Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending September 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

WILLIAM ROBINSON, *Superintendent.*

FRANKLIN S. BUELL, *Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1878.

LYMAN P. PERKINS,

Commissioner for Pennsylvania in the State of New York, residing at the City of Buffalo.

Witness my official seal.

BUFFALO VALLEY.

Officers.

NAMES.		Residence.	Salary.
Hon. E. J. Meyers,	President,	Berlin, Pa.,	Nothing.
John H. Knepper,	Secretary,	Berlin, Pa.,	Nothing.
John H. Knepper,	Treasurer,	Berlin, Pa.,	Nothing.
F. Forney,	General Superintendent,	Berlin, Pa.,	Nothing.

General offices at Berlin, Somerset Co., Penna.

<i>Names of Directors.</i>	<i>Residences.</i>
Saml. Meyers,	Berlin, Pa.
Ed. Kimmel,	Berlin, Pa.
Saml. Musser,	Berlin, Pa.
Josiah Poorbaugh,	Berlin, Pa.
Saml. Philson,	Berlin, Pa.
Peter Buchley,	Berlin, Pa.
Frank Forney,	Berlin, Pa.
Jonathan Miller,	Berlin, Pa.
Solomon Coleman,	Berlin, Pa.
Peter Gumbert,	Berlin, Pa.
J. G. Gardill,	Berlin, Pa.
John H. Knepper,	Berlin, Pa.

Capital Stock.

Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company,	None.	
Capital stock, amount subscribed,	47,600	00
Capital stock, paid in by last report,	46,052	33
Capital stock, total amount now paid in,	46,052	33
Capital stock, number of shares issued,	420	00
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00
Capital stock, average market value during the year,	None sold.	

Debt.

Funded Debt.		
First mortgage bonds, (due date of maturity, 1902, bear interest at 7 per cent., which is payable semi-annually,) amount,	\$58,500	00
Total amount now of funded debt,	\$58,500	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$10,500		
The amount now of floating debt,	10,500	00
Total amount now of floating and funded debt,	\$69,000	00
Funded debt as per last report, \$58,500		
Floating debt as per last report, 10,500		
Total cash realized from capital stock and debt,	\$115,052	33

Cost.

Total cost of entire road to date,	No full account kept,	Can't tell.
Total cost of entire equipment,		Can't tell.

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Berlin to Garrett,	8 ¹¹ / ₁₀₀	8 ¹¹ / ₁₀₀
Length of single main track,	8 ¹¹ / ₁₀₀	8 ¹¹ / ₁₀₀
Branches.		
None.		
Leased Roads.		
None.		
Aggregate length of main line and branches,	8 ¹¹ / ₁₀₀	8 ¹¹ / ₁₀₀

Gauge.

What is the gauge of your lines? 4 ft. 8 ¹/₂ inches.

Track.

Miles of iron rail in use, 8 ¹¹/₁₀₀
 Miles of steel rail in use, None.
 Weight of rail per yard, } Iron, 45 lbs.
 } Steel, None.
 What is the relative durability, practicability of use, and value, as used on your road? Can't tell.

Bridges and Trestles erected in Pennsylvania during the year.

None.
 Number of bridges and trestles on whole line, 9
 Wooden bridges, number of, None.

Stone bridges, number of, None.
 Iron bridges, number of, None.
 Wooden trestles, number of, 9; aggregate length, 1,160 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.
 Number of crossings of highways, at grade, in this Commonwealth, 7
 Number of crossings of highways over railroad, None.
 Number of crossings of highways under railroad, None.
 Number of crossings at which gates or flagmen are maintained, None.
 Number of crossings at which there are neither gates nor flagmen, 7
 What regulations govern your employes in regard to these crossings? Sounding of the steam whistle, or ringing of the engine bell.

Stations.

Number of stations on main road: Passenger, 8; freight, 8; total, 16
 Number of wood and water stations on main road, 1
 Value of real estate held by the Company, exclusive of roadway, in Pennsylvania, \$500 00
 Number of tunnels, 1 None.
 How is track laid, and on what foundation? Ties resting on stone, and gravel road bed.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than twenty tons weight,	1	\$6,975	00
Number of first-class passenger cars,	} Cars leased.		
Number of second class passenger cars,			
Number of baggage, mail, and express cars,			
Number of coal, ore, and stone cars,	1	500	00

What kind of train brake is in use on your road? Hand chain brake.
 Average number of cars in passenger trains, including baggage cars, 1
 Average number of cars in freight trains, 1½
 Average weight of passenger trains, including locomotive and tender, in working order, 40 tons.
 Average weight of freight trains, including locomotive and tender, in working order, Can't tell.

Employees.

Average number of persons regularly employed by Company, including officials,	5
Same in Pennsylvania,	5

Doings of the Year.

Transportation and total miles run.

Our trains are a mixed train—freight, coal, and passenger:
About 11,500 miles.

Number of through passengers for the year on main road,	4,240
Number of passengers, (all classes,) carried in cars, . . .	7,313
Number of passengers carried one mile,	48,091
Number of passengers carried one mile in Pennsylvania, . .	48,091
Number of tons of 2,000 pounds of through freight for the year on main road,	} Local and through, 8,630 ⁴¹ / ₁₀₀
Number of tons of freight carried one mile,	
Number of tons of freight carried one mile in Pennsylvania,	
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, (miles per hour,)	15

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1876,	174	June, 1877,	383
December, 1876,	179	July, 1877,	1,127
January, 1877,	180	August, 1877,	1,340
February, 1877,	188	September, 1877,	2,200
March, 1877,	262	October, 1877,	322
April, 1877,	450	November, 1877,	258
May, 1877,	260	December, 1877,	343

The amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	None.	Stone and lime,	1,103 ³⁶ / ₁₀₀
Bituminous coal,	6,360	Agricultural products,	295 ³³ / ₁₀₀
Petroleum and other oils,	15 ⁴⁷ / ₁₀₀	Merchandise and manufactures,	308 ²⁰ / ₁₀₀
Pig iron,	7 ⁸⁸ / ₁₀₀	Live stock,	1
Railroad iron,	3 ⁴⁵ / ₁₀₀	Lumber,	509 ⁸⁸ / ₁₀₀
Other iron or castings,	24 ⁷⁸ / ₁₀₀	Other articles,	21 ⁸⁷ / ₁₀₀
Iron and other ores,	None.		

The Rate of Fare for Passengers charged for the respective classes per mile, as follows:

For first-class through passengers,	5 cents.
For first-class way passengers,	5 cents.
For second class through passengers,	5 cents.
For second class way passengers,	5 cents.

The Rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through freight (\$2 00) per ton per mile,	25 cents.
For through coal (10 cents) per ton per mile,	1¼ cents.
For local coal, per ton per mile: No separate account kept.	

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1877,			\$87 85
February, 1877,			46 50
March, 1877,			62 00
April, 1877,			88 35
May, 1877,			60 85
June, 1877,			78 60
July, 1877,			20 10
August, 1877,			114 75
September, 1877,			164 70
October, 1877,			79 10
November, 1877,			57 10
December, 1877,			70 90
Total,			\$980 80

Through and local not kept separate.

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1877,			\$66 48
February, 1877,			76 96
March, 1877,			123 67
April, 1877,			231 19
May, 1877,			204 49
June, 1877,			187 27
July, 1877,			71 52
August, 1877,			141 79
September, 1877,			183 15
October, 1877,			383 31
November, 1877,			282 40
December, 1877,			194 32
Total,			\$2,066 55

Through and local not kept separate.

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.	Total.	
January, 1877, . . .	\$32	32	\$8	52		\$40	84
February, 1877, . . .	32	32	7	67		39	99
March, 1877, . . .	32	32	7	45		39	77
April, 1877, . . .	32	32	9	30		41	62
May, 1877, . . .	32	32	4	83		37	15
June, 1877, . . .	32	32	3	71		36	03
July, 1877, . . .	32	33	10	13		62	45
August, 1877, . . .	32	32	6	41		38	73
September, 1877, . . .	32	32				32	32
October, 1877, . . .	32	32				32	32
November, 1877, . . .	32	32				32	32
December, 1877, . . .	32	33				32	33
Total,	\$387	86	\$58	02		\$445	88
Total passenger earnings for the year,						\$980	80
Total freight earnings for the year,						2,096	55
Total earnings from all other sources,						445	88
Total earnings for the year,						3,523	23
Total receipts from all sources on whole length of line,						\$3,523	23
Proportion of earnings in Pennsylvania to earnings of whole line,						All Penn'a.	

Expenditures Charged to Cost of Road and Equipment during the year.

None.

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

None.

Cost of Maintenance of Motive Power and Cars.

No separate account kept.

Miscellaneous.

No separate account kept. See total expenditures for operating the road.

Total expenditures for operating the road, \$3,523 23

Earnings.			
Passenger transportation, local and through,		\$980	80
Freight transportation, local and through,		2,096	55
Mail service,		387	86
Express service,		58	02
Total,		\$3,523	23

Operating Expenses.

No separate account kept. See total expense.

Earnings per mile of road operated. See earnings.

General Balance Sheet, January 1, 1878.

DR.			
Construction,		\$105,300	00
Equipment,		7,651	00
Deficit,		10,500	00
		\$123,451	00
CR.			
Capital stock,		\$47,650	00
Funded debt,		58,500	00
Unfunded debt,		10,500	00
Other liabilities,		6,801	00
		\$123,451	00

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? None at present. The Adams Express Company run on the road from January 1 to September 1, paying 15 cents per hundred lbs. transportation, the railroad company finding cars and repairs.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? Take freight at depot.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Do they use the cars of your Company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? None.

Are any discriminations made by your Company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? None.

Does your Company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? Does not.

Is any officer, agent, or employé of your Company interested in any contract for the furnishing of material or supplies for the Company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? None.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

What is the total amount paid by your Company to palace or sleeping car companies, to what companies, and the amount paid to each? None.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$387 86. Once per day round trip.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

Number and per cent. of dividends,	} None.
Amount paid in dividends,	
Paid to sinking fund,	
Balance for the year, or surplus,	
Surplus at commencement of the year,	
Total surplus,	
Surplus invested as follows:	
Cash and loans,	
Balance of accounts due Company,	
Material, fuel, and stores,	
Other items,	

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employees,				1		1
Others,						
Total,				1		1

Erne Bender, repairman, was pinched by being caught between engine and coal car, in trying to make coupling, unknown to engineer, or without orders, on the 2d day of May, 1877, at the Berlin depot. Injured but slightly. Is well again. Kept from work about six weeks.

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

Personally appeared before me, E. J. Meyers, president, and John H. Knepper, treasurer of the Buffalo Valley Railroad Company, who being duly affirmed, do depose and say that they caused the foregoing statements

to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

E. J. MEYERS, *President.*

JOHN H. KNEPPER, *Treasurer.*

Affirmed and subscribed before me, this 28th day of January, A. D. 1878.

GEORGE JOHNSON, *J. P.*

CATASAUQUA AND FOGELSVILLE.

Officers.

NAMES.		Residence.	Salary.
Joshua Hunt, . . .	President,	Catasauqua, Pa. . .	\$480 00
John Williams, . }	Secretary, }	Catasauqua, Pa. . .	320 00
C. W. Chapman, . }	Treasurer, }	Catasauqua, Pa. . .	2,000 00
	General Superintendent, .		

Names of Directors.

Residences.

David Thomas,	Catasauqua, Pa.
John T. Knight,	Easton, Pa.
B. G. Clark,	New York City.
Henry Winsor,	Philadelphia, Pa.
Samuel Thomas,	Catasauqua, Pa.
Fisher Hazard,	Mauch Chunk, Pa.
George A. Wood,	Philadelphia, Pa.
Charles S. Wurts,	Philadelphia, Pa.
Charles E. Haven,	Philadelphia, Pa.
John Thomas,	Catasauqua, Pa.

Capital Stock.

Capital stock authorized by law,	\$426,900 00
Capital stock, amount subscribed,	426,900 00
Capital stock paid in by last report,	426,900 00
Capital stock, total amount now paid in,	426,900 00
Capital stock, number of shares issued,	17,076 00
Capital stock, amount paid in on each share,	25 00
Capital stock, par value of each share,	25 00
Capital stock, average market value during the year: Not in market.	

Debt.

Funded Debt.			
None.			
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$161,029 88	\$161,029	86
The amount now of floating debt,		161,029	86
Total amount now of floating debt,		None.	
Funded debt as per last report,		None.	
Floating debt as per last report,			
Total cash realized from capital stock and debt,		\$587,929	86

Cost.

Total cost of entire road to date,	\$523,185	59
Average of same per mile of road laid,	20,827	42
Proportion of same for Pennsylvania, (all in Pennsylvania,)	20,927	42
Total cost of entire equipment,	135,150	00
Average cost of equipment per mile of road operated by Company,	5,406	00
Proportion of same for Pennsylvania,	5,406	00
Cost of road and equipment per mile,	26,333	42
Proportion of same for Pennsylvania,	26,333	42

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Catasauqua to Rittenhouse Gap,	20	20
Length of single main track,	25	25
Length of double main track,	None.	
Branches.		
From Trexlertown to terminus, length of single track,	5	5
Leased Roads.		
None.		
Aggregate length of main line and branches,	25	25
Aggregate length of leased roads,	None.	
Aggregate length of sidings and other track not above enumerated,	8	8
Aggregate length of main line, branches, leased roads, sidings, and other track,	33	33
Length of track laid, if not completed,	None.	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 25.75 miles.
 Miles of steel rail in use, 7.25 miles.
 Weight of rail per yard, { Iron, 50 pounds.
 { Steel, 50 pounds.

What is the relative durability, practicability of use, and value, as used on your road? Have not had steel in use long enough to test the relative durability.

Bridges and Trestles erected in Pennsylvania during the year.

None.

Number of bridges and trestles on whole line,	10
Wooden bridges, number of, 2; aggregate length,	50 feet.
Stone bridges, number of, 3; aggregate length,	54 feet.
Iron bridges, number of, 5; aggregate length,	1,212 feet.
Wooden trestles,	None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? East Penn, branch of Philadelphia and Reading railroad, at Alburts. Under grade.

Number of crossings of highways at grade in this Commonwealth,	44
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	3
Number of crossings at which gates or flagmen are maintained,	None.
Number of crossings at which there are neither gates nor flagmen,	49

What regulations govern your employes in regard to these crossings? Sound the whistle or ring the bell; permit no engine or train to obstruct them.

Stations.

Number of stations on main road: Passenger, 16; freight, 16; total,	32
Number of stations on branches: Passenger, 2; freight, 3; total,	5
Number of stations on leased roads,	None.
Number of wood and water stations on main road,	6
Number of wood and water stations on branches,	1
Number of wood and water stations on leased roads,	None.
Value of real estate held by the company, exclusive of roadway in Pennsylvania,	\$20,000
Number of tunnels,	None.

How is track laid, and on what foundation? In the ordinary way—19 miles with furnace cinder, 6 miles with broken stone.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight,	None.	
Number of locomotives of more than 30 tons weight,	5	\$14,000 00
Number of locomotives of more than 20 tons weight,	1	14,000 00
Number of locomotives of more than 10 tons weight,	None.	
Number of first-class passenger cars,	3	2,500 00
Number of second-class passenger cars,	None.	
Number of baggage, mail, and express cars,	1	1,000 00
Number of freight cars, { House cars,	2	1,000 00
{ Trucks,	25	800 00
Number of coal, ore, and stone cars,	590	350 00
Number of caboose cars,	None.	

What kind of train brake is in use on your road? Ordinary lever brake.

Average number of cars in mixed trains, including baggage cars,	16
Average number of cars in freight trains,	55
Average weight of mixed trains, including locomotive and tender, in working order,	312 tons.
Average weight of freight trains, including locomotive and tender, in working order,	485 tons.

Employees.

Average number of persons regularly employed by company, including officials,	61
Same in Pennsylvania,	61

Doings of the Year.

Transportation and Total Miles run.

Number of miles run by passenger trains,	25,040
Number of miles run by freight trains,	25,040
Number of miles run by ore trains,	26,292
Number of through passengers for the year on main road,	661
Number of passengers (all classes) carried in cars,	9,367
Number of passengers carried one mile,	71,830
Number of passengers carried one mile in Pennsylvania,	71,830
Number of tons of 2,000 pounds of through freight for the year on main road,	49,324
Number of tons of freight carried one mile,	1,761,725
Number of tons of freight carried one mile in Pennsylvania,	1,761,725
Gross amount of tonnage for the year, (2,000 pounds per ton,)	251,675
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, (miles per hour) No express tr.
 Average rate of speed adopted by freight trains, including stops, (miles per hour) 12

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1876,	808	May, 1877,	646
December, 1876,	880	June, 1877,	632
January, 1877,	640	July, 1877,	791
February, 1877,	724	August, 1877,	842
March, 1877,	802	September, 1877,	806
April, 1877,	1,040	October, 1877,	756

The amount of Freight specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	15,994.07	Agricultural products,	1,668.10
Bituminous coal,	5,011.00	Merchandise and manufactures,	5,095.06
Petroleum and other oils,	None.	Live stock,	Don't carry.
Pig iron,	18,175.00	Lumber,	3,253.16
Railroad iron,	126.00	Other articles,	250.00
Other iron or castings,	745.00		
Iron and other ores,	119,450.06		
Stone and lime,	81,896.08		
			<u>251,675.00</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 cents.
For second class through passengers,	3 cents.
For second class way passengers,	3½ cents.

The rate per ton (of 2,240 pounds) per mile charged for Freight.

For through freight,	2 cents.
For through coal,	2½ cents.
For local freight,	5 cents.
For local coal,	3½ cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
	\$	cts	\$	cts	\$	cts
November, 1876,	18	75	3206	72	3225	47
December, 1876,	18	60	215	93	234	53
January, 1877,	8	45	118	20	126	65
February, 1877,	20	05	170	56	190	61
March, 1877,	30	00	187	30	217	30
April, 1877,	26	75	284	15	310	90
May, 1877,	17	80	112	80	180	60
June, 1877,	14	95	158	30	173	25
July, 1877,	14	95	211	55	226	50
August, 1877,	24	45	196	80	221	25
September, 1877,	16	05	202	50	218	55
October, 1877,	14	70	193	23	207	93
Total,	\$225	50	\$2,258	04	\$2,483	54

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
November, 1876,	\$2,950	75	\$4,745	22	\$7,695	97
December, 1876,	2,082	57	4,362	56	6,445	13
January, 1877,	2,494	05	5,765	41	8,259	46
February, 1877,	1,885	46	4,907	87	6,793	33
March, 1877,	3,464	90	4,376	46	7,841	36
April, 1877,	2,788	72	3,847	00	6,635	72
May, 1877,	2,739	94	5,180	04	7,919	98
June, 1877,	2,555	99	4,287	09	6,843	08
July, 1877,	2,563	89	3,867	74	6,431	68
August, 1877,	2,083	49	5,084	51	7,168	00
September, 1877,	3,655	12	4,282	01	7,937	13
October, 1877,	2,694	45	4,782	18	7,476	63
Total,	\$31,957	33	\$65,488	09	\$87,447	42

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1876,			\$19	30	\$44	85	\$64	15
January, 1877,			16	45	44	85	61	30
February, 1877,			24	67	39	85	64	52
March, 1877,			27	48	44	85	72	33
April, 1877,			11	72	42	85	54	57
May, 1877,			34	42	39	35	73	77
June, 1877,			6	47	42	85	49	32
July, 1877,			14	98	37	00	51	98
August, 1877,			16	10	37	00	53	10
September, 1877,			28	58	37	00	65	58
October, 1877,			12	57	37	00	49	57
November, 1877,			15	40	52	00	67	40
Total,			\$228	14	\$499	45	\$727	59

Total passenger earnings for the year,	\$2,483	54
Total freight earnings for the year,	87,447	42
Total earnings from all other sources,	727	59
Total earnings for the year,	\$90,658	55
Total receipts from all sources on whole length of line,	\$90,658	55
Proportions of earnings in Pennsylvania to earnings of whole line,	90,658	55

Expenditures for Operating During the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$10,495	44
New iron rails, number of tons,	None.	
New steel rails, number of tons,	None.	
Repairs of bridges,	None.	
Repairs of buildings and fixtures,	None.	
All other expenses for maintenance of way,	728	82
Total for maintenance of way,	\$11,224	26
Cost per mile of road kept in repair,	\$448	97
Proportion for Pennsylvania,	448	97

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$2,452	95
Repairs of passenger, baggage, and mail cars,	1,065	60
Repairs of freight cars,	1,888	73
All other expenses for maintenance of motive power and cars,	776	80
Total for maintenance of motive power and cars,	\$6,184	17
Cost per mile of road operated,	247	37
Proportion for Pennsylvania,	247	37

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$4,293	66
Salaries, wages, and incidentals chargeable to freight department,	9,890	97
Fuel—number of tons of coal,	5,053	74
Oil and waste,	1,115	38
Taxes,	1,530	44
Amount paid other corporations or individuals for use of all other cars,	2,483	13
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	6,173	94
Total miscellaneous,	\$30,490	66
Amount per mile of road operated,	\$1,219	22
Proportion for Pennsylvania,	1,219	22
Total expenditures for operating the road,	47,889	09
Expenses per mile of the road operated,	1,915	56
Expenses per mile of single track operated, not including sidings,	1,915	56
Proportion for Pennsylvania,	1,915	56

Earnings.

Passenger transportation: Local, \$2,258 04; through, \$225 50; total,	\$2,483	54
Freight transportation: Local, \$55,488 09; through, \$31,959 83; total,	87,447	42
Express service,	228	14
Rents,	499	45
Total,	\$90,658	55
Operating Expenses.		
Maintenance of way and buildings,	\$11,224	26
Maintenance of motive power and cars,	6,184	17
Miscellaneous,	30,490	66
Total operating expenses,, being 52$\frac{12}{100}$ per cent. of earnings.	47,889	09
Net earnings,	\$42,769	46
Earnings per mile of road operated,	\$3,626	34
Expenses per mile of road operated,	1,915	56
Net earnings,	42,769	46

General Balance Sheet, January 1, 1878.

DR.			
Construction account,		\$658,835	59
Materials on hand,		10,000	00
Bills receivable, &c.,		44,984	38
		\$713,269	97
CR.			
Capital stock,		\$426,900	00
Unfunded debt,		161,029	36
Bills payable, &c.,		6,583	92
Profit and loss,		118,756	69
		\$713,269	97

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Philadelphia and Reading Railroad Company's express, they paying one third of gross receipts.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? General express business; we receive their freights at our depots.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Do they use the cars of your Company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? None.

Are any discriminations made by your Company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? None.

Does your Company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? Not any.

Is any officer, agent, or employé of your Company, interested in any contract for the furnishing of materials or supplies for the Company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? We have no contract with any line of road.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? None.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

What is the total amount paid by your Company to palace or sleeping car companies, to what companies, and the amount paid to each? None.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? No mail on this road.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued? None.

Amount of common stock now outstanding: \$426,900.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: Six per cent.

Number and per cent. of dividends,	One, 6 per cent.		
Amount paid in dividends,		\$25,614	00
Balance for the year, or surplus,		\$7,493	70
Surplus at commencement of the year,	Profit and loss,	75,987	23
Total surplus,		\$83,480	93
Surplus invested as follows:			
Cash and loans,		\$10,983	08
Balance of accounts due Company,		33,952	36
Material, fuel, and stores,		10,000	00
Other items,		28,546	59

Accidents to Persons.

No accident during the year.

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

Personally appeared before me, Joshua Hunt, president, and John Williams, treasurer of the Catasauqua and Fogelsville Railroad Company, who being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, 1877, according to the best of their knowledge and belief.

JOSHUA HUNT, *President.*

JOHN WILLIAMS, *Treasurer.*

Sworn and subscribed before me, this 28th day of December, 1877.

R. CLAY HAMMERSLY, *Justice of the Peace.*

CATAWISSA.

Officers.

NAMES.		Residence.	Salary.
M. P. Hutchinson,	President,	Philadelphia,	\$3,000 00
R. M. Elliott,	Secretary,	Philadelphia,	1,500 00
M. P. Hutchinson,	Treasurer,	Philadelphia,	2,000 00

General office at Philadelphia, Pa.

Name of Directors.	Residences.
I. V. Williamson,	Philadelphia.
Emmor Weaver,	Philadelphia.
Ellwood Shannon,	Philadelphia.
Francis K. Shipper,	Philadelphia.
Joseph C. Harris,	Philadelphia.
John S. Graham,	Philadelphia.

This road was leased to the Philadelphia and Reading Railroad Company, November 1, 1872, for 999 years. For this year the sum of \$226,000 being paid. Details of working thereof will be in their report.

Capital Stock.

Capital stock, amount subscribed,	\$4,359,500	00
Capital stock paid in by last report,	4,359,500	00
Capital stock, total amount now paid in,	4,359,500	00
Capital stock, number of shares issued: Preferred, 44,000; second preferred, 20,000; common, 23,190; total, 87,190.		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	No record.	

Debt.

Funded Debt.	
First mortgage bonds, (due 1882, bear interest at 7 per cent., which is payable February and August,) amount,	\$230,500 00
First mortgage bonds, (due 1900, bear interest at 7 per cent., which is payable February and August,) amount,	1,800,000 00
Chattel mortgage bonds, (due 1880, bear interest at 5 per cent., which is payable May and November,) amount,	24,500 00
Chattel mortgage bonds, (due 1888-1889, bear interest at 10 per cent., which is payable January, April, July, and October,) amount,	185,350 00
Construction bonds, (due 1917, bear interest at 7 per cent., which is payable June and December,) amount,	62,000 00
Total funded debt,	\$1,802,350 00
Floating Debt.	
The amount now of floating debt,	None.
Total amount now of floating and funded debt,	\$1,802,350 00
Funded debt as per last report,	1,740,350 00

Cost.

Total cost of entire road to date,	\$6,206,628	08
Total cost of entire equipment: No separate account kept; included in cost of road.		

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Tamanend to Williamsport,	94	94
Branches.		
Summit Branch, from Summit Station to } Length of branch,	4½	4½
Silver Brook,		
Leased Roads.		
Philadelphia and Erie railroad, from Mil- } Length of road leased,		27
ton to Williamsport,		
Aggregate length of main line and branches,		98½
Aggregate length of leased roads,		27
Aggregate length of sidings, and other track not above enumerated,		7
Aggregate length of main line, branches, leased roads, sidings, and other track,		132½

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Weight of rail per yard: Iron, 56 and 68 lbs.
 Wooden bridges, number of, 15
 Stone bridges, number of, None.
 Iron bridges, number of, 2
 Wooden trestles, number of, 7

Stations.

Number of stations on main road: Passenger, 23; freight, 23; total, 23
 Number of tunnels, (average length, 2,000 feet,) 3
 How is track laid and on what foundation? On hard wood, cross ties, earth, coal dirt, and stone.

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road,	\$56,985	03
Land or land damages,	9,441	46
Passenger and freight houses,	1,953	97
Total,	\$68,380	46

General Balance Sheet, January 1, 1878.

DR.			
Construction account,		\$6,208,628	08
Cash on hand,		1,622	24
		\$6,208,250	32
CR.			
Preferred stock,		\$2,200,000	00
Second preferred stock,		1,000,000	00
Common stock,		1,159,500	00
First mortgage bonds, 1882,		230,500	00
First mortgage bonds, 1900,		1,300,000	00
Chattel mortgage bonds, 1880,		24,500	00
Chattel mortgage bonds, 1888-1889,		185,350	00
Construction bonds, 1917,		62,000	00
Profit and loss,		46,400	32
		\$6,208,250	32

Stock and Dividends.

Number and per cent. of dividends: Two; 3½ per cent. each on preferred stocks,			
Amount paid in dividends,		\$224,000	00

This road was leased to the Philadelphia and Reading Railroad Company, November 1, 1872, for nine hundred and ninety-nine (999) years, and is worked, controlled, and managed by them. For further details we refer to their report.

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

Personally appeared before me M. P. Hutchinson, president and treasurer of the Catawissa Railroad Company, who being duly affirmed, depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of his knowledge and belief.

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

Affirmed and subscribed before me, this 28th day of January, A. D. 1878.
 W. W. DOUGHERTY, *Notary Public.*

CHESTER CREEK.

Officers.

NAMES.		Residence.	Salary.
Samuel M. Felton, . . .	President,	Philadelphia, . . .	No compensation.
William Ward,	Secretary,	Chester, Pa., . . .	No compensation.
Joseph Huddell,	Treasurer,	Philadelphia, . . .	No compensation.

General office at Philadelphia.

*Names of Directors.**Residences.*

Isaac Hinckley,	Philadelphia.
David Woelpper,	Chadd's Ford, Del. co., Pa.
Joseph Bringham,	Wilmington, Del.
Amos Gartside,	Chester, Pa.
Abram P. Morgan,	Village Green, Del. co., Pa.

Capital Stock.

Capital stock authorized by law,	\$185,000	00
Capital stock authorized by votes of company,	185,000	00
Capital stock, amount subscribed,	185,000	00
Capital stock paid in by last report,	185,000	00
Capital stock, total amount now paid in,	185,000	00
Capital stock, number of shares issued,	8,700	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	No record.	

Debt.

Funded Debt.			
First mortgage bonds, (due 1st January, 1903, bear interest at six per cent., which is payable 1st January and 1st July,) amount,		\$185,000	00
Second mortgage bonds, (due, bear interest at . per cent., which is payable) amount,		None.	
Third mortgage bonds, (due, bear interest at . per cent., which is payable) amount,		None.	
Total amount now of funded debt,		\$185,000	00
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$7,000		
Debt incurred for any other purpose, and for what,	None.		
The amount now of floating debt,		7,000	00
Total amount now of floating and funded debt,		\$192,000	00
Funded debt as per last report,	\$185,000		
Floating debt as per last report,	None.		
Total cash realized from capital stock and debt,		\$377,000	00

Cost.

Total cost of entire road to date,	\$376,322	87
Average of same per mile of road laid,	51,906	60
Proportion of same for Pennsylvania,	51,906	60
Average cost of equipment per mile of road operated by company,	Included in the report of the lessee.	
Proportion of same for Pennsylvania,		
Cost of road and equipment per mile,		
Proportion of same for Pennsylvania,		

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from junction of the Philadelphia, Wilmington and Baltimore Railroad, at Lamokin, to junction of the West Chester and Philadelphia Railroad, near Lenni,	7½	7½
Length of single main track,	7½	7½
Length of double main track,	None.	
Branches.		
None.		
Leased Roads.		
None.		

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 6½
 Miles of steel rail in use, 1
 Weight of rail per yard, { Iron, 50 and 56 lbs.
 { Steel, 58 lbs.
 What is the relative durability, practibility of use, and value, as used on your road? No record.

Bridges and Trestles Erected in Pennsylvania during the year.

LOCATION.	Kind.	Whether wood, stone, or iron.	Length in feet.	When completed.
Rockdale,	Truss, .	Iron, .	810	July, 1877.

Number of bridges and trestles on whole line, 10
 Wooden bridges, aggregate length, 550 feet.

Stone bridges,	None.
Iron bridges, aggregate length,	330 feet.
Wooden trestles, aggregate length,	300 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? West Chester and Philadelphia railroad at junction near Lenni.	
What railroads cross your road, either over or under your grade, in this Commonwealth, and where?	None.
Number of crossings of highways, at grade in this Commonwealth,	6
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	4
Number of crossings at which gates or flagmen are maintained,	None.
Number of crossings at which there are neither gates nor flagmen,	All.
What regulations govern your employes in regard to these crossings? No instructions.	

Stations.

Number of stations on main road: Passenger, 8; freight, 8; total,	16
Number of stations on branches,	None.
Number of stations on leased roads,	None.
Number of wood and water stations on main road,	1
Number of wood and water stations on branches,	None.
Number of wood and water stations on leased roads,	None.
Value of real estate held by the Company, exclusive of roadway, in Pennsylvania,	\$10,000
Number of tunnels,	None.
How is track laid, and on what foundation? Fish-joints, gravel and sand.	

Equipment.

Smith's vacuum brake used on passenger trains by the lessee; on freight trains, the ordinary brake.

The road is leased to the Philadelphia and Baltimore Central Railroad Company from January 13, 1868, for nine hundred and ninety-nine years, and is worked by said Company as part of its road.

The terms of the lease are, that the Chester Creek Railroad Company is to derive a rent for the use of their road, payable on the 1st of July and 1st of January, to wit: Three per cent. dividend on \$185,000, amount of its capital stock; and three per cent. interest on \$185,000, amount of its bonds, which semi-annual rent amounts to \$11,100.

General Balance Sheet, January 1, 1878.

DR.			
Construction,		\$376,322	87
Cash,		893	13
		\$377,216	00
CR.			
Capital Stock,		\$185,000	00
Bonds due 1st January, 1903,		185,000	00
Dividends unpaid,		216	00
Advanced by lessee, (for construction purposes,)		7,000	00
		\$377,216	00

Express Companies.

Included in the report of the lessee.

Transportation Companies.

Included in the report of the lessee.

Is any officer, agent or employé of your company interested in any contract for the furnishing of material or supplies for the company? All materials and supplies are furnished by the lessee.

Sleeping Cars.

None.

U. S. Mail.

Included in the report of the lessee.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$185,000 00
Amount of stock issued as stock dividends, and dates of issue,	None.

Number and per cent. of dividends, two—1st January and 1st July, 1877, 6 per cent.,	\$11,100	00
Amount paid in dividends,	10,884	00
Paid to sinking fund,	None.	
Balance for the year, or surplus,	None.	
Surplus at commencement of the year,	None.	

Accidents to Persons.

If any, would be included in the report of the lessee.

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

Personally appeared before me, Samuel M. Felton, president, and Joseph Huddell, treasurer of the Chester Creek Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

S. M. FELTON, *President.*

J. HUDDELL, *Treasurer.*

Sworn and subscribed before me this 26th day of January, A. D. 1878.

ALBERT HAVERSTICK, *Notary Public.*

CHESTER AND DELAWARE RIVER.

Officers.

NAMES.		Residence.	Salary.
G. A. Nicolls,	President,	Reading,	Nothing.
Howard Hancock,	Secretary,	Philadelphia,	Nothing.
John Welch,	Treasurer,	Philadelphia,	Nothing.

General office at 227 South Fourth street, Philadelphia.

Names of Directors.

Residences.

H. Pratt McKean,	Philadelphia
A. E. Borie,	Philadelphia
J. B. Lippincott,	Philadelphia
John Ashhurst,	Philadelphia
Franklin B. Gowen,	Philadelphia
William Ward,	Chester.

Capital Stock.

Capital stock authorized by law,	\$40,000 00
Capital stock authorized by votes of company,	40,000 00
Capital stock, amount subscribed,	40,000 00
Capital stock paid in by last report,	4,000 00
Capital stock, total amount now paid in,	39,550 00
Capital stock, number of shares issued, full paid, (790,)	
Capital stock, amount paid in on each share issued,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year. Not sufficient sales to show value.	

Debt.

Funded Debt.		
None.		
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$195,100	99
Floating debt as per last report,	176,281	73

Cost.

Total cost of entire road to date,	\$220,915	21
Average of same per mile of road laid, $4\frac{1}{10}$ miles,	53,881	78
Average of same per mile of track laid, $5\frac{3}{10}$ miles,	37,443	26

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Thurlow, Delaware county, Pa., to Eddystone, Delaware county, Pa.,	$4\frac{1}{10}$	All in Pa.
Length of single main track, from Thurlow to Eddystone, Delaware county, Pa.,	$4\frac{1}{10}$	
Leased Roads.		
Aggregate length of main line and branches,	$4\frac{1}{10}$	
Aggregate length of sidings and other track not above enumerated,	$1\frac{1}{10}$	
Aggregate length of main line, branches, leased roads, sidings, and other track,	$5\frac{3}{10}$	

Gauge.

What is the gauge of your lines? 4 feet $8\frac{1}{2}$ inches.

Track.

Miles of iron rail in use, *i. e.*, miles of track, $5\frac{9}{10}$
 Miles of steel rail in use, None.
 Weight of rail per yard, { Iron, 56 and 68 lbs.
 { Steel,
 What is the relative durability, practicability of use and value, as used on your road? No comparison. Iron alone is used.

Bridges and Trestles erected in Pennsylvania.

Wooden bridges, number of, 3 ; aggregate length, 380 feet.
 Stone bridges, number of, none.
 Iron bridges, number of, 1 ; aggregate length, 54 feet.
 Wooden trestles, number of, 6 ; aggregate length, 3,564 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Number of crossings of highways, at grade, in this Commonwealth,	23
Number of crossings of highways under railroad,	1
Number of crossings, at grade, at which there are neither gates nor flagmen,	23

Stations.

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, in Pennsylvania,	\$30,480 00
Number of tunnels: None.	
How is track laid and on what foundation? On piling; gravel and broken stone ballast.	

Equipment.

Furnished by Philadelphia and Reading Railroad Company.

General Balance Sheet, December 31, 1877.

DR.		
Construction,	\$176,546	21
Right of way and damages,	11,212	30
Real estate,	30,480	00
Depots and sidings,	2,676	70
Tools,	416	05
Sundry debtors,	4,481	75
Profit and loss,	23,392	27
	\$249,205	28
CR.		
Capital stock,	\$39,550	00
Ground rent,	8,300	00
Mortgages,	5,840	00
Unfunded debt,	195,100	99
Sundry creditors,	414	29
	\$249,205	28

Stocks and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.	
Amount of common stock now outstanding,	\$39,550 00
Amount of stock issued as stock dividends, and dates of issue: None.	
Rate and date of all cash dividends on stock of original and consolidated companies: None.	

Statement of each Accident.

All returns not here given will be included in the returns made by the Philadelphia and Reading Railroad Company.

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

Personally appeared before me G. A. Nicolls, president, and John Welch, treasurer of the Chester and Delaware River Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

G. A. NICOLLS, *President.*
 JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this nineteenth day of March, A. D., 1878.

J. Y. HUMPHREY, *Notary Public.*

CHESTER VALLEY.

Officers.

NAMES.		Residence.	Salary.
John F. Gilpin, . . .	President,	Philadelphia,	None.
Wm. H. Holstein, . . .	Secretary and Treasurer, }	Bridgeport P.O., Mont- gomery co., Pa., . . . }	None.

General office at Bridgeport, Montgomery co., Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Franklin B. Gowen,	Philadelphia, Pa.
Coffin Colket,	Philadelphia, Pa.
J. B. Lippincott,	Philadelphia, Pa.
John Ashhurst,	Philadelphia, Pa.
H. P. McKean,	Philadelphia, Pa.
A. E. Borie,	Philadelphia, Pa.
Wm. H. Holstein,	Montgomery co., Pa.

Capital Stock.

Capital stock authorized by law,	\$871,900 00
Capital stock authorized by votes of company,	None.
Capital stock, amount subscribed,	871,900 00
Capital stock paid in by last report,	871,900 00
Capital stock, total amount now paid in,	871,900 00
Capital stock, number of shares issued,	17,438 00
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year: No reported market value,	

Debt.

Funded Debt.	
First mortgage bonds, (due May, 1872, bear interest at 7 per cent., which is payable May and November,) amount,	\$500,000 00
Second mortgage bonds,	None.
Third mortgage bonds,	None.
Fourth mortgage bonds,	None.
Total amount now of funded debt,	\$500,000 00
Floating Debt.	
Unfunded debt, incurred for construction, equipment, or purchase of property,	None.
Debt incurred for any other purpose, and for what, being overdue coupons,	\$420,000 00
The amount now of floating debt, being unpaid interest coupons,	420,000 00
Total amount now of floating and funded debt,	\$920,000 00
Funded debt as per last report,	\$500,000 00
Floating debt as per last report, being overdue coupons,	560,000 00
Total cash realized from capital stock and debt,	\$1,371,900 00

Cost.

Total cost of entire road to date,	\$1,371,900 00
Average of same per mile of road laid,	63,809 30
Proportion of same for Pennsylvania,	63,809 30
Total cost of entire equipment: All equipment furnished by lessee.	

Characteristics of Road.

Main Line.	MILES.	
	Who Length.	Length in Penn'a.
Length of main line, from Bridgeport to Downingtown,	21½	21½
Length of single main track,	21½	21½
Length of double main track,	None.	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use,	23½ miles.
Weight of rail per yard, { Iron,	60 bs.
{ Steel,	

Bridges and Trestles erected in Pennsylvania during the year.

None erected during the year.

Number of bridges and trestles on whole line,	58
Wooden bridges, number of, 30 ; aggregate length,	1,301 feet.
Stone bridges, number of, 26 ; aggregate length,	1,556 feet.
Iron bridges, number of,	None.
Wooden trestles, number of, 2 ; aggregate length,	170 feet.

Crossings.

What railroads cross your road, at grade, in this Commonwealth, and at what locality?	None
What railroads cross your road, either over or under your grade, in this Commonwealth, and where?	None.
Number of crossings of highways, at grade, in this Commonwealth,	22
Number of crossings of highways over railroad,	5
Number of crossings of highways under railroad,	10

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

To all unanswered questions we respectfully refer the Secretary of Internal Affairs to said Philadelphia and Reading Railroad Company.

Stations.

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 in Pennsylvania,	About \$3,000
Number of tunnels, none; aggregate length,	None.
How is track laid, and on what foundation? Stone and gravel.	

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding: 17,438 shares.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

Number and per cent. of dividends,	None.
Amount paid in dividends,	None.
Paid to sinking fund,	None.
Balance for the year, or surplus,	None.
Surplus at commencement of the year,	None.
Total surplus,	None.
Surplus invested as follows :	
Cash and loans,	None.
Balance of accounts due company,	None.

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

Personally appeared before me, John F. Gilpin, president, and William H. Holstein, treasurer of the Chester Valley Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 1, A. D. 1877, according to the best of their knowledge and belief.

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

Sworn and subscribed before me, this twelfth day of November, A. D. 1877

W. W. DOUGHERTY, *Notary Public.*

CHESTNUT HILL.

Officers

NAMES.		Residence.	Salary.
Coffin Colket,	President,	Philadelphia,	\$1,681 10
William W. Stephens,	Secretary,	Philadelphia,	300 00
	Treasurer,		\$1,981 10

General office at No. 12 Philadelphia Exchange, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Coffin Colket,	Philadelphia, Pa.
Joseph Patterson,	Philadelphia, Pa.
William L. Schaffer,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
F. B. Gowen,	Philadelphia, Pa.
E. H. Weil,	Philadelphia, Pa.
H. K. Smith,	Philadelphia, Pa.
William W. Colket,	Philadelphia, Pa.
A. E. Dougherty,	Philadelphia, Pa.
W. S. Wilson,	Chester co., Pa.
John Clayton,	Philadelphia, Pa.
J. C. Audenried,	Washington, D. C.

Capital Stock.

Capital stock authorized by law,	\$120,650	00
Capital stock authorized by votes of Company,	120,650	00
Capital stock, amount subscribed,	120,650	00
Capital stock paid in by last report,	120,650	00
Capital stock, total amount now paid in,	120,650	00
Capital stock, number of shares issued,	2,413	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	No public	sales.

Debt.

None.

Cost.

Total cost of entire road to date,	\$120,650	00
Average of same per mile of road laid,	29,284	00
Proportion of same for Pennsylvania,	All in Penna.	
Total cost of entire equipment,	None.	
Average cost of equipment per mile of road operated by Company,	None.	
Proportion of same for Pennsylvania,	None.	
Cost of road and equipment per mile,	None.	
Proportion of same for Pennsylvania,	None.	

Characteristics of Road.

Main Line.

Length of main line, from Germantown to Chestnut Hill,	4 $\frac{1}{8}$ miles.
Length of single main track,	4 $\frac{1}{8}$ miles.
Length of double main track,	$\frac{1}{2}$ mile.

Gauge.

What is the gauge of your line? 4 ft. 8 $\frac{1}{2}$ inches.

Track.

Miles of iron rail in use,	4 $\frac{1}{8}$ miles.
Miles of steel rail in use,	None.
Weight of rail per yard, (iron,)	56 pounds.

Bridges and Trestles erected in Pennsylvania.

Number of bridges and trestles on whole line,	4
Wooden bridges, number of, 3; aggregate length,	150 feet.

Stone bridges, number of, 1; aggregate length,	50 feet.
Iron bridges, number of,	None.
Wooden trestles, number of,	None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality?	None.
Number of crossings of highways at grade in this Commonwealth,	No record.
Number of crossings of highways over railroad,	No record.
Number of crossings of highways under railroad,	No record.

"The road is now leased to the Philadelphia and Reading Railroad Company, for a term of 999 years, from December 1, 1870, at an annual rent of \$14,478, being 12 per cent. on the capital stock, of 2,413 shares, at a par value of \$50 per share, payable quarterly; together with a yearly payment of \$2,000, for the purpose of maintaining the corporate organization of the company.

"All questions, unanswered in this report, will be returned by the lessees."

Stations.

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 roadway, in Pennsylvania,	\$15,505 98
Number of tunnels,	None.

How is track laid, and on what foundation? Slag ballast and cross-ties, two feet apart.

General Balance Sheet, January 1, 1878.

DR.			
To lots on which depot and station-houses stand,	\$4,632	45	
To depot building,	8,592	49	
To station-houses,	2,281	04	
To road account,	105,144	02	
To cash,	237	00	
	\$120,887	00	
CR.			
By capital stock,	\$120,650	00	
By dividends, (unpaid,)	237	00	
	\$120,887	00	

Stock and Dividends.

Number and per cent. of dividends: Four dividends, 3 per cent. each=12 per cent.; payable March 4, June 4, September 4, and December 4, 1877,	\$14,478 00
Amount paid in dividends,	14,412 00

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

Personally appeared before me, Coffin Colket, president, and William W. Stephens, treasurer of the Chestnut Hill Railroad Company, who being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*

WM. W. STEPHENS, *Treasurer.*

Affirmed and subscribed before me, this 9th day of January, A. D. 1878.

W. W. DOUGHERTY, *Notary Public.*

CLEVELAND AND PITTSBURGH.

Officers.

NAMES.		Residence.	Salary.
J. N. McCullough,	President,	Pittsburgh, Pa., . .	\$5,000 00
Geo. A. Ingersoll,	Secretary,	Cleveland, Ohio, . .	1,000 00
	Treasurer,		

General offices at Cleveland, O.

Names of Directors.

Residences.

J. N. McCullough,	Pittsburgh, Pa.
B. F. Jones,	Pittsburgh, Pa.
Thomas A. Scott,	Philadelphia, Pa.
August Belmont,	New York.
S. J. Tilden,	New York.
Charles Lanier,	New York.
George W. Cass,	New York.
Francis T. Walker,	New York.
R. R. Springer,	Cincinnati, O.
J. V. Painter,	Cleveland, O.
James F. Clark,	Cleveland, O.
R. P. Ranney,	Cleveland, O.

Capital Stock.

Capital stock authorized by law,	\$11,253,500	00
Capital stock, amount subscribed,	11,243,757	82
Capital stock, paid in by last report,	11,232,150	00
Capital stock, total amount now paid in,	11,232,450	00
Capital stock, number of shares issued, 224,649		
Capital stock, amount paid in on each share,		50 00
Capital stock, par value of each share,		50 00
Capital stock, average market value during the year,		40 00

Debt.

Funded Debt.		
Second and third mortgage bonds, (past due, redemption provided for,) amount,	\$5,500	00
Fourth mortgage bonds, (due January 1, 1892, bear interest at 6 per cent., which is payable January 1, and July 1,) amount,	1,096,000	00
Fourth mortgage bond scrip,	8,843	63
Consolidated mortgage bonds of 1900, (due November 1, 1900, bear interest at 7 per cent., which is payable May 1, and Nov. 1,) amount,	2,681,000	00
Construction and equipment bonds, (due January 1, 1913, bear interest at 7 per cent., which is payable January 1, and July 1,) amount,	1,313,000	00
Total amount now of funded debt,	\$5,104,343	63
Floating Debt.		
Total amount now of floating and funded debt,	\$5,104,343	63
Funded debt as per last report,	5,137,500	00
Total cash realized from capital stock and debt,	\$16,336,793	63

Cost.

Total cost of entire road to date,	\$12,937,529	18
Average of same per mile of road laid,	65,012	71
Proportion of same for Pennsylvania,	975,190	65
Total cost of entire equipment,	3,551,151	90
Average cost of equipment per mile of road operated by company,	17,844	98
Proportion of same for Pennsylvania,	267,674	70
Cost of road and equipment per mile,	82,857	69
Proportion of same for Pennsylvania,	1,242,865	35

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Cleveland to Rochester, Pa., and Yellow Creek to Bel Air, O.,	167	15
Length of single main track,	164	15
Length of double main track,	3	
Branches.		
Tuscarawas branch from Bayard O., to } Length of branch,	32	
New Philadelphia, O., } Length of single track,	32	
Aggregate length of main line, branches,	199	15
Aggregate length of sidings, and other track not above enumerated,	82	8 ⁰⁰ / ₁₀₀
Aggregate of main line, branches, sidings, and other track,	281	23 ⁸⁰ / ₁₀₀

Gauge.

What is the gauge of your lines? 4 feet 10 inches

Track.

Miles of iron rail in use, 215¹/₂
 Miles of steel rail in use, 65¹/₂
 Weight of rail per yard, { Iron, 60 lbs.
 { Steel, 60 lbs.

See lessee report.

General Balance Sheet, November 30, 1877.

DR.			
Construction,	\$12,837,529	18	
Equipment,	3,375,744	31	
Machinery and tools,	102,024	14	
Personal property,	50,112	97	
Telegraph line,	23,270	48	
Total road and equipment,			\$16,488,681 08
Cash in treasurer's hands,			54,513 22
Cash at New York agency,			217,798 19
U. S. securities in sinking fund account,			56,234 22
Mason and Cleveland railroad stock,			62,500 00
Mortgage bonds of 1900, in reserve,			20,000 00
Bills receivable,			83,700 00
Due from personal accounts,			139,166 99
Materials, account Pennsylvania R. R. Co., lessee,			261,210 66
			<u>\$17,383,804 36</u>

CR.			
Capital Stock.			
Old issues outstanding,	\$19,800	00	
Guaranteed outstanding,	11,212,650	00	
Scrip issues outstanding,	11,907	82	
Total capital,			\$11,243,757 83
Funded Debt.			
Second mortgage bonds,	\$500	00	
Third mortgage bonds,	5,000	00	
Fourth mortgage bonds,	\$1,096,000	00	
Fourth mortgage scrip issues,	8,843	63	
Mortgage bonds of 1900,	\$2,840,500	00	
Less bonds in sinking fund,	159,500	00	
Construction and equipment bonds,	\$1,360,000	00	
Less bonds in sinking fund,	47,000	00	
Total funded debt,			5,104,343 63
Due and unpaid on dividends and coupons,			230,844 39
Due to railroads and individuals,			142,754 87
Balance of old income account,			379,045 74
Balance of guaranteed income account,			283,057 91
			\$17,383,804 36

Stock and Dividends.

Amount of common stock now outstanding, 224,649 shares, \$11,232,450 00
 Amount of stock issued as stock dividends, and dates of issue, None.

Rate and date of all cash dividends on stock of original and consolidated companies: 7 per cent. on \$11,212,450, and 10 per cent. on \$19,850, payable March, 1, 1877; 7 per cent. on \$11,212,600, and 10 per cent. on \$19,800, payable June 1, 1877; 7 per cent. on \$11,212,600, and 10 per cent. on \$19,800, payable September 1, 1877; 7 per cent. on \$11,212,650, and 10 per cent. on \$19,800, payable December 1, 1877.

Number and per cent. of dividends, 4 @ 7 and 10 per cent.		
Amount paid in dividends,	\$786,927	53
Paid to sinking fund,	63,824	00

Accidents to Persons.

See lessee report.

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

Personally appeared before me, J. N. McCullough, president of the Cleveland and Pittsburgh Railroad Company, who being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of his knowledge and belief.

(Signed)

J. N. McCULLOUGH, *President.*

G. A. INGERSOLL, *Treasurer.*

Sworn and subscribed before me this 14th day of February, A. D. 1877 .

FRANK SEMPLE, *Notary Public.*

STATE OF OHIO, }
 County of Cuyahoga, } ss:

Personally appeared before me, Geo. A. Ingersoll, treasurer of the Cleveland and Pittsburgh Railroad Company, who acknowledges the above statement and signature.

Sworn and subscribed before me this 13th day of Feb., A. D. 1878.

L. P. CARR, *Notary Public.*

CONNOQUENESSING.

PITTSBURGH, Feb. 15, 1878.

Hon. Wm. McCANDLESS,

Secretary of Internal Affairs, Harrisburg, Pa.:

DEAR SIR: I presume it will not be necessary to make a formal report for the Connoquenessing Railroad Co., as nothing has been done on the road since procuring the charter. Should a report, however, be required, please advise me, and I will at once attend to the matter.

Yours respectfully,

JOSHUA RHODES.

Per L.

CORNING, COWANESQUE AND ANTRIM.

Officers.

NAMES.		Residence.	Salary.
George J. Magee,	President,	Watkins, N. Y.,	\$000 00
Daniel Beach,	Secretary,	Watkins, N. Y.,	000 00
	Treasurer,		

General offices at Watkins, N. Y.

<i>Names of Directors.</i>	<i>Residences.</i>
George J. Magee,	Watkins, N. Y.
John Lang,	Watkins, N. Y.
Daniel Beach,	Watkins, N. Y.
Samuel S. Ellsworth,	Penn Yan, N. Y.
Daniel C. Howell,	Bath, N. Y.
Alfred L. Edwards,	New York City.
Henry Sherwood,	Wellsboro', Pa.

Capital Stock.

Capital stock authorized by law,	\$2,000,000 00
Capital stock authorized by votes of company,	2,000,000 00
Capital stock, amount subscribed, (including purchase Cowanesque Valley Branch,)	1,900,000 00
Capital stock, paid in by last report,	1,900,000 00
Capital stock, total amount now paid in,	1,900,000 00
Capital stock, number of shares issued: 38,000.	
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year: None in market.	

Debt.

Funded Debt.		
First mortgage bonds, (due July 1, 1885, bear interest at 7 per cent., which is payable January 1 and July 1, each year,) amount,		\$500,000 00
Total amount now of funded debt,		\$500,000 00
Floating Debt.		
Unfunded debt, incurred for construction and equipment, in process of completion, or purchase of property,	\$121,449 99	
The amount now of floating debt,		\$121,449 99
Total amount now of floating and funded debt,		\$621,449 99
Funded debt as per last report,	500,000 00	

Cost.

Total cost of entire road to date, except for cost not yet fully adjusted,	\$1,900,000	00
Average of same per mile of road laid,	29,687	50
Proportion of same for Pennsylvania, (proportion fixed in consolidation of the two roads, one in each State, forming the road,)	1,300,000	00
Total cost of entire equipment,	500,000	00
Equipment used by lessees, who furnish all additional equipment.		

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Corning, N. Y., to Antrim, Pa.,	53	37 ³⁵ / ₁₀₀
Length of single main track,	53	37 ³⁵ / ₁₀₀
Branches.		
Cowanisque Valley Branch, from Lawrenceville to Elkland,	11	11
Aggregate length of main line and branches,	64	48 ⁴⁵ / ₁₀₀
Aggregate length of sidings and other track not above enumerated,	8 ¹¹ / ₁₀₀	
Aggregate length of main line, branches, leased roads, sidings, and other track,	72 ¹¹ / ₁₀₀	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches, main line; 6 feet C. V. Branch, and third rail 6 feet gauge additional in New York State.

Track.

Miles of iron rail in use,	54
Miles of steel rail in use,	10
Weight of rail per yard, { Iron,	59 and 62 lbs.
{ Steel,	59 and 62 lbs.

Bridges and Trestles erected in Pennsylvania.

Wooden bridges, number of, 6; aggregate length,	568 feet.
Iron bridges, number of, 2; aggregate length,	264 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality?	None.
What railroads cross your road, either over or under your grade, in this Commonwealth, and where?	None.

Stations.

Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	\$41,233 71
Number of tunnels,	None.
How is track laid and on what foundation? Hard wood and hemlock ties, on road bed of gravel. Rail joints are fish plates.	

Equipment.

Reported by Fall Brook Coal Company, lessee.

General Balance Sheet, January 1, 1878.

DR.			
Corning, Cowanesque and Antrim railway,		\$1,963,458	14
Daniel Beach, treasurer,		20,013	81
Dividends,		551,250	00
Expenses,		625	55
Rolling stock,		500,000	00
Fall Brook Coal Company,		121,449	99
		\$3,156,798	49
CR.			
Capital stock,		\$1,900,000	00
Railway lease,		635,250	00
Interest,		98	50
Corning, Cowanesque and Antrim railway gold bonds,		500,000	00
Bills payable,		121,449	99
		\$3,156,798	49

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: \$500,000 preferred stock in New York on account of Blossburg and Corning railroad, consolidated.

Amount of common stock now outstanding: \$1,400,000.

Number and per cent. of dividends: One dividend; 6 and 7 per cent.; \$119,000.

Accidents to Persons.

Reported by Fall Brook Coal Company, lessees.

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

Personally appeared before me George J. Magee, president, and Daniel Beach, treasurer of the Corning, Cowanesque and Antrim Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

GEORGE J. MAGEE, *President.*

DANIEL BEACH; *Treasurer.*

Sworn and subscribed before me, this thirty-first day of January, A. D. 1878.

L. B. ROBINSON, *Notary Public,*
Schuyler county, N. Y.

FALL BROOK COAL COMPANY, Lessees.

Officers.

NAMES.		Residence.	Salary.
George J. Magee,	President,		None.
John Lang,	Secretary and Treasurer,		None.

General office of Fall Brook Coal Company at Watkins, Schuyler co., New York.

Names of Directors.

Residences.

Reported by Corning, Cowanesque and Antrim Railway Company.

Capital Stock.

Reported by Corning, Cowanesque and Antrim Railway Company.

Reported by Corning, Cowanesque and Antrim Railway Company.

Cost.

Reported by Corning, Cowanesque and Antrim Railway Company.

Characteristics of Road.

Equipment.	Number.	Av. value of each.	
Number of locomotives of more than 40 tons weight,	3	\$8,000	00
Number of locomotives of more than 30 tons weight,	12	7,000	00
Number of locomotives of more than 20 tons weight,	3	6,000	00
Number of first class passenger cars,	4	3,500	00
Number of second class passenger cars,	2	2,500	00
Number of freight cars: House cars, 26; trucks, 74; total,	100	400	00
Number of coal, ore, and stone cars—dumps, four-wheeled,	561	200	00
Number of caboose cars,	10	350	00

What kind of train brake is in use on your road? Common hand-brake.

Average number of cars in passenger trains, including baggage cars, 2

Average number of cars in freight trains, 30 8-wheeled.

Average weight of passenger trains, including locomotive and tender, in working order, 70 tons.

Average weight of freight trains, including locomotive and tender, in working order, 350 tons.

Employees in Railroad Department.

Average number of persons regularly employed by company, including officials, 218

Same in Pennsylvania, 62

For further characteristics see report of Corning, Cowanesque and Antrim Railway Company.

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	93,600
Number of miles run by freight trains,	158,102
Number of miles run by coal trains,	
Number of through passengers for the year on main road, Corning to Antrim,	1,270
Number of passengers (all classes) carried in cars, . . .	57,216
Number of passengers carried one mile,	845,445
Number of passengers carried one mile in Pennsylvania, .	560,200
Number of tons (of 2,000 pounds) of through freight for the year on main road,	156,301
Number of tons of freight carried one mile,	11,437,430
Number of tons of freight carried one mile in Pennsylv- ania,	9,525,210
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	422,609
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	23
Average rate of speed adopted by express trains, includ- ing stops, (miles per hour,)	28
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in cars.

January, 1877,	3,811	July, 1877,	5,415
February, 1877,	3,764	August, 1877,	5,343
March, 1877,	4,323	September, 1877,	5,258
April, 1877,	4,547	October, 1877,	5,108
May, 1877,	4,874	November, 1877,	5,075
June, 1877,	4,813	December, 1877,	4,890

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	972	Stone and lime,	627
Bituminous coal,	375,292	Agricultural products,	11,472
Pig iron,	818	Merchandise and manufactures,	9,497
Railroad iron,		Live stock,	40
Other iron or castings,		Lumber,	21,473
Iron and other ores,		Other articles,	2,919

The Rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers,	3 cents.
For first-class way passengers,	3½ cents.

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,	1½ cents.
For local freight per ton per mile,	8 cents.
For local coal per ton per mile,	3 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1877,			\$1,911 80
February, 1877,			1,837 23
March, 1877,			2,048 36
April, 1877,			2,236 39
May, 1877,			2,331 90
June, 1877,			2,339 24
July, 1877,			2,446 20
August, 1877,			2,639 66
September, 1877,			2,694 45
October, 1877,			2,542 53
November, 1877,			2,412 15
December, 1877,			2,723 09
Total,			\$28,163 00

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1877,			\$11,015 89
February, 1877,			15,112 68
March, 1877,			14,195 46
April, 1877,			11,282 26
May, 1877,			25,902 88
June, 1877,			24,814 75
July, 1877,			24,810 65
August, 1877,			31,533 80
September, 1877,			25,867 33
October, 1877,			27,685 08
November, 1877,			24,320 21
December, 1877,			21,945 42
Total,			\$258,486 36

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
January, 1877,			\$435	10	\$1	00	\$436 10
February, 1877,	\$918	79	98	09			1,011 88
March, 1877,	72	16	109	58	2,700	99	2,882 73
April, 1877,	942	08	153	26	94	70	1,190 04
May, 1877,			427	20	227	10	654 30
June, 1877,	108	15	567	57	404	05	1,079 77
July, 1877,	906	10	510	23			1,416 33
August, 1877,			446	59	303	95	750 54
September, 1877,			479	45	39	84	519 29
October, 1877,	75	06	501	27	479	83	1,056 16
November, 1877,	46	57	423	06	4,396	15	4,868 78
December, 1877,	207	03	330	75	9,224	27	9,762 06
Total,	\$3,270	94	\$4,485	15	\$17,371	88	\$25,627 97
Total passenger earnings for the year,							\$28,163 00
Total freight earnings for the year,							258,486 36
Total earnings from all other sources,							25,627 97
Total earnings for the year,							\$312,277 33
Total receipts from all sources on whole length of line,							\$312,277 33
Proportion of earnings in Pennsylvania to earnings of whole line,							145,981 62

Expenditures Charged to Cost of Road and Equipment during the Year.

New locomotives, number of, 1,	\$6,500 00
New mail and baggage cars, number of, 1 mail car,	2,600 00
New freight cars, number of, 10 8-wheeled cars,	4,600 00
Total,	\$13,700 00

Expenditures for Operating During Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$42,846 15
New iron rails, number of tons, 109	3,230 00
New steel rails, number of tons, 93	3,649 63
Repairs of bridges,	1,050 25
Repairs of fences,	950 45
All other expenses for maintenance of way, altering gauge of road from 6 feet to 4 feet 8½ inches,	8,286 57
Total for maintenance of way,	\$60,013 05
Cost per mile of road kept in repair,	\$845 25
Proportion for Pennsylvania,	46,488 75

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$21,804	00
Repairs of machinery,	2,656	87
Repairs of passenger, baggage, and mail cars,	2,856	20
Repairs of freight cars,	17,504	25
Total for maintenance of motive power and cars,	\$44,321	82
Cost per mile of road operated,	\$624	22
Proportion for Pennsylvania,	84,833	75

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$4,528	52
Salaries, wages, and incidentals chargeable to freight department,	39,145	57
Wages of switchmen, signal-men, and watchmen,	1,812	10
Fuel—number of cords of wood, 325; cost,	975	00
Fuel—number of tons of coal, 7,356; cost,	16,551	14
Oil and waste,	2,214	08
Damages for injuries to persons,	100	00
Damages for cattle killed or injured,	105	00
Damages for loss of goods and baggage,	16	08
Taxes,	13,858	94
Telegraph expenses,	3,672	03
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	4,904	17
Total miscellaneous,	\$87,682	53
Amount per mile of road operated,	\$1,234	97
Proportion for Pennsylvania,	67,923	85
Total expenditures for operating the road,	192,016	90
Expenses per mile of the road operated,	2,704	47
Expenses per mile of single track operated, not including sidings,	2,704	47
Expenses per train mile,		76.48
Proportion for Pennsylvania, $\frac{1}{4}$ of total,	148,745	85

Earnings.

Passenger transportation, local,	} Total,	\$28,168	00
Passenger transportation, through,			
Freight transportation, local,	} Total,	258,486	86
Freight transportation, through,			
Mail service,		3,270	94
Express service,		4,485	15
Rents,		4,895	15
All other sources of income,		13,476	73
Total,		\$312,277	33
Operating Expenses.			
Maintenance of way and buildings,	\$60,118	05	
Maintenance of motive power and cars,	44,321	82	
Miscellaneous,	87,682	53	
Total operating expenses, being 81$\frac{1}{4}$ per cent. of earnings,		\$192,016	90
Net earnings,		\$120,260	43
Earnings per mile of road operated,		\$4,398	27
Expenses per mile of road operated,		2,704	46
Net earnings,		1,693	81

The foregoing figures embrace the cost of maintaining and operating the Fall Brook Branch and the Cowanesque Valley Branch, also the receipts from the same, together with amount received for motive power and wheelage on coal run over the Erie and Northern Central railway, from Corning to Watkins.

General Balance Sheet, January 1, 1878.

Reported by C. C. & A. Railway Company.

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? United States Express Company. Pay first-class rates of freight to all points on road on freight transported for them.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? They employ a messenger on trains, and freights taken at depots on line of road.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Does your Company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? None.

Is any officer, agent, or employé of your Company interested in any contract for the furnishing of material or supplies for the Company? None.

What running arrangements have you with other railroad companies? What are the details of the contract? Have reciprocal arrangements with Tioga railroad by which passenger and freight trains are run, and coal trains at a stated sum per ton per mile for trackage.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None run on road.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$3,404 30 per annum, being \$54 per mile on main line, and \$46 80 per mile on Cowanesque Valley Branch.

Stock and Dividends.

Reported by C. C. & A. Railway Company.

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	2			1	2
Employes,	2				2	
Others,						
Total,	3				3	

Statement of each Accident.

February 15. L. J. Stothoff, station agent at Antrim, fell off lumber car, while switching near the station, car running over him. Died in a few hours; age, 25 years.

April 17. Daniel Bostwick, killed by train backing up at Lawrenceville station. No blame attached to employes of company; age, 75 years.

November 13. Edgar Traver, killed by cars breaking through coal trestle at Corning. Was riding on cars attached to switch engine; age, 20 years.

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

Personally appeared before me, George J. Magee, president, and John Lang, treasurer of the Fall Brook Coal Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

GEO. J. MAGEE, *President.*

JOHN LANG, *Treasurer.*

Sworn and subscribed before me, this 28th day of January, A. D. 1878.

J. H. LANG, *Commis'r for Penn'a.*

COLEBROOKDALE.

Officers.

NAMES.		Residence.	Salary.
Joseph L. Bailey, . . .	President, . . .	Pine Iron Works, Berks Co., Pa.,	Nothing.
Howard Hancock, . . .	Secretary, . . .	Philadelphia,	\$162 00
John Welch,	Treasurer, . . .	Philadelphia,	202 50

*Names of Directors.**Residences.*

D. B. Boyer,	Boyertown, Berks county.
John C. Smith,	Pottstown, Montgomery county.
David J. Brown,	Philadelphia.
J. Lowrie Bell,	Philadelphia.
William A. Church,	Philadelphia.
I. V. Williamson,	Philadelphia.

Capital Stock.

Capital stock authorized by law, (with power to increase to \$500,000,)	\$50,000	00
Capital stock, amount subscribed,	50,000	00
Capital stock, paid in by last report,	47,215	00
Capital stock, total amount now paid in,	47,215	00
Capital stock, number of shares issued, full paid, 922		
Capital stock, amount paid in on each share issued,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	No sales.	

Debt.

Funded Debt.		
First mortgage bonds, (due June 1, 1898, bear interest at 6 per cent., which is payable June and December,) amount,	\$800,000	00
Total amount now of funded debt,	\$800,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	} \$252,260	55
Debt incurred for any other purpose, and for what,		
The amount now of floating debt,	252,260	55
Total amount now of floating and funded debt,	852,260	55
Funded debt as per last report	\$800,000	00
Floating debt as per last report,	252,260	55

Cost.

Total cost of entire road to date,	\$667,471	27
Average of same per mile of track laid, 14.9 miles, including sidings,	44,796	73
Average of same per mile of road laid, 12.8 miles,	52,146	19
Proportion of same for Pennsylvania,	Same.	

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line laid from Pottstown to Barto,	12.8	
Length of single main track,	12.8	
Length of double main track,	None.	
Aggregate length of main line and branches, (all in Pennsylvania),	12.8	
Aggregate length of sidings, and other track not above enumerated,	2.1	
Aggregate length of main line, branches, leased roads, sidings and other track,	14.9	

Gauge.

What is the gauge of your lines? 4 feet 8 $\frac{1}{2}$ inches.

Track.

Miles of iron rail in use, (that is miles of track,) 14.9

Miles of steel rail in use, None.

Weight of rail per yard, { Iron, 56 lbs.
Steel, None.

What is the relative durability, practicability of use and value as used on your road? No comparison, iron alone is used.

Wooden bridges, number of, 2; aggregate length, 160 feet.

Iron bridges, number of, 1; aggregate length, 25 feet.

Wooden trestles, 11; aggregate length, 2,206 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Number of crossings of highways, at grade, in this Commonwealth, 14

Number of crossings of highways, over railroad, 1

Number of crossings of highways, under railroad, 11

Number of crossings at which gates or flagmen are maintained, 1

Number of crossings at grade, at which there are neither gates nor flagmen, 13

Stations.

Number of stations on main road, passenger and freight, 9

Number of wood and water stations on main road, 1

Value of real estate held by the company, exclusive of road way in Pennsylvania, \$14,108 07

Number of tunnels: None.

How is track laid, and on what foundation? Wooden cross ties; broken stone ballast.

Equipment.

Furnished by Philadelphia and Reading Railroad Company, lessees.

Doings of the Year.

Included in report made by Philadelphia and Reading Railroad Company, lessees.

Monthly Earnings for the Year, lease account.

From Transportation of Passengers, lease account.

MONTHS.	Through,	Local.	Total.
December, 1876,	\$207 39
January, 1877,	180 58
February, 1877,	186 06
March, 1877,	226 54
April, 1877,	234 67
May, 1877,	221 46
June, 1877,	200 39
July, 1877,	197 09
August, 1877,	349 43
September, 1877,	231 92
October, 1877,	215 96
November, 1877,	184 48
Total,			\$2,636 47

From Transportation of Freight, lease account.

MONTHS.	Through.	Local.	Total.
December, 1876,	\$352 81
January, 1877,	296 86
February, 1877,	347 21
March, 1877,	384 54
April, 1877,	501 18
May, 1877,	433 08
June, 1877,	331 50
July, 1877,	240 37
August, 1877,	382 55
September, 1877,	333 85
October, 1877,	333 07
November, 1877,	315 12
			\$4,302 09

From all Other Sources, lease account.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1876,	\$13	05			\$451	86	\$464	91
January, 1877,	13	05			38	01	51	06
February, 1877,	13	05			39	45	52	50
March, 1877,	13	05			49	68	62	73
April, 1877,					41	54	41	54
May, 1877,	11	74			40	39	52	13
June, 1877,	11	75			446	34	458	09
July, 1877,	11	74			31	72	43	46
August, 1877,	11	75			34	24	45	99
September, 1877,	11	74			43	65	55	39
October, 1877,	23	49			36	72	60	21
November, 1877,	14	68			33	63	48	31
	\$149	09			\$1,287	23	\$1,436	32
Total passenger earnings for the year, lease account,							\$2,636	47
Total freight earnings for the year, lease account,							4,302	09
Total earnings from all other sources, lease account,							1,436	32
Total earning for the year, lease account,							\$8,374	88

Expenditures Charged to Cost of Road and Equipment during the year.

Land or land damages: \$377 25.

Expenditures for Operating during the Year.

Operating expenses paid by Philadelphia and Reading Railroad Company, lessees.

Earnings, lease account.

Passenger transportation, local and through,	\$2,636	47
Freight transportation, local and through,	4,302	09
Mail service,	149	09
All other sources of income,	1,287	23
Total,	\$8,374	88

Expenses of Corporation.

Contingent account,	\$378	86
State tax, capital stock,	27	66

General Balance Sheet, November 30, 1877.

DR.			
Railroad,	\$616,548	18	
Land damages,	3,864	25	
Real estate,	14,108	07	
Depots and offices,	32,950	82	
Cash,	2,438	49	
Mortgage bonds,	13,300	00	
Profit and loss, income account,	234,478	79	
	\$917,688	55	

CR.			
Capital stock,		\$47,215	00
First mortgage bonds,		600,000	00
Unfunded debt,		252,280	55
Coupons unpaid,		213	00
Coupons due December 1, 1877,		18,000	00
		\$917,688	55

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding: \$47,215.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

All returns not here given will be included in the report of the Philadelphia and Reading Railroad Company, lessee.

Date of lease, January 1, 1870, for twenty (20) years.

Terms of Lease.—Philadelphia and Reading Railroad Company to pay all expenses of operating, and to this company thirty per cent. of the gross receipts, as rental.

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

Personally appeared before me, Joseph L. Bailey, president, and John Welch, treasurer of the Colebrookdale Railroad Company, who being duly sworn or affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

JOSEPH L. BAILEY, *President.*

JOHN WELCH, *Treasurer.*

Sworn or affirmed and subscribed before me, this fifteenth day of March, A. D. 1878.

J. Y. HUMPHREY, *Notary Public.*

CORNWALL.

Officers.

NAMES.		Residence.	Salary.	
A. Wilhelm,	President,	Cornwall, Pa.,	\$500	00
	Vice President,	None,		
	Vice President,	None,		
	Vice President,	None,		
	Vice President,	None,		
J. W. Mish,	Secretary,	Lebanon, Pa.,	500	00
D. S. Hammond,	Treasurer,	Do.,	1,200	00
	General Solicitor,	None,		
	Chief Engineer,	None,		
	General Manager,	None,		
	General Superintendent,	None,		
	Division Superintendent,	None,		
	Division Superintendent,	None,		
	Division Superintendent,	None,		
	Division Superintendent,	None,		

General office at Lebanon, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Samuel Small,	York, Pa.
J. W. Mish,	Lebanon, Pa.
W. C. Freeman,	Cornwall, Pa.
A. Wilhelm,	Cornwall, Pa.
D. S. Hammond,	Lebanon, Pa.

Capital Stock.

Capital stock authorized by law,	\$300,000	00
Capital stock authorized by votes of company,	6,000	00
Capital stock, amount subscribed,	300,000	00
Capital stock paid in by last report,	300,000	00
Capital stock, total amount now paid in,	300,000	00
Capital stock, number of shares issued,	6,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	None sold.	

Debt.

Funded Debt.

None.

Floating Debt.

None.

Cost.

Total cost of entire road to date,	\$351,568	00
Average of same per mile of road laid,	43,946	00
Proportion of same for Pennsylvania,	All.	
Total cost of entire equipment,	82,111	84
Average cost of equipment per mile of road operated by company,	10,263	98
Proportion of same for Pennsylvania,	All.	
Cost of road and equipment per mile,	54,209	98
Proportion of same for Pennsylvania,	All.	

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Cornwall to Union canal, at New Lebanon,	7.47	All.
Length of single main track,	7.100	All.
Length of double main track,	None.	
Branches.		
Union canal branch, from main line to Union canal,	5.02	
North Cornwall Furnace branch, from main line to N. C. Furnace,	3.100	
Cornwall Anthracite branch, from main line to C. A. Furnaces,	3.100	
Bird Coleman Furnace branch, from main line to B. C. Furnace,	3.100	
Leased Roads.		
Length of road,	None.	
Aggregate length of main line and branches,	9.100	
Aggregate length of leased roads,	None.	
Aggregate length of sidings and other track not above enumerated,	3.100	
Aggregate length of main line, branches, sidings, and other track,	12.100	
Length of track laid, if not completed,	None.	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches

Track.

Miles of iron rail in use,	101.111
Miles of steel rail in use,	21.111
Weight of rail per yard, { Iron,	64 and 68
{ Steel,	56, 59 and 60

What is the relative durability, practicability of use, and value, as used on your road? Will relay with steel rails as fast as the iron rails wear out.

Bridges and Trestles erected in Pennsylvania during the year.

LOCATION.	Kind.	Whether in wood, stone, or iron.	Length in feet.	When completed.
On main line,	Arch.	Stone,	10	August.

Number of bridges and trestles on whole line,	19
Wooden bridges, number of, seven (7); aggregate length,	126½ feet.
Stone and brick bridges, number of, seven (7); aggregate length,	57 feet.
Iron bridges, number of, five (5); aggregate length,	109 feet.
Wooden trestles,	None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Reading or Lebanon Valley railroad, at Lebanon.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Number of crossings of highways, at grade, in this Commonwealth,	16
Number of crossings of highways, over railroad,	2
Number of crossings of highways, under railroad,	3
Number of crossings at which gates or flagmen are maintained,	None.
Number of crossings at which there are neither gates nor flagmen,	All.

What regulations govern your employés in regard to these crossings? Rule 3. The engine bell must be rung, or the whistle sounded, at a distance of not less than fifty (50) rods from and when approaching all road crossings, unless there be a municipal regulation to the contrary. This precaution must be continued until such crossing shall have been passed. And the same precaution must be used by the conductor or brakeman, by sounding a horn on the front car of each section of the train, when detached from the engine and approaching any crossing; and any employé of the company violating this rule, will be held responsible for all damages the company may sustain from his or their carelessness.

Rule 5. No train or cars will be allowed to stand on any public road or street crossing. But ten minutes will be allowed to occupy private road crossings, when the same becomes necessary; and any of the employés of the company violating this rule will be held responsible for all loss or damage the company may sustain in consequence of such violation.

Stations.

Number of stations on main road: Passenger, none; freight,	12
Number of stations on branches: Passenger, none; freight,	3
Number of stations on leased roads: Passenger, none; freight,	None.
Number of wood and water stations on main road,	2
Number of wood and water stations on branches,	None.
Number of wood and water stations on leased roads,	None

Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$600 00
 Number of tunnels, none; aggregate length, None.
 How is track laid and on what foundation? Broken limestone and furnace cinder.

Equipment.	Number.	Average cost of each
Number of locomotives of more than forty tons weight,	2	\$17,000 00
Number of locomotives of more than thirty tons weight,	1	6,500 00
Number of locomotives of more than twenty tons weight,	None.	
Number of locomotives of more than ten tons weight,	None.	
Number of first-class passenger cars,	None.	
Number of second class passenger cars,	None.	
Number of baggage, mail, and express cars,	None.	
Number of freight cars: House cars, (average cost, \$275,) 1; trucks, (average cost, \$275,) 14; total,	15	
Number of coal, ore, and stone cars,	152	250 00
Number of cabooses cars,	None.	

What kind of train brake is in use on your road? . . . Fulcrum lever.
 Average number of cars in passenger trains, including baggage cars, None.
 Average number of cars in freight trains, 70
 Average weight of passenger trains, including locomotive and tender, in working order, None.
 Average weight of freight trains, including locomotive and tender, in working order, 210 tons.

Employees.

Average number of persons regulary employed by company, including officials, 28
 Same in Pennsylvania, All.

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains, None.
 Number of miles run by freight trains, 18,149
 Number of miles run by coal trains, None.
 Number of through passengers for the year on main road, None.
 Number of passengers (all classes) carried in cars, None.
 Number of passengers carried one mile, None.
 Number of passengers carried one mile in Pennsylvania, None.
 Number of tons of 2,000 pounds of through freight for the year on main road, 281,866²¹¹/₁₀₀₀
 Number of tons of freight carried one mile, 128,739¹⁴⁸/₁₀₀₀
 Number of tons of freight carried one mile in Pennsylvania, 128,739¹⁴⁸/₁₀₀₀
 Gross amount of tonnage for the year (2,000 lbs. per ton,) 410,605¹⁶¹/₁₀₀₀

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour)	None.
Average rate of speed adopted by express trains, including stops, (miles per hour,)	None.
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

None.

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	107,122½	Stone and lime,	23,189½
Bituminous coal,	In other articles.	Agricultural products,	In other articles.
Petroleum and other oils,	In other articles.	Merchandise and manu- factures,	In other articles.
Pig iron,	79,972½	Live stock,	In other articles.
Railroad iron,	In other articles.	Lumber,	In other articles.
Other iron or castings,	In other articles.	Other articles,	10,049½
Iron and other ores,	190,270½		

The rate per Ton of (2,000 pounds) per mile charged for Freight.

For through freight per ton per mile,	4 to 5 cents.
For through coal per ton per mile,	4 cents.
For local freight per ton per mile,	5 cents.
For local coal per ton per mile,	3 to 5 cents.

Monthly Earnings for the Year.

None.

From Transportation of Freight.

MONTHS.	Through and Local.		Total.	
January, 1877,			\$6,565	80
February, 1877,			6,043	69
March, 1877,			6,449	19
April, 1877,			6,848	82
May, 1877,			7,368	49
June, 1877,			7,475	29
July, 1877,			6,385	75
August, 1877,			7,125	85
September, 1877,			6,816	36
October, 1877,			7,150	05
November, 1877,			7,500	64
December, 1877,			8,346	26
Total,			\$84,070	69

From all other sources.

No other sources.

Total passenger earnings for the year,	None.
Total freight earnings for the year,	\$84,070 69
Total earnings from all other sources,	None.
Total earnings for the year,	\$84,070 69
Total receipts from all sources on whole length of line,	None.
Proportion of earnings in Pennsylvania to earnings of whole line,	All.

Expenditures Charged to Cost of Road and Equipment During the Year.

Land or land damages,	\$541 19
Any other expenditures chargeable to this account,	1,211 77
Total,	\$1,752 96

Expenditures for Operating During the Year.

Cost of Maintenance of Way and Buildings.

Repairs of road, exclusive of bridges and new rails,	\$12,164 06
New iron rails, number of tons,	None.
New steel rails, number of tons,	79,118 3,928 49
Repairs of bridges,	554 30
Repairs of buildings and fixtures,	21 17
Repairs of fences,	None.
All other expenses for maintenance of way,	None.
Total for maintenance of way,	\$16,668 04
Cost per mile of road kept in repair,	1,321 28
Proportion for Pennsylvania,	All.

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$3,376 68
Repairs of machinery,	None.
Repairs of passenger, baggage, and mail cars,	None.
Repairs of freight cars,	857 51
All other expenses for maintenance of motive power and cars,	2,620 62
Total for maintenance of motive power and cars,	\$6,954 81
Cost per mile of road operated,	551 97
Proportion for Pennsylvania,	All.

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	None.	
Salaries, wages, and incidentals chargeable to freight department: Included in roadway and repairs.		
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	None.	
Fuel: Number of cords of wood, . . .	None.	
Number of tons of coal, 1,063 $\frac{1}{2}$; cost, . . .	\$2,874	75
Oil and waste, . . .	435	27
Damages for injuries to persons, . . .	None.	
Damages for cattle killed or injured, . . .	None.	
Damages for loss of goods and baggage, . . .	None.	
Damages to property, including damages by fire, . . .	None.	
Taxes, . . .	2,683	31
Insurance, . . .	None.	
Telegraph expenses, . . .	None.	
Amount paid for use of palace and sleeping cars, . . .	None.	
Amount paid other corporations or individuals for use of all other cars, . . .	None.	
General salaries and office expenses, and all other expenses (except interest) not included in any of the above items. . . .	2,455	54
Total miscellaneous, . . .	\$8,448	87
Amount per mile of road operated, . . .	\$670	54
Proportion for Pennsylvania, . . .	All.	
Total expenditures for operating the road, . . .	33,824	68
Expenses per mile of the road operated, . . .	2,684	49
Expenses per mile of single track operated, not including sidings, . . .	4,509	96
Expenses per train mile, . . .	1	87
Proportion for Pennsylvania, . . .	All.	

Earnings.

Passenger transportation: Local and through, . . .	None.	
Freight transportation: Local, inc. in through; through, \$84,070 69; total, . . .	\$84,070	69
Mail service, . . .	None.	
Express service, . . .	None.	
Rents, . . .	None.	
All other sources of income, . . .	None.	
Total, . . .	\$84,070	69
Operating Expenses.		
Maintenance of way and buildings, . . .	\$18,421 00	
Maintenance of motive power and cars, . . .	6,954 81	
Miscellaneous, . . .	8,448 87	
Total operating expenses, \$33,824 68, being 40$\frac{1}{2}$ per cent. of earnings, . . .	33,824	68
Net earnings, . . .	\$50,246	01
Earnings per mile of road operated, . . .	\$11,254	44
Expenses per mile of road operated, . . .	4,528	07
Net earnings per mile of road operated, . . .	6,726	37

General Balance Sheet, January 1, 1878.

DR.		
To construction,		\$351,568 00
To equipment,		82,111 84
To ledger balances,		10,093 98
To cash on hand,		35,263 66
		\$479,037 50
CR.		
By capital stock,		\$300,000 00
By taxes due Commonwealth of Pennsylvania,		2,146 59
By ledger balances,		671 81
By toll account,		176,219 10
		\$479,037 50

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track machinery, repairs of cars, etc.? None.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? None.

Transportion Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Do they use the cars of your Company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? None.

Are any discriminations made by your Company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? None.

Does your Company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? None.

Is any officer, agent, or employé of your Company interested in any contract for the furnishing of material or supplies for the Company? None.

What running arrangements have you with other railroad companies? What are the details of the contract? None.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? None.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

What is the total amount paid by your Company to palace or sleeping car companies, to what companies, and the amount paid to each? None.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? None.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued. None issued.

Amount of common stock now outstanding, 6,000 shares.

Amount of stock issued as stock dividends, and dates of issue. None.

Rate and date of all cash dividends on stock of original and consolidated companies. January and July, each six (6) per centum.

Number and per cent. of dividends—two, each six (6) per cent., . . .	\$36,000	00
Amount paid in dividends,	36,000	00
Paid to sinking fund,	Have none.	

Accidents to Persons.

None.

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

Personally appeared before me, A. Wilhelm, president, and D. S. Hammond, treasurer of the Cornwall Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

A. WILHELM, *President.*
 D. S. HAMMOND, *Treasurer.*

Sworn and subscribed before me, this 28th day of January, A. D. 1878.
 LEWIS REHR, *Notary Public.*

CUMBERLAND VALLEY.

Officers.

NAMES.	Residence.	Salary.	
Thomas B. Kennedy,	President,	Chambersburg,	\$5,400 00
E. M. Biddle,	Secretary,	Carlisle,	2,430 00
E. M. Biddle,	Treasurer,		
O. N. Lull,	Chief Engineer,	Chambersburg,	2,700 00
J. F. Boyd,	General Superintendent,	Chambersburg,	3,240 00

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas B. Kennedy,	Chambersburg.
Frederick Watts,	Carlisle.
Thomas A. Biddle,	Philadelphia.
Thomas A. Scott,	Philadelphia.
Wistar Morris,	Philadelphia.
Josiah Bacon,	Philadelphia.
Edmund Smith,	Philadelphia.
George B. Roberts,	Philadelphia.
Strickland Kneass,	Philadelphia.
John Stewart,	Chambersburg.
Daniel O. Gehr,	Chambersburg.

Capital Stock.

Capital stock authorized by law,	\$2,110,000 00
Capital stock, amount subscribed,	1,777,850 00
Capital stock paid in by last report,	1,777,850 00
Capital stock, total amount now paid in,	1,777,850 00
Capital stock, number of shares issued,	35,557
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	70 00

Debt.

Funded Debt.	
First mortgage bonds, (due 1st April, 1904, bear interest at 8 per cent., which is payable 1st April, and 1st October,) amount,	\$161,000 00
Second mortgage bonds, (due 1st April, 1908, bear interest at 8 per cent., which is payable 1st April, and 1st October,) amount,	109,500 00
Common bonds, (due 1st January, 1884, bear interest at 6 per cent., which is payable 1st April, and 1st October,) amount,	81,800 00
Total amount now of funded debt,	\$352,300 00
Floating Debt.	
The amount now of floating debt,	None.
Total amount now of funded debt,	\$352,300 00
Funded debt as per last report,	352,300 00
Floating debt as per last report,	None.

Cost.

Total cost of entire road to date, and equipment,	\$1,887,465	85
Total cost of entire equipment: Included in cost of road,		
Cost of road and equipment per mile,	22,961	87
Proportion of same for Pennsylvania,	1,568,295	92

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Harrisburg to Potomac river,	82 ³ / ₁₀	68 ¹ / ₁₀
Length of single main track,	76 ¹ / ₁₀	62 ¹ / ₁₀
Length of double main track,	6 ¹ / ₁₀	6 ¹ / ₁₀
Leased Roads.		
Dillsburg and Mechanicsburg railroad, } Length of road,	7 ⁷ / ₁₀	7 ⁷ / ₁₀
from Dillsburg Junction to Dillsburg, } Length of single track,	7 ¹ / ₁₀	7 ¹ / ₁₀
Southern Pennsylvania railroad, from } Length of road,	23 ¹ / ₁₀	23 ¹ / ₁₀
South Pennsylvania Junction to Rich- } Length of single track,	23 ³ / ₁₀	23 ³ / ₁₀
mond ore mines, including branch to } Mercersburg, 2 ¹ / ₁₀ miles,		
Martinsburg and Potomac railroad } Length of road,	11 ¹ / ₁₀	
branch, from Potomac river to Mar- } Length of single track,	11 ¹ / ₁₀	
tinsburg, W. Va.,		
Aggregate length of main line and branches,	82 ³ / ₁₀	68 ¹ / ₁₀
Aggregate length of leased roads,	43 ¹ / ₁₀	31 ¹ / ₁₀
Aggregate length of sidings, and other track not above enumerated,	13	11 ¹ / ₁₀
Aggregate length of main line, branches, leased roads, sid- ings, and other track,	138 ¹ / ₁₀	111 ¹ / ₁₀

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 107 ³/₁₀
 Miles of steel rail in use, 38
 Weight of rail per yard, { Iron, 50 and 56 lbs.
 { Steel, 56 lbs.

Bridges and Trestles erected in Pennsylvania during the year.

None.
 Wooden bridges, number of, 2; aggregate length, 5,115 feet.
 Stone bridges, number of, 4; aggregate length, 100 feet.
 Iron bridges, number of, 3; aggregate length, 864 feet.
 Wooden trestles, number of: None on main line.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Northern Central railroad, at Bridgeport; Harrisburg and Potomac railroad, at H. and P. Junction of Dillsburg road; Western Maryland railroad, at Hagerstown, Md.
 Number of crossings of highways at grade in this Common-
 wealth, 67

Number of crossings of highways over railroad,	4
Number of crossings of highways under railroad,	7
Number of crossings at which gates or flagmen are maintained,	5
Number of crossings at which there are neither gates nor flagmen,	62
What regulations govern your employes in regard to these crossings? The usual train signals on approaching crossings.	

Stations.

Number of stations on main road: Passenger, 26; freight, 26; total,	30
Number of stations, leased roads: Passenger, 18; freight, 12; total,	18
Number of wood and water stations on main road,	8
Number of wood and water stations on leased roads,	4
Value of real estate held by the Company, exclusive of roadway, in Pennsylvania, embracing depots, shop-buildings, &c.,	\$100,000
Number of tunnels: None.	
How is track laid and on what foundation? White oak ties; stone ballast.	

Equipment.	Number.	Average cost of each
Number of locomotives of more than thirty tons weight,	3	
Number of locomotives of more than twenty tons weight,	15	
Number of locomotives of more than ten tons weight,	2	
Number of first-class passenger cars,	22	\$3,850 00
Number of second-class passenger cars,	3	2,000 00
Number of baggage, mail, and express cars,	6	1,500 00
Number of freight cars: House cars, (average cost, \$700,) 140; stock cars, (average cost, \$700,) 22; trucks, (average cost, \$550,) 60; total,	222	
Number of coal, ore, and stone cars,	58	475 00
Number of caboose cars,	3	350 00

What kind of train brake is in use on your road? Westing-house air-brake, on passenger equipment.	
Average number of cars in passenger trains, including baggage cars,	3 ² / ₇
Average number of cars in freight trains,	14
Average weight of passenger trains, including locomotive and tender, in working order,	70 tons.
Average weight of freight trains, including locomotive and tender, in working order,	240 tons.

Employees.

Average number of persons regularly employed by Company, including officials,	280
Same in Pennsylvania,	260

Doings of the Year.

Transportation and Total Miles run.

Number of miles run by passenger trains on main line and leased roads,	191,699
Number of miles run by freight trains on main line and leased roads,	148,611
Number of through passengers for the year on main road,	12,673
Number of passengers (all classes) carried in cars,	349,141
Number of passengers carried one mile,	5,896,562
Number of passengers carried one mile in Pennsylvania,	5,329,876
Number of tons of 2,000 pounds of through freight for the year on main road,	5,157
Number of tons of freight carried one mile,	11,062,944
Number of tons of freight carried one mile in Pennsylvania,	10,846,424
Gross amount of tonnage for the year, (2,000 pounds per ton,)	320,510
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, (miles per hour,)	24
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

October, 1876,	35,849	April, 1877,	23,459
November, 1876,	29,244	May, 1877,	22,241
December, 1876,	20,879	June, 1877,	24,890
January, 1877,	18,664	July, 1877,	34,238
February, 1877,	19,448	August, 1877,	66,781
March, 1877,	24,014	September, 1877,	29,879

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	99,039	Stone and lime,	2,305
Bituminous coal and cooke,	16,985	Agricultural products,	61,669
Petroleum and other oils,	865	Merchandise and manufactures,	52,216
Pig iron,	6,504	Live stock,	7,501
Railroad iron,	2,534	Lumber,	30,048
Other iron or castings,	1,904	Other articles,	4,370
Iron and other ores,	34,570		

The rate of Fare for Passengers charged for the respective Classes per mile, as follows:

For first-class through passengers, average,	3 cents.
For first-class way passengers, average,	3 cents.

The rate per Ton (2,000 pounds) per mile charged for Freight.

For through freight per ton per mile, approximate average,	3 cents.
For through coal per ton per mile, approximate average, .	2 cents.
For local freight per ton per mile, approximate average, .	3½ cents.
For local coal per ton per mile, approximate average, . . .	2½ cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
October, 1876,					\$20,604	23
November, 1876,					15,681	80
December, 1876,					10,576	77
January, 1877,					10,622	51
February, 1877,					10,202	09
March, 1877,					11,932	10
April, 1877,					12,116	21
May, 1877,					12,083	31
June, 1877,					12,786	40
July, 1877,					13,116	84
August, 1877,					21,382	16
September, 1877,					14,183	53
Total,					\$165,287	66

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
October, 1876,					\$30,906	41
November, 1876,					28,853	46
December, 1876,					25,766	23
January, 1877,					25,747	13
February, 1877,					26,625	27
March, 1877,					29,541	40
April, 1877,					24,472	81
May, 1877,					28,206	60
June, 1877,					21,997	97
July, 1877,					15,382	94
August, 1877,					32,610	63
September, 1877,					30,964	48
Total,					\$321,075	53

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
October, 1876, . . .	\$553	16	\$765	52	\$59	40	\$1,378	08
November, 1876, . . .	553	16	888	49	187	68	1,629	33
December, 1876, . . .	553	16	993	94	68	40	1,615	50
January, 1877, . . .	553	16	797	63	547	85	1,898	64
February, 1877, . . .	553	17	729	38	44	30	1,326	85
March, 1877, . . .	553	17	594	58	356	58	1,504	33
April, 1877, . . .	553	17	512	68	1,115	94	2,181	19
May, 1877, . . .	553	17	513	31	383	27	1,449	75
June, 1877, . . .	553	17	577	18	27	92	1,158	27
July, 1877, . . .	553	17	620	26	122	34	1,295	77
August, 1877, . . .	553	17	606	66	93	26	1,253	09
September, 1877, . . .	553	17	601	12	15,643	09	16,797	38
Total,	\$6,638	00	\$8,200	75	\$18,649	43	\$33,488	18
Total passenger earnings for the year,							\$165,287	86
Total freight earnings for the year,							321,075	33
Total earnings from all other sources,							33,488	18
Total earnings for the year,							\$519,851	37
Total receipts from all sources on whole length of line,							\$519,851	37
Proportion of earnings in Pennsylvania to earnings of whole line,							431,944	94

Expenditures for Operating during the year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$31,569	03
New steel rails, and cost of re-laying,	32,582	74
Repairs of bridges,	2,301	36
Repairs of buildings and fixtures,	7,245	06
All other expenses for maintenance of way,	5,565	66
Total for maintenance of way,	\$79,264	45
Cost per mile of road kept in repair,	\$964	29
Proportion for Pennsylvania,	65,861	00

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$7,199	70
Repairs of machinery,	2,634	59
Repairs of passenger, baggage, and mail cars,	6,514	84
Repairs of freight cars,	13,143	94
All other expenses for maintenance of motive power and cars,	4,074	68
Total for maintenance of motive power and cars,	\$33,567	75
Cost per mile of road operated,	\$408	36
Proportion for Pennsylvania,	27,896	99

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$80,386	04
Salaries, wages, and incidentals chargeable to freight department, . .	49,749	15
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	5,025	50
Fuel—number of cords of wood, 2,699; cost,	8,319	81
Fuel—number of tons of coal, 3,903; cost,	14,051	69
Oil and waste,	1,157	56
Damages for loss of goods and baggage,	329	96
Damages to property, including damages by fire,	911	15
Taxes, (including balance of revenue tax paid U. S. Government,) . .	27,863	42
Insurance,	2,248	70
Telegraph expenses,	1,933	60
General salaries and office expenses, law expenses, and all other ex- penses, (except interest,) not included in any of the above items,	10,789	51
Total miscellaneous,	\$152,766	09
Amount per mile of road operated,	\$1,858	47
Proportion for Pennsylvania,	126,933	50
Total expenditures for operating the road,	265,598	29
Expenses per mile of the road operated,	3,231	12
Expenses per mile of single track operated, not including sidings, . .	2,944	55
Expenses per train mile,		91
Proportion for Pennsylvania,	220,685	49

Earnings.

Passenger transportation, local and through,	\$165,287	86
Freight transportation, local and through,	321,075	33
Mail service,	6,638	00
Express service,	8,200	75
Rents,	1,320	43
All other sources of income,	17,529	00
Total,	\$519,851	37
Operating Expenses.		
Maintenance of way and buildings,	\$79,264	45
Maintenance of motive power and cars,	83,567	75
Miscellaneous,	152,766	09
Total operating expenses, being 51.787 per cent. of earnings, . . .	265,598	29
Net earnings,	\$254,253	08
Earnings per mile of road operated,	\$6,324	23
Expenses per mile of road operated,	3,231	12
Net earnings,	\$3,093	11

General Statement of the Cumberland Valley Railroad Company,
30th September, 1877.

Construction,	\$1,887,485	95		
Materials on hand,	94,776	08		
Trustees of contingent fund,	544,835	84		
Balance of account,	40,815	79		
Cash, 30th September, 1877,	181,935	66		
First preferred stock,			\$241,900	00
Second preferred stock,			243,000	00
Common stock,			1,292,950	00
First mortgage bonds,			161,000	00
Second mortgage bonds,			109,500	00
Common bonds,			81,800	00
Due for dividends, 1st October, 1877,			45,386	50
Interest on bonds, 1st October, 1877,			13,621	95
Profit and loss,			560,470	87
	\$2,749,629	32	\$2,749,629	32

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company, at rate per one hundred pounds, according to distance.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? Packages, light merchandise, and marketing; delivered at cars.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? No transportation companies run on the road.

Does your Company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No preferences in furnishing cars.

Is any officer, agent, or employé of your Company, interested in any contract for the furnishing of material or supplies for the Company? No.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? No payments have been made for the use of cars, except to connecting roads.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No sleeping, or drawing-room cars, or dining-room cars run on the road.

United States Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$6,638 per annum for transporting mail on main line.

Stock and Dividends.

Number and per cent. of dividends: 1st October, 1876, 1st January, 1877, 1st April, and 1st July, 2½ per cent. each.		
Amount declared in dividends,	\$177,850	00
Paid to contingent fund,	43,610	28
Balance for the year, or surplus,	49,224	82
Total surplus,	560,470	87
Surplus invested, as follows:		
Cash and loans,	\$181,935	06
Balance of accounts due Company,	40,615	79
Material, fuel, and stores,	94,776	08
Other items: In hands of the trustees of the contingent fund.		

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,						
Others,				1		1
Total,				1		1

Statement of each Accident.

August 17, 1877. Edward Fleagle, not an employé, had his hand crushed between humpers of cars, at Chambersburg.

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

Personally appeared before me Thomas B. Kennedy, president, and Edward M. Biddle, treasurer, of the Cumberland Valley Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending 30th September, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

THOMAS B. KENNEDY, *President.*
E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1878.
JAMES M. ALLEN, *Notary Public.*

DELAWARE AND HUDSON CANAL AND RAILROAD COMPANY.

Officers.

Same as in Canal report.

Names of Directors.

Residences.

Same as in Canal report.

Capital Stock.

In Canal report.

Debt.

Funded Debt.

In Canal report.

Floating Debt.

In Canal report.

Cost.

Total cost of entire road to date in Pennsylvania,	\$3,667,471	95
Average of same per mile of road laid excluding side tracks,	38,606	00
Total cost of entire equipment,	1,190,915	00
Average cost of equipment per mile of road operated by company,	12,536	00
Cost of road and equipment per mile excluding side tracks,	51,141	00

The roads to which this report relate are entirely within the State of Pennsylvania, with the exception of the Ninevah Branch, which has but $4\frac{3}{10}$ miles within the State, and $17\frac{6}{10}$ miles in the State of New York.

Characteristics of Road.

The railroads owned by this company, to which this report relates, extend from Ninevah, in the State of New York, to the line dividing the States of New York and Pennsylvania, a distance of $17\frac{6}{10}$ miles, and from said line to a connection with the Jefferson railroad, a distance of $4\frac{3}{10}$ miles, and from Carbondale to Scranton, a distance of 17 miles, and a gravity railroad, extending from Olyphant to Honesdale and return, a distance of 56 miles. And the company hold under lease, in Pennsylvania, a railroad from Green Ridge to Mill Creek, a distance of $16\frac{9}{10}$ miles; also, a railroad about 2 miles in length, passing over what is known as the Plymouth and Wilkes-Barre Bridge, thus making the number of miles of railroad owned in New York, to which this report relates, (exclusive of side tracks,) $17\frac{6}{10}$ miles, and in Pennsylvania, $77\frac{3}{10}$ miles, and the number of miles held under lease in Pennsylvania, $18\frac{9}{10}$ miles.

On the leased line, from Green Ridge to Mill Creek, there are $2\frac{7}{10}$ miles of double track, and on the line from Carbondale to Scranton, there are $3\frac{1}{10}$ miles of double track.

Sidings and other tracks not above enumerated, $42\frac{87}{100}$ miles in Pennsylvania, and $4\frac{05}{100}$ in New York.

The gauge of the gravity road is 4 feet 3 inches.

Weight of rail on those roads, 44 pounds.

The gauge of the other roads is mainly 4 feet $8\frac{1}{2}$ inches, some 6 feet.

Weight of rail per yard, from 56 to 62 pounds.

$71\frac{85}{100}$ miles are laid with steel rails, balance iron.

Cannot say what the relative durability of steel and iron rails is.

Bridges and Trestles erected in Pennsylvania during the year.

None.

Number of bridges and trestles on whole line,	Cannot say.
Wooden bridges, number of,	Cannot say.
Stone bridges, number of,	None.
Iron bridges, number of,	None.
Wooden trestles, number of,	Cannot say.

The reason the above interrogatories cannot be answered, is that the gravity roads are so interspersed with trestle-work and structures, that may or may not be called bridges, that no answers can be given.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Lackawanna and Bloomsburg railroad, at Plymouth, Pa.; Delaware, Lackawanna and Western (coal branch) railroad, at Minooka, Pa.; Delaware, Lackawanna and Western (coal branch) railroad, at Scranton, Pa.; Delaware, Lackawanna and Western (coal branch) railroad, at Scranton, Pa.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Delaware, Lackawanna and Western railroad, at Scranton, Pa.; Erie railway, at Lanesboro', Pa.

Number of crossings of highways at grade in this Commonwealth,	Cannot say.
Number of crossings of highways over railroad,	Cannot say.
Number of crossings of highways under railroad,	Cannot say.
Number of crossings at which gates or flagmen are maintained,	Two flagmen.
Number of crossings at which there are neither gates nor flagmen,	Cannot say.

What regulations govern your employes in regard to these crossings? The usual safety regulations that are adopted on other well managed roads.

Stations.

Number of stations on main road, passenger and freight,	16
Number of wood and water stations on main road,	19
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	Cannot say.

Number of tunnels, None.

How is track laid, and on what foundation? Earth, gravel, cinders, and culm.

Equipment.

	Number.	Av. cost of each.
Number of locomotives of more than 40 tons weight,	20	\$11,000 to \$13,500
Number of locomotives of more than 30 tons weight,	6	10,000 to 12,000
Number of locomotives of more than 20 tons weight,	7	5,000 to 10,000
Number of locomotives of more than 10 tons weight,	None.	
Number of first-class passenger cars,	6	4,000
Number of second-class passenger cars,	None.	
Number of baggage, mail and express cars,	6	2,800
Number of freight cars, (house cars, 10; trucks, 17,)	27	{ House, 847 Trucks, 415
Number of tool, derrick, and gravel cars,	29	Gravel, 200
Number of caboose cars,	11	554

What kind of train brake is used on your road? Westinghouse air brake on passenger trains.

Average number of cars in passenger trains, including baggage cars,	2 and 3
Average number of cars in freight trains,	11 to 25
Average weight of passenger trains, including locomotive and tender, in working order,	103 tons.
Average weight of freight trains, including locomotive and tender, in working order,	500 tons.

Employees.

Average number of persons regularly employed by company, including officials,	400
Same in Pennsylvania,	366

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	77,342
Number of miles run by freight trains,	55,783
Number of miles run by coal trains,	355,908
Number of through passengers for the year on main road,	1,045
Number of passengers (all classes) carried in cars,	119,215
Number of passengers carried one mile,	1,423,925
Number of passengers carried one mile in Pennsylvania,	1,286,202
Number of tons (of 2,000 lbs.) of through freight for the year on main road,	57,346
Number of tons of freight carried one mile,	37,645,806
Number of tons of freight carried one mile in Penna.,	31,873,391
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,590,878
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)	25
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers, all classes, carried in cars.

January, 1877,	10,043	July, 1877,	9,736
February, 1877,	9,476	August, 1877,	9,924
March, 1877,	11,146	September, 1877,	9,043
April, 1877,	12,349	October, 1877,	8,485
May, 1877,	9,838	November, 1877,	8,483
June, 1877,	9,637	December, 1877,	11,055

The amount of Freight, specifying the Quantity in Tons of 2,000 pounds.

Anthracite coal,	1,495,718	Stone and lime,	Cannot say.
Bituminous coal,	Cannot say.	Agricultural products,	14,070
Petroleum and other oils,	Cannot say.	Merchandise and manufact's,	18,021
Iron and iron ore,	43,765	Live stock and products of animals,	2,887
Railroad iron,	Cannot say.	Lumber,	11,038
Other iron or castings,	} Incl'd above.	Other articles,	4,884
Iron and other ores,			

The Rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers,	3 ¹ / ₈ cents.
For first-class way passengers,	3 and 4 cents.
For second-class through passengers,	None.
For second-class way passengers,	None.

The rate per Ton, of 2,000 pounds, per mile charged for Freight.

For through freight per ton per mile,	1 and 2 cents.
For through coal per ton per mile,	1 ¹ / ₂ cents.
For local coal per ton per mile,	2 cents.

The Company transport no through, and but very little coal, except their own, and the rates named are those charged by one department to the other.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1877,	\$110 00	\$3,671 94	\$3,781 94
February, 1877,	94 60	3,600 22	3,694 82
March, 1877,	176 00	4,234 53	4,410 53
April, 1877,	173 80	4,599 75	4,773 55
May, 1877,	167 20	3,746 78	3,913 98
June, 1877,	217 80	3,770 50	3,988 30
July, 1877,	180 40	3,733 81	3,914 21
August, 1877,	341 00	3,944 56	4,285 56
September, 1877,	294 80	3,801 57	4,096 37
October, 1877,	246 40	3,434 82	3,681 22
November, 1877,	178 20	3,331 62	3,509 82
December, 1877, approximate,	118 80	4,071 71	4,190 51
Total,	\$2,299 00	\$45,941 79	\$48,240 79

From Transportation of Freight.

MONTHS.	Through merchandise.		Local merchandise and coal.		Total.	
	Estima	ted.				
November, 1876,						
January, 1877,	\$3,317	49	\$45,399	69	\$48,717	18
February, 1877,	2,622	38	44,617	95	47,240	33
March, 1877,	3,909	96	48,726	14	52,636	10
April, 1877,	5,762	25	48,649	90	54,412	15
May, 1877,	6,117	48	72,871	95	78,989	43
June, 1877,	4,345	02	66,890	06	71,235	08
July, 1877,	3,413	92	46,738	85	50,152	77
August, 1877,	1,713	51	5,351	84	7,065	40
September, 1877,	1,052	73	4,185	84	5,238	57
October, 1877,	1,016	42	37,832	67	38,849	09
November, 1877,	8,256	83	76,613	36	84,870	19
December, 1877, approximate,	10,083	83	68,121	57	78,205	40
Total,	\$51,611	87	\$565,999	82	\$617,611	69

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1877,			\$76	22	\$5,211	28	\$5,287	50
February, 1877,			64	75	3,429	07	3,493	82
March, 1877,			66	74	4,304	33	4,371	07
April, 1877,	\$488	52	101	23	6,259	82	6,849	57
May, 1877,			131	07	5,374	31	5,505	38
June, 1877,	491	24	118	98	4,191	09	4,801	31
July, 1877,			122	35	2,421	07	2,543	42
August, 1877,			126	10	1,264	41	1,390	51
September, 1877,	491	23			1,472	50	1,963	73
October, 1877,			78	52	4,292	37	4,370	89
November, 1877,			63	61	5,023	91	5,087	52
December, 1877, approximate,	496	07	110	28	9,402	77	10,009	12
Total,	\$1,967	06	\$1,059	85	\$52,646	93	\$55,673	84
Total passenger earnings for the year,							\$48,240	79
Total freight earnings for the year,							617,611	69
Total earnings from all other sources,							55,673	84
Total earnings for the year,							\$721,526	32
Total receipts from all sources on whole length of line,							\$721,526	32
Proportion of earnings in Pennsylvania to earnings of whole line,							649,373	69

Expenditures Charged to Cost of Road and Equipment during the Year.
Nothing.

Expenditures for Operating during the year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$60,251	36
New iron rails,	None.	
New steel rails, 737 tons, 10 cwt., 3 qr., 16 lbs,	38,039	72
Repairs of bridges,	3,060	06
Repairs of buildings and fixtures,	1,962	64
Repairs of fences,	338	52
All other expenses for maintenance of way,	5,311	49
Total for maintenance of way,	\$108,983	71
Cost per mile of road kept in repair, (two rails,)	732	12
Proportion for Pennsylvania,	93,066	38

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$40,235	74
Repairs of passenger, baggage, and mail cars,	4,160	21
Repairs of freight cars,	10,381	27
Total for maintenance of motive power and cars,	\$54,777	22
Cost per mile of road operated,	544	56
Proportion for Pennsylvania,	48,665	81

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$13,965	56
Salaries, wages, and incidentals chargeable to freight department,	73,078	69
Wages of switchmen, signal-men, gate-keepers, and watchmen,	12,961	31
Fuel—number of cords of wood, 257½; cost,	257	50
Fuel—number of tons of coal, 315,089 ³ / ₂₆ ; cost,	25,127	43
Oil and waste,	4,282	96
Damages for injuries to persons,	456	05
Damages for cattle killed or injured,	263	16
Damages for loss of goods and baggage,	99	85
Damages to property, including damages by fire: Nothing.		
Taxes: Included in maintenance of way.		
Insurance,	4,269	13
Telegraph expenses,	4,063	44
Trackage over other roads,	109,590	75
Amount paid other corporations or individuals for use of all other cars,	51,068	39
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	5,480	18
Total miscellaneous,	\$310,014	42
Amount per mile of road operated,	\$3,061	96
Proportion for Pennsylvania,	280,617	76
Total expenditures for operating the road,	473,775	35
Expenses per mile of the road operated,	4,709	96
Expenses per mile of single track operated, not including sidings,	4,424	09
Expenses per train mile,		97
Proportion for Pennsylvania,	422,379	97

Earnings.

Passenger transportation, local,	\$45,941 79	} Total,	\$48,240	79
Passenger transportation, through,	2,299 00			
Freight transportation, local,	565,999 82	} Total,	617,611	69
Freight transportation, through,	51,611 87			
Mail service,			1,967	06
Express service,			1,059	85
Rents,			5,000	00
All other sources of income,			47,646	93
Total,			\$721,526	82
Operating Expenses.				
Maintenance of way and buildings,	\$108,983 71			
Maintenance of motive power and cars,	54,777 22			
Miscellaneous,	310,014 42			
Total operating expenses, being 65$\frac{1}{10}$ per cent. of earnings,			\$473,775	35
Net earnings,			247,750	97
Earnings per mile of road operated,			\$7,172	94
Expenses per mile of road operated,			4,709	96
Net earnings,			2,462	98

General Balance Sheet, January 1, 187—.

In Canal report.

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Delaware, Lackawanna and Western Express, who have half the gross receipts.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? General express business, and they handle all their own freights.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Central Railroad Company of New Jersey, Lehigh and Susquehanna Division, run passenger and freight trains between Green Ridge and Union Junction, a distance of 15 $\frac{1}{10}$ miles.

Do they use the cars of your Company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? They have the exclusive right to run passenger and freight trains, and furnish all their own cars.

Are any discriminations made by your Company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? Have no transportation companies running over our roads in Pennsylvania.

Does your Company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

What running arrangements have you with other railroad companies? What are the details of the contract? None in Pennsylvania.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? Nothing.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None in Pennsylvania.

What is the total amount paid by your Company to palace or sleeping car companies, to what companies, and the amount paid to each? Nothing in Pennsylvania.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Scranton to Carbondale, \$1,029 60 per annum, twice a day each way; Jefferson Junction and Nineveh Junction, \$945 per annum, once a day each way; 4 $\frac{3}{10}$ miles in Pennsylvania, and 17 $\frac{6}{10}$ in New York.

Stock and Dividends.

In Canal report.

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,	2			1	2	1
Others,			1		1	
Total,	2		1	1	3	1

Statement of each Accident.

March 10, 1877. James Cullen fell from the cars at Leggett's Creek breaker, and got arm under the wheels; elbow badly crushed, but arm was saved.

July 6, 1877. L. M. Bunnell, of Tunkhannock, was killed at Providence. His horse ran and threw him out of his wagon against a moving train of coal cars.

October 4, 1877. Patrick Riley, engineer, and Michael Merrick, fireman, both killed at Melrose, a station at Jefferson Branch of Erie. Train ran off an open switch, left so by Erie men.

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

Personally appeared before me, Thos. Dickson, president, and Jas. C. Hartt, treasurer of the Delaware and Hudson Canal Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

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

Sworn and subscribed before me this thirteenth day of February, A. D. 1878.

JOHN A. PATTISON,
Commissioner for the State of Pennsylvania.

DELAWARE, LACKAWANNA AND WESTERN.

Officers.

NAMES.		Residence.	Salary.
Samuel Sloan,	President,	New York city,	\$15,000 00
Percy R. Pyne,	Vice President,	New York city,	No comp.
Andrew I. Odell,	Secretary,	New York city,	3,000 00
Fred'k. H. Gibbens,	Treasurer,	Brooklyn city,	4,500 00
John Brisbin,	General Solicitor,	Newark, N. J.,	10,000 00
James Archbald,	Chief Engineer,	Scranton, Pa.,	3,000 00
W. F. Hallstead,	General Superintendent,	Scranton, Pa.,	5,000 00

General offices at No. 28 Exchange Place, New York city.

<i>Names of Directors.</i>	<i>Residences.</i>
William E. Dodge,	New York city.
Moses Taylor,	New York city.
George Bulkley,	Southport, Conn.
John I. Blair,	Blairstown, N. J.
Simeon B. Chittenden,	Brooklyn, L. I.
John Brisbin,	Newark, N. J.
George Bliss,	New York city.

<i>Names of Directors.</i>	<i>Residences.</i>
Percy R. Pyne,	New York city.
William Walter Phelps,	New York city.
James Blair,	Scranton, Penn.
Wilson G. Hunt,	New York city.
Marcellus Massey,	Brooklyn, L. I.
Alfred L. Dennis,	New Brunswick, N. J.
Benjamin G. Clarke,	New York city.

Capital Stock.

Capital stock authorized by law not to exceed amount expended for construction,		
Capital stock authorized by votes of company,	\$26,200,000	00
Capital stock, amount subscribed,	26,200,000	00
Capital stock paid in by last report,	26,200,000	00
Capital stock, total amount now paid in,	26,200,000	00
Capital stock, number of shares issued, 524,000		
Capital stock, amount paid in on each share,		50 00
Capital stock, par value of each share,		50 00
Capital stock, average market value during the year, . . . 55 per cent.,		

Debt.

Funded Debt.		
Lackawanna and Bloomsburg R. R. Co.'s mortgage bonds, (due 15th April, 1880; 1st March, 1885; 15th May, 1890, bear interest at 7 per cent., which is payable 1st March, 15th April, 15th May, 1st September, 15th October, 15th November,) amount,		\$587,100 00
Second mortgage bonds, (due March 1, 1881, bear interest at 7 per cent., which is payable 1st March and 1st September,) amount,		1,633,000 00
Convertible bonds, (due June 1, 1892, bear interest at 7 per cent., which is payable 1st June and 1st December,) amount,		600,000 00
First consolidated mortgage bonds, (due September 1, 1907, bear interest at 7 per cent., which is payable 1st March and 1st September,) amount,		195,000 00
Total amount now of funded debt,		\$3,015,100 00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property and in operating the road, . . . \$4,681,240 87		
Debt incurred for any other purpose, and for what, . . . None, . . .		
Less sundry assets, etc., 2,988,070 88		
The amount now of floating debt,		\$1,693,169 99
Total amount now of floating and funded debt,		4,708,269 99
Funded debt as per last report, \$2,820,100 00		
Floating debt as per last report less accounts receivable, etc., 880,815 78		
		\$3,700,915 78
Total cash realized from capital stock and debt. The same being for } above mentioned \$195,000 of convertible bonds and accrued interest thereon, }		207,528 15

Cost.

Total cost of entire road to date, (including branches and side tracks,)	\$16,873,404	82
Average of same per mile of road laid, (excluding side tracks,)	81,317	60
Proportion of same for Pennsylvania,	81,317	60
Coal lands and improvements thereon and other property,	6,075,704	67
Total cost of entire equipment,	5,867,908	95
Average cost of equipment per mile of road operated by company,	28,279	00
Proportion of same for Pennsylvania,	28,279	00
Cost of road and equipment per mile,	109,596	70
Proportion of same for Pennsylvania,	109,596	70

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from the Delaware river to State Line, . . .	115	115
Length of single main track,	15½	15½
Length of double main track,	99¼	99¼
Branches.		
Lackawanna and Bloomsburg Branch, } Length of branch, . . .	80	80
from Scranton to Northumberland, . } Length of single track, . . .	58	58
Winton Branch, from Greenville to } Length of double track, . . .	22	22
Winton, } Length of branch, . . .	7½	7½
Keyser Valley Branch, from main line } Length of single track, . . .	7½	7½
to Keyser Valley, } Length of branch, . . .	5	5
to Keyser Valley, } Length of single track, . . .	5	5
Leased Roads.		
Have none in Pennsylvania.		
Aggregate length of main line and branches,	207½	207½
Aggregate length of leased roads: None in Pennsylvania.		
Aggregate length of sidings and other track not above enumerated,	74	74
Aggregate length of main line, branches, sidings, and other track,	281½	281½
Length of track laid, if not completed,	None.	None.

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 10
 Miles of steel rail in use, 201½
 Weight of rail per yard, { Iron, 65 pounds.
 { Steel, 60@68½ pounds.

What is the relative durability, practicability of use, and value, as used on your road? The average durability of iron rails on road is two years. Cannot give durability of steel rails. Those that have been in hard service for twelve years are still in good condition.

Bridges and Trestles erected in Pennsylvania during the year.

None; renewals only.

Number of bridges and trestles on whole line,	26
Wooden bridges, number of, 11; aggregate length,	956 feet.
Stone bridges, number of, 5; aggregate length,	280 feet.
Iron bridges, number of, 10; aggregate length,	2,098 feet.
Wooden trestles,	None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Lehigh Valley railroad, at Pittston.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Philadelphia and Reading railroad, at Rupert; Delaware and Hudson Canal Company's railroad, at Scranton; Pennsylvania Coal Company's railroad, at Number Six.

Number of crossings of highways at grade in this Commonwealth,	127
Number of crossings of highways over railroad,	7
Number of crossings of highways under railroad,	11
Number of crossings at which gates or flagmen are maintained,	7
Number of crossings at which there are neither gates nor flagmen,	120

What regulations govern your employes in regard to these crossings? Engineers are required to begin ringing the bell at least eighty rods from every road crossing, and continue ringing until the engine has passed over crossing. Conductors must always keep them clear, cutting trains apart, if necessary, so as to allow no interruption to travel over crossings.

Stations.

Number of stations on main road, passenger and freight,	24
Number of stations on branches, passenger and freight,	23
Number of stations on leased roads; none in the State.	
Number of wood and water stations on main road,	23
Number of wood and water stations on branches,	13
Number of wood and water stations on leased roads; none in the State.	
Value of real estate held by the company, exclusive of roadway in Pennsylvania,	Cannot say.
Number of tunnels, 3; aggregate length,	3,540 feet.
How is track laid, and on what foundation? Gravel and stone ballast.	

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	100	\$8,160	00
Number of locomotives of more than 30 tons weight,	52	7,500	00
Number of locomotives of more than 20 tons weight,	4	5,050	00
Number of locomotives of more than 10 tons weight,	None.		
Number of first class passenger cars,	46	3,600	00
Number of second class passenger cars,	7	2,600	00
Number of baggage, mail and express cars,	22	2,100	00
Number of freight cars, { House cars, 474, }	1,139	355	00
{ Trucks, 665, }			
Number of coal, ore, and stone cars,	14,898	175	00
Number of caboose cars,	86	360	00

What kind of train brake is in use on your road? Westinghouse and Smith Vacuum.

Average number of cars in passenger trains, including baggage cars,	4
Average number of cars in freight trains,	15
Average weight of passenger trains, including locomotive and tender, in working order,	135 tons.
Average weight of freight trains, including locomotive and tender, in working order,	240 tons.

Employees.

Average number of persons regularly employed by company, including officials,	2,000
Same in Pennsylvania,	2,000

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	421,893
Number of miles run by freight trains,	556,369
Number of miles run by coal trains,	1,616,991
Number of through passengers for the year on main road,	7,126
Number of passengers (all classes) carried in cars,	474,645
Number of passengers carried one mile,	8,722,409
Number of passengers carried one mile in Pennsylvania,	7,935,281
Number of tons of 2,000 pounds of through freight for the year on main road,	42,132
Number of tons of freight carried one mile,	168,693,921
Number of tons of freight carried one mile in Pennsylvania,	17,683,064
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	2,922,803
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,)	27

Average rate of speed adopted by freight trains, including stops, (miles per hour)

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Monthly Statement of Passengers, all classes, carried in cars.

November, 1876. See last report.	June, 1877,	40,566
December, 1876. See last report.	July, 1877,	39,963
January, 1877, 35,940	August, 1877,	43,691
February, 1877, 30,395	September, 1877,	46,748
March, 1877, 32,984	October, 1877,	43,354
April, 1877, 40,680	November, 1877,	40,673
May, 1877, 40,307	December, 1877,	38,745

The amount of Freight specifying the quantity in Tons of 2,000 pounds.

Anthracite coal, 2,468,213	Stone and lime,	39,041
Bituminous coal, 9,977	Agricultural products,	83,103
Petroleum and other oils, 3,706	Merchandise and manufactures,	88,605
Pig iron, 25,281	Live stock,	3,000
Railroad iron, 68,375	Lumber,	86,584
Other iron or castings, 25,136	Other articles,	10,836
Iron and other ores, 11,396		

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 cents.
For second class through passengers,	2 cents.
For second class way passengers,	2 cents.

The rate per Ton of 2,000 pounds, per mile charged for Freight.

For through freight per ton per mile,	2 ¹⁵ / ₁₀₀ cents.
For through coal per ton per mile,	1 ¹⁰ / ₁₀₀ cents.
For local freight per ton per mile,	3 ²⁰ / ₁₀₀ cents.
For local coal per ton per mile,	1 ⁶⁰ / ₁₀₀ cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
	Dollars	Cents	Dollars	Cents	Dollars	Cents
January, 1877,	\$1,800	15	\$18,550	25	\$20,350	40
February, 1877,	1,688	66	17,400	85	19,089	51
March, 1877,	1,714	98	17,672	56	19,387	54
April, 1877,	2,220	64	22,863	27	25,103	91
May, 1877,	1,826	76	18,824	47	20,651	23
June, 1877,	1,872	37	19,294	91	21,167	28
July, 1877,	1,870	08	19,270	84	21,140	92
August, 1877,	2,372	66	24,449	81	26,822	47
September, 1877,	2,375	65	24,480	66	26,856	31
October, 1877,	2,223	92	22,917	10	25,141	02
November, 1877,	1,847	74	19,040	59	20,888	33
December, 1877,	1,905	09	19,631	67	21,536	76
Total,	\$23,718	70	\$244,416	98	\$268,135	68

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1877,	\$163,709	47	\$59,549	10	\$223,258	57
February, 1877,	158,798	81	49,275	01	208,073	82
March, 1877,	165,607	67	45,771	84	211,379	51
April, 1877,	197,207	76	51,124	65	248,332	41
May, 1877,	279,851	33	58,537	05	338,388	38
June, 1877,	265,338	50	54,472	24	319,810	74
July, 1877,	207,400	96	82,685	77	240,086	73
August, 1877,	84,776	26	16,873	45	51,649	71
September, 1877,	37,320	99	18,264	10	55,585	09
October, 1877,	186,337	43	55,150	88	241,488	31
November, 1877,	370,224	67	58,851	83	429,076	50
December, 1877,	329,857	61	57,649	01	387,506	62
Total,	\$2,396,431	46	\$558,204	93	\$2,954,636	39

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous, mainly car service.		Total.	
January, 1877,	\$1,231	78	\$2,593	00	\$24,199	21	\$28,023	99
February, 1877,	1,231	78	2,593	00	24,967	36	28,792	14
March, 1877,	1,231	80	2,593	00	25,846	16	29,670	96
April, 1877,	1,231	78	2,593	00	29,202	23	33,027	01
May, 1877,	1,231	78	2,593	00	38,258	11	42,082	89
June, 1877,	1,231	80	2,593	00	37,986	42	41,811	22
July, 1877,	1,231	78	2,593	00	32,795	53	36,620	31
August, 1877,	1,231	78	3,419	08	5,534	84	10,185	70
September, 1877,	2,206	53	2,593	00	3,947	68	8,747	21
October, 1877,	1,556	72	2,593	00	25,217	99	29,367	71
November, 1877,	1,556	73	2,593	00	47,477	88	51,627	61
December, 1877,	1,556	73	2,593	00	50,780	80	54,930	53
Total,	\$16,730	99	\$31,942	08	\$346,214	21	\$394,887	28

Total passenger earnings for the year,	\$268,135	68
Total freight earnings for the year,	2,954,636	39
Total earnings from all other sources,	394,887	28
Total earnings for the year,	\$3,617,659	35
Total receipts from all sources on whole length of line,	\$3,617,659	35
Proportion of earnings in Pennsylvania to earnings of whole line,	3,617,659	35

Expenditures Charged to Cost of Road and Equipment during the year.

Extension or alteration of road,	\$16,694	00
New palace cars, number of, 1,	6,261	83
New coal cars, number of, 200,	39,000	00
New machine shops, machinery, and tools,	114	31
Any other expenditures chargeable to this account,	6,727	88
Total,	\$68,798	02

Expenditures for Operating During the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$189,690	93
New iron rails, number of tons,	None.	
New steel rails, number of tons, 3,688	227,282	11
Repairs of bridges,	27,494	95
Repairs of buildings and fixtures,	26,302	93
Repairs of fences,	1,417	73
All other expenses for maintenance of way,	12,497	60
Total for maintenance of way,	\$484,676	25
Cost per mile of road kept in repair,	\$2,335	78
Proportion for Pennsylvania,	2,335	78

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$73,001	35
Repairs of machinery,	5,804	54
Repairs of passenger, baggage, and mail cars,	19,412	60
Repairs of freight cars,	164,105	40
All other expenses for maintenance of motive power and cars,	18,269	01
Total for maintenance of motive power and cars,	\$280,592	90
Cost per mile of road operated,	\$1,352	29
Proportion for Pennsylvania,	1,352	29

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$71,398	61
Salaries, wages, and incidentals chargeable to freight department,	228,427	21
Wages of switchmen, signal-men, gate-keepers, and watchmen,	19,387	67
Fuel—number of cords of wood, 1,872; cost,	8,160	33
Fuel—number of tons of coal, 114,137; cost,	172,142	08
Oil and waste,	61,004	49
Damages for injuries to persons,	2,167	58
Damages for cattle killed or injured,	285	00
Damages for loss of goods and baggage,	1,145	14
Damages to property, including damages by fire,	None.	
Taxes,	97,098	91
Insurance,	4,708	62
Telegraph expenses, (included in first and second items.)		
Amount paid for use of palace and sleeping cars,	Nothing.	
Amount paid other corporations or individuals for use of all other cars,	81,122	79
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items: Included in first and second items, &c.		
Total miscellaneous,	\$747,049	14
Amount per mile of road operated,	\$3,600	20
Proportion for Pennsylvania,	3,600	20
Total expenditures for operating the road,	1,512,318	29
Expenses per mile of the road operated,	7,283	28
Expenses per mile of single track operated, not including sidings,	4,596	70
Expenses per train mile,		54
Proportion for Pennsylvania,		54

Earnings.

Passenger transportation, local,	\$244,418 98	} Total,	\$268,135	68
Passenger transportation, through,	23,718 70			
Freight transportation, local,	558,204 93	} Total,	2,954,636	39
Freight transportation, through,	2,396,431 46			
Mail service,			16,730	99
Express service,			31,942	08
Rents,			1,823	96
All other sources of income,			344,390	25
Total,			\$3,617,659	35
Operating Expenses.				
Maintenance of way and buildings,	\$484,676 25			
Maintenance of motive power and cars,	280,592 90			
Miscellaneous,	747,049 14			
Total operating expenses, (being 41½ per cent of earnings,)			\$1,512,318	29
Net earnings,			\$2,105,341	06
Deficit,			None.	
Earnings per mile of road operated,			\$17,434	50
Expenses per mile of road operated,			7,288	28
Net earnings,			\$10,146	22
Deficit,			None.	

The above statement of earnings and expenses does not include the business of the coal department, etc.

General Balance Sheet, January 1, 1878.

DR.			
Cost of railroad and equipment,		\$22,741,313	77
Do. coal lands and improvements,		5,673,660	47
Property owned outside of State,		402,044	20
Materials on hand, per inventory, etc.,		983,401	77
Accounts and bills receivable, viz:			
Other persons' notes,	\$95,166 26		
Cash on hand,	860,970 77		
Coal do.,	217,814 00		
Advanced leased roads,	265,887 21		
Do. on coal to be mined,	452,353 98		
Sundry accounts,	1,596,878 66		
		2,988,070	88
Stocks and bonds, etc., (par value, \$5,596,887 09,) valued at,		4,608,400	84
Cost of changing gauge,		804,864	78
		\$38,201,756	71

CR.			
Capital stock,		\$26,200,000	00
Funded debt,		3,015,100	00
Accounts payable, viz:			
Bills payable,	\$1,989,462	10	
N. J. and Penn. State taxes,	264,986	39	
Sundry vouchers, etc.,	910,550	68	
Interest, etc., past due and accrued,	74,535	99	
Rentals: { Past due,	\$41,141	27	
{ Accrued and payable on and af- { ter January 1, 1878,	1,005,041	81	
		1,046,183	08
December pay rolls, payable in January,		285,421	50
Bonds and mortgages,		160,101	13
Surplus,		4,681,240	87
		4,305,415	84
		\$38,201,756	71

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, use of track, machinery, repairs of cars, etc.? The Delaware, Lackawanna, and Western Express is run by contract with Robert F. Westcott, he paying a yearly compensation of \$7,800.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? The usual express business, the express company handling all the freight.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None, except freight cars belonging to transportation lines running over connecting roads.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? Both; but no preference given.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? No.

Does your company make any preference in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

Is any officer agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? None, except contracts for track-age on coal, which vary in rate from six mills to one cent per ton per mile.

What amount have you paid other corporations, car loaning companies,

or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? The aggregate amount paid is \$989 09, to wit: To Blue Line, Merchants' Despatch; Canada Southern, Line, Red Line, Union Line, International Line, White Line National Line, Diamond Line, N. P. Rand & Co., and West Branch Lumber Company.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

What is the total amount paid by your Company to palace or sleeping car companies, to what companies, and the amount paid to each? Nothing paid.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? From July 1, 1877, main line, \$99 per mile; Bloom. Div, \$89¹⁰/₁₀₀ per mile.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued. None.

Amount of common stock now outstanding, \$26,200,000.

Amount of stock issued as stock dividends, and dates of issue. None during the year.

Rate and date of all cash dividends on stock of original and consolidated companies. None during the year.

Number and per cent. of dividends,	None.		
Amount paid in dividends,	Nothing.		
Paid to sinking fund,	Nothing.		
Balance for the year, or surplus,	Deficit.	\$808,021	94
Surplus at commencement of the year,		5,213,437	78
Total surplus,		4,305,415	84
Surplus invested as follows:			
Cash and loans,		860,970	77
Balance of accounts due company,		2,988,070	88
Material, fuel, and stores,		983,401	77
Other items—stocks, bonds, &c., valued at		4,608,400	84

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés			5	4	5	4
Others,			15	2	15	2
Total,			20	6	20	6

Statement of each Accident.

1877. February 6. Thomas Coleman, falling off freight train near Bloomsburg; was killed.

February 7. Levi Hartwell, walking on the track at Maltby; was struck by train, and killed.

February 7. S. B. Pittinger, brakeman; injured his leg in coupling cars at Scranton.

February 19. William May, a boy; stealing a ride, and falling between cars at Plymouth, was killed.

March 10. Richard Higgins, brakeman; falling from cars at Danville, was killed.

Albert Everhart, brakeman; falling under coal train at Kingston, was killed.

March 22. David Ryan, an aged man; walking on the track near Kingston, was struck and killed by passenger train.

April 2. John Hankey, aged sixty years; was walking on the track near Shickshinny, was struck, and killed by train.

April 13. . . . Dwyer, a boy; riding on coal train, in jumping off, fell under, and was run over.

April 14. . . . Edwards, a boy; jumping from engine caught his foot in rail, and falling under train was killed.

May 11. Mrs. James Nallin, crossing track at car shops, Scranton, was struck by switch engine and killed.

May 25. Elias Smith, conductor gravel train; was injured in blasting rock at Foster.

May 30. James Asher, walking on track at Kingston, was struck and killed by train.

June 23. Patrick Connelly, supposed to have been murdered, was found dead near Wyoming.

June 27. James Daniels, aged seventeen; was trying to get on train near Maltby, and falling under cars, was killed.

July 13. Walter Evans, brakeman; injured his ankle in coupling cars at Scranton.

July 20. John Gunlock, brakeman; injured his arm coupling cars at Gouldsboro'.

July 21. John McHugh, a boy; jumping on coal train at Scranton, fell under cars and was killed.

October 12., a soldier; attempting to cross track at Plymouth, in front of train, was killed.

October 19., a man, wheeling coal across the track at Johnson's trestle, was struck by engine and killed.

November 3. W. J. Robbins, an old man, standing on track at Plymouth Junction, was struck by engine, and killed.

November 5. Annie Owens, a girl playing on the track at Bellevue, was run over and injured.

November 23. A. M. Fowler, a boy, attempting to board a coal train at Wyoming, fell under, and was killed.

December 5. Patrick McLoughlin, tunnel watchman at Nay Aug; was run over and killed in tunnel.

December 6. . . . Sweeney, laborer; was run over and killed near Roaring Brook crossing.

December 22. A section man's child, playing on the track at Paradise, was run over and killed.

STATE, COUNTY AND CITY OF NEW YORK, ss:

Personally appeared before me, Samuel Sloan, president, and Frederick H. Gibbens, treasurer of the Delaware, Lackawanna and Western Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

SAM. SLOAN, *President.*

FRED. H. GIBBENS, *Treasurer.*

Sworn and subscribed before me this 5th day of February, A. D. 1878.

FRED. F. CHAMBERS,

Commis'r for the State of Penn'a in N. Y. City.

DELAWARE WESTERN.

Officers.

NAMES.		Residence.	Salary.
William M. Canby, . . .	President,	Wilmington, Del., . .	\$1,500 00
John C. Farra,	Secretary and Treasurer, . .	Wilmington, Del., . .	600 00
David Connell,	General Superintendent, . . .	Wilmington, Del., . .	1,200 00

General office at Wilmington, Del.

*Name of Directors.**Residences.*

William M. Canby,	Wilmington, Del.
Daniel M. Bates,	Wilmington, Del.
William Canby,	Wilmington, Del.
Henry S. McComb,	Wilmington, Del.
J. Laird De Von,	Wilmington, Del.
Washington Jones,	Wilmington, Del.
Henry C. Robinson,	Wilmington, Del.

The property and effects of the Wilmington and Western Railroad Company were, on May 1, 1877, transferred from the hands of Wm. M. Canby, receiver, to the Delaware Western Railroad Company. This statement is compiled from the accounts of the receiver, from January 1, 1877, to the expiration of his term of office, and after that from Delaware Western railroad accounts.

Capital Stock.

Capital stock authorized by law : No amount fixed.	
Capital stock authorized by votes of company,	\$250,000 00
Capital stock, amount subscribed,	248,400 00
Capital stock, total amount now paid in,	248,400 00
Capital stock, number of shares issued : 4,968.	
Capital stock, amount paid in on each share : \$100, in first mortgage bonds.	
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	17 00

Debt.

No debt.

Cost.

(From Wilmington and Western accounts.)

Total cost of entire road to date,	\$742,203 79
Average of same per mile of road laid,	30,543 37
Proportion of same for Pennsylvania,	73,609 53
Total cost of entire equipment,	74,617 32
Average cost of equipment per mile of road operated by company,	3,070 67
Proportion of same for Pennsylvania,	7,400 31
Cost of road and equipment per mile,	33,614 04
Proportion of same for Pennsylvania,	81,009 83

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Wilmington, Del., to Landenberg, Pa.,	20	2.39
Length of single main track,	20	2.39
Length of double main track,	None.	
Aggregate length of main line and branches,	20	2.39
Aggregate length of sidings and other track not above enumerated,	4.3	.02
Aggregate length of main line, branches, leased roads, sidings, and other track,	24.3	2.41

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 24.3
 Miles of steel rail in use, None.
 Weight of rail per yard: Iron, 56 pounds.

Bridges and Trestles Erected in Pennsylvania during the year.

None.
 Number of bridges and trestles on whole line, 18
 Wooden bridges, number of, 13; aggregate length, . . . 2,161 feet.
 Stone bridges, number of, None.
 Iron bridges, number of, 2; aggregate length, 48 feet.
 Wooden trestles, number of, 3; aggregate length, 1,200 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.
 Number of crossings of highways, at grade in this Commonwealth, 1
 Number of crossings of highways over railroad, 2
 Number of crossings of highways under railroad, 1
 Number of crossings at which gates or flagmen are maintained, None.
 Number of crossings at which there are neither gates nor flagmen, 4

What regulations govern your employes in regard to these crossings? **RULE 4. Conductors and Engineers.**—Enginemen must always sound the whistle not less than six seconds, when approaching stations, when within half a mile of the station, and not less than eighty rods before crossing a highway. The bell must be rung eighty rods before crossing a highway, and until it is passed.

Stations.

Number of stations on main road : Passenger and freight,	12
Number of wood and water stations on main road, . . .	2
Value of real estate held by the Company, exclusive of roadway, in Pennsylvania,	None held.
Number of tunnels,	None.
How is track laid, and on what foundation? On cross-ties, resting on dirt and gravel.	

Equipment.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 20 tons weight,	2	\$10,375 00
Number of locomotives of more than 10 tons weight,	1	2,305 00
Number of first-class passenger cars,	3	4,625 00
Number of second-class passenger cars,	None.	None.
Number of baggage, mail, and express cars,	2	3,925 00
Number of freight cars : { House cars, 10, } { Gondolas and flats, 20, }	30	777 00
Number of coal, ore, and stone cars,	None.	None.
Number of caboose cars,	None.	None.

What kind of train brake is in use on your road? . . .	Hand brake.
Average number of cars in passenger trains, including baggage cars,	1½
Average number of cars in freight trains,	12
Average weight of passenger trains, including locomotive and tender, in working order: No scales, and no record.	
Average weight of freight trains, including locomotive and tender, in working order: No scales, and no record.	

Employees.

Average number of persons regularly employed by company, including officials,	40
Same in Pennsylvania,	6

Doings of the Year.

Transportation and Total Miles run.

Number of miles run by passenger trains,)	} Mixed trains, .	28,170
Number of miles run by freight trains, .		
Number of miles run by coal trains, . . .		
Number of through passengers for the year on main road,	8,017	
Number of passengers (all classes) carried in cars, . . .	28,997	
Number of passengers carried one mile,	381,219	
Number of passengers carried one mile in Pennsylvania, .	25,139	

Number of tons of 2,000 pounds of through freight for the year on main road,	72,218
Number of tons of freight carried one mile,	1,644,659
Number of tons of freight carried one mile in Pennsylvania,	174,145
Gross amount of tonnage for the year, (2,000 pounds per ton,)	88,218
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, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1877,	1,677½	July, 1877,	3,660½
February, 1877,	1,701½	August, 1877,	3,583
March, 1877,	1,904½	September, 1877,	3,307
April, 1877,	1,573	October, 1877,	2,262
May, 1877,	2,086½	November, 1877,	1,888
June, 1877,	2,724	December, 1877,	1,929½

The amount of Freight specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	3,009	Stone and lime,	1,985
Bituminous coal,	56,427	Agricultural products,	1,096
Petroleum and other oils,	79	Merchandise and manufactures,	4,276
Pig iron,	129	Live stock,	7
Other iron or castings,	9,977	Lumber,	2,814
Kaolin,	7,352	Other articles,	1,067

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 cents.

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

For through freight per ton per mile, . . . . .	.02½ cents.
For through coal per ton per mile, . . . . .	.01½ cents.
For local freight per ton per mile, . . . . .	.05 cents.
For local coal per ton per mile, . . . . .	.05 cents.

Monthly Earnings for the Year.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1877,					\$662	65
February, 1877,					630	63
March, 1877,					758	20
April, 1877,					613	49
May, 1877,					780	86
June, 1877,					953	57
July, 1877,					1,447	88
August, 1877,					1,352	90
September, 1877,					1,132	10
October, 1877,					787	06
November, 1877,					720	31
December, 1877,					775	99
Total,					\$10,615	64

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.
January, 1877,					\$1,792 30
February, 1877,					2,274 08
March, 1877,					2,683 54
April, 1877,					2,669 62
May, 1877,					2,781 02
June, 1877,					2,540 15
July, 1877,					2,099 06
August, 1877,					2,926 76
September, 1877,					3,327 73
October, 1877,					3,567 79
November, 1877,					2,787 26
December, 1877,					3,317 19
Total,					\$32,806 49

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
January, 1877,	\$58	59			\$122	67	\$181 26
February, 1877,	58	59			23	58	82 17
March, 1877,	58	59			72	18	130 77
April, 1877,	58	59			93	26	151 85
May, 1877,	58	59			79	30	137 89
June, 1877,	58	59			86	99	145 58
July, 1877,	65	91			56	53	122 44
August, 1877,	65	91			135	26	201 17
September, 1877,	65	91			131	52	197 43
October, 1877,	65	91			127	40	193 31
November, 1877,	65	91			103	01	168 92
December, 1877,	65	92			145	22	211 14
Total,	\$747	01			\$1,176	92	\$1,923 83

Total passenger earnings for the year, \$10,615 64
 Total freight earnings for the year, 32,806 49
 Total earnings from all other sources, 1,923 83

Total earnings for the year, \$45,346 06

Total receipts from all sources on whole length of line, \$45,346 06
 Proportions of earnings in Pennsylvania to earnings of whole line, 5,418 85

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road,	\$14,136 96
Land or land damages,	4,990 33
New locomotives, No. 1,	2,305 00
Total,	\$21,432 29

Expenditures for Operating During the Year.

Cost of Maintenance of Way and Buildings.

Repairs of buildings and fixtures,	\$396	15
All other expenses for maintenance of way,	9,062	30
Total for maintenance of way,	\$9,458	45
Cost per mile of road kept in repair,	\$389	24
Proportion for Pennsylvania,	938	07

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$575	01
Repairs of machinery,	789	88
Repairs of passenger, baggage, and mail cars, and repairs of freight cars,	1,881	57
Total for maintenance of motive power and cars,	\$2,746	46
Cost per mile of road operated,	113	02
Proportion for Pennsylvania,	272	38

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, and salaries, wages, and incidentals chargeable to freight department,	\$11,325	39
Wages of switchmen, signal-men, gate-keepers, and watchmen,	2,151	00
Fuel—number of cords of wood, } No separate record. Total,	3,833	26
Fuel—number of tons of coal, }		
Oil and waste,	666	57
Taxes,	901	59
Insurance,	264	15
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	4,020	11
Total miscellaneous,	\$23,162	07
Amount per mile of road operated,	\$853	17
Proportion for Pennsylvania,	2,297	14
Total expenditures for operating the road,	\$5,866	98
Expenses per mile of the road operated,	1,455	43
Expenses per mile of single track operated, not including sidings,	1,768	35
Expenses per train mile,	1	25
Proportion for Pennsylvania,	3,507	59

Earnings.

Passenger transportation, local and through,		\$10,615	64
Freight transportation, local and through,		32,806	49
Mail service,		732	37
All other sources of income,		1,191	56
Total,		\$45,346	06
Operating Expenses.			
Maintenance of way and buildings,	\$9,458	45	
Maintenance of motive power and cars,	2,746	46	
Miscellaneous,	23,162	07	
Total operating expenses, \$35,366.98, being 78 per cent. of earnings.			
Net earnings,		\$9,979	06
Earnings per mile of road operated,		1,866	09
Expenses per mile of road operated,		1,455	43
Net earnings,		410	66

General Balance Sheet, January 1, 1878.

DR.			
Property of the company at valuation represented by stock account, with additions since May 1, 1877 :			
Construction,	\$225,339	53	
Depots, buildings, and real estate,	18,952	19	
Rolling stock,	20,955	83	
Office and station furniture,	653	99	
Tools and machinery,	630	71	
Telegraph,	985	02	
Cash,	1,605	64	
Traffic debts due from agents,	26,400	09	
	\$295,533	00	
CR.			
Capital stock, amount issued	\$248,400	00	
Traffic debts due connecting lines, accounts current, &c.,	28,500	06	
Profit and loss,	18,632	93	
	\$295,533	00	

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Are any discriminations made by your Company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? No discriminations made between companies and in-

dividuals. Drawbacks are allowed in some cases, specially on Pennsylvania bituminous coal, to meet competition from other States at Wilmington, Delaware.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? It does not.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? No contract with other companies in regard to running arrangements.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? No payments of that nature made.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None run.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? No payments.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? Commencing July 1, 1877, \$790 96 per annum. One trip six times each week. Mail carried in compartment of car suitably furnished, and always accompanied by route agent.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued? None.

Amount of common stock now outstanding: \$248,400.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: No dividends declared.

Accidents to Persons.

No accidents.

STATE OF DELAWARE, }
County of New Castle, } ss:

Personally appeared before me, William M. Canby, president of the Delaware Western Railroad Company, who being duly affirmed, and John C. Farra, treasurer of the Delaware Western Railroad Company, who

being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, 1877, according to the best of their knowledge and belief.

(Signed)

WM. M. CANBY, *President.*

J. C. FARRA, *Treasurer.*

Affirmed, sworn and subscribed before me, this 29th day of January, 1878.

Witness my hand and official seal.

SAM'L A. MACALLISTER,

Commissioner of Deeds, &c., for the State of Pennsylvania, residing at Wilmington, Delaware.

DILLSBURG AND MECHANICSBURG.

Officers.

NAMES.		Residence.	Salary.
Frederick Watts, . . .	President,	Carlisle, Pa., . .	None. No fixed salary, nor was any received.
E. M. Biddle, }	Secretary, } Treasurer, }	Carlisle, Pa., . . }	

General offices at Carlisle, Pa.

Names of Directors.

Residences.

Frederick Watts,	Carlisle, Pa.
Edward M. Biddle,	Carlisle, Pa.
Henry G. Moser,	Mechanicsburg.
Thomas B. Bryson,	Mechanicsburg.
Dr. Jno. L. Shearer,	Dillsburg.
Christian Bender,	Dillsburg.
Henry McCormick,	Harrisburg.

Capital Stock.

Capital stock authorized by law,	\$350,000	00
Capital stock, amount subscribed,	63,000	00
Capital stock paid in by last report,	46,678	66
Capital stock, total amount now paid in,	48,626	74
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year: No sales known.		

Debt.

Funded Debt.		
First mortgage bonds, (due 1st August, 1895, bear interest at six per cent., which is payable semi-annually,) amount,	\$100,000	00
Total amount now of funded debt,	\$100,000	00
Floating Debt.		
Unfunded debt, incurred for construction, purchase of property, and interest on bonds, \$25,208 90		
The amount now of floating debt,	25,208	90
Funded debt as per last report,	\$100,000	00
Floating debt as per last report,	29,943	58

Cost.

Total cost of entire road to date, \$177,429 16

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line—from Dillsburg to Mechanicsburg,	8	8
Length of single main track,	8	8
No branches or leased lines.		

Gauge.

What is the gauge of your lines ? 4 ft. 9 inches.

Track.

Miles of iron rail in use, 8
 Weight of rail per yard: Iron, 56 lbs.

Bridges and Trestles erected in Pennsylvania.

Wooden bridges, number of, 6; aggregate length, 239 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality ? Harrisburg and Potomac railroad, at Dogwood run, two (2) miles north of Dillsburg.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where ? None.

Number of crossings of highways, at grade, in this Commonwealth, 4
 Number of crossings of highways over railroad, 1

Stations.

Number of stations on main road: Passenger and freight, 2
 Number of wood and water stations on main road, None.

Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$3,100
 Number of tunnels, None.
 How is track laid, and on what foundation? On cross ties and stone ballast.

Equipment.

This company has no equipment.

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains, 3,794
 Number of miles run by freight trains, 7,319
 Number of tons of 2,000 pounds of through freight for the year on main road, 51,833
 Included in the report of the Cumberland Valley Railroad Company.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
October, 1876,					\$380 39
November, 1876,					207 62
December, 1876,					173 90
January, 1877,					136 55
February, 1877,					155 60
March, 1877,					235 43
April, 1877,					154 45
May, 1877,					153 75
June, 1877,					179 71
July, 1877,					705 43
August, 1877,					1,721 92
September, 1877,					269 51
Total,					\$4,474 10

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.
October, 1876,					1,260 21
November, 1876,					1,208 76
December, 1876,					1,322 64
January, 1877,					1,325 00
February, 1877,					1,444 73
March, 1877,					1,138 04
April, 1877,					1,314 23
May, 1877,					1,128 07
June, 1877,					982 32
July, 1877,					778 21
August, 1877,					1,307 73
September, 1877,					1,184 13
Total,					\$14,450 15

From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
Total,	\$400			\$400 00

Earnings.

Passenger transportation, local and through,	\$4,474	16
Freight transportation, local and through,	14,450	15
Mail service,	400	00
Total,	\$19,324	31
Operating Expenses.		
Maintenance of way and buildings,	\$3,327	23
Maintenance of motive power and cars,	3,700	00
Miscellaneous, (conducting, transportation, and general ex- penses,	4,064	92
Total operating expenses, being 52.22 per cent. of earnings,	\$10,092	15
Net earnings,	9,232	16

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 a term of ninety-nine years. By its provisions the Dillsburg and Mechanicsburg Railroad Company is to receive the earnings of its road after the payment of expenses and interest on bonds.

General Balance Sheet, September 30, 1877.

DR.			
Construction,	\$177,429	16	
Stock unpaid,	14,373	28	
	\$191,802	42	
CR.			
Capital stock subscribed,	\$63,000	00	
Bonds,	100,000	00	
Floating debt,	25,208	90	
Balance,	3,593	52	
	\$191,802	42	

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

Personally appeared before me, Frederick Watts, president, and Edward M. Biddle, treasurer of the Dillsburg and Mechanicsburg Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending 30th September A. D. 1877, according to the best of their knowledge and belief.

(Signed)

FRED'K WATTS, *President.*
 E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me, this thirty-first day of January, A. D. 1878.

J. M. ALLEN, *Notary Public.*

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH

Officers.

NAMES.		Residence.	Salary.
Edwin D. Worcester,	President,	Albany, N. Y.,	Nothing.
Joseph Harper,	Secretary,	New York, . . .	Nothing.
William M. Lester,	Auditor and Treas. for lessee,	Dunkirk, N. Y.,	\$2,500 00
Darwin Thayer,	General Superintendent, . . .	Dunkirk, N. Y.,	3,200 00

Names of Directors.

Residences.

William H. Vanderbilt,	New York.
William K. Vanderbilt,	New York.
Augustus Schell,	New York.
Samuel F. Barger,	New York.
Joseph Harker,	New York.
Chauncey M. Depew,	New York.
Henry R. Pierson,	Albany, N. Y.
Edwin D. Worcester,	Albany, N. Y.
J. Condit Smith,	Buffalo, N. Y.
Stephen M. Newton,	Dunkirk, N. Y.
Rasselas Brown,	Warren, Pa.
David H. Mitchell,	Titusville, Pa.
One vacancy.	

Capital Stock.

Capital stock authorized by law,	\$1,800,000	00
Capital stock, amount subscribed,	1,300,000	00
Capital stock, paid in by last report,	1,300,000	00
Capital stock, total amount now paid in,	1,300,000	00
Capital stock, number of shares issued, full paid, 13,000		
Capital stock, amount paid in on each share issued,	100	
Capital stock, par value of each share,	100	00
Capital stock, average market value during the year,	No sales.	

Debt.

Funded Debt.		
First mortgage bonds, (due June 1, 1890, bear interest at 7 per cent., which is payable semi-annually,) amount,	\$2,000,000	00
Second mortgage bonds, (due October 1, 1890, bear interest at 7 per cent., which is payable semi-annually,) amount,	1,000,000	00
Third mortgage bonds, (due October 1, 1890, bear interest at 7 per cent., which is payable semi-annually,) amount,	200,000	00
Total amount now of funded debt,	\$3,200,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$180,406 87		
Debt incurred for any other purpose, and for what, 1,888 92		
The amount now of floating debt,	\$182,295	79
Total amount now of floating and funded debt,	\$3,382,295	79

Cost.

Total cost of entire road to date,	\$4,541,510	67
Average of same per mile of road laid,	50,127	04
Proportion of same for Pennsylvania, (48.3 miles,)	2,421,036	03
Total cost of entire equipment,	262,725	00
Average cost of equipment per mile of road operated by company,	2,900	00
Proportion of same for Pennsylvania, (48.3 miles,)	140,070	00
Cost of road and equipment per mile,	53,024	84
Proportion of same for Pennsylvania, (48.3 miles,)	2,561,106	03

Characteristics of Road.

	MILES.	
	Whole length.	Length in Penn'a.
Main Line.		
Length of main line, from Dunkirk, N. Y., to Oil City, Pa.,	106.5	48.3
Length of single main track,	90.6	48.3
Leased Roads.		
Aggregate length of main line and branches laid,	90.6	48.3
Aggregate length of sidings, and other track not above enumerated,	10.5	3.
Aggregate length of main line, branches, leased roads, sidings and other track,	101.1	51.3

Gauge.

What is the gauge of your lines? 4 ft. 9½ inches.

Track.

Miles of iron rail in use, 86.1
 Miles of steel rail in use, 15.00
 Weight of rail per yard, { Iron, 56 and 60 lbs.
 Steel, 60 lbs.

What is the relative durability, practicability of use, and value, as used on your road? Steel vastly more durable; not experience sufficient to estimate accurately relative durability.

Bridges and Trestles erected in Pennsylvania.

Number of bridges and trestles on whole line, 36
 Wooden bridges, number of, 24; aggregate length, . . . 1,956 feet.
 Stone bridges, number of, 1; aggregate length, 8 feet.
 Iron bridges, number of, 2; aggregate length, 202 feet.
 Wooden trestles, number of, 9; aggregate length, . . . 3,640 feet.

Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Philadelphia and Erie railroad, at Youngsville.

Number of crossings of highways at grade in this Commonwealth, 37
 Number of crossings of highways over railroad, 1
 Number of crossings of highways under railroad, 3
 Number of crossings at which there are neither gates nor flagmen, 41

What regulations govern your employés in regard to these crossings? Engine bell must be rung in all cases, at least eighty rods before reaching a road crossing and until it is passed; speed of train must be reduced to six miles per hour when passing through settlements.

Stations.

Number of stations on main road: Passenger and freight, . . . 21
 Number of wood and water stations on main road, 12
 Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$50,000 00

How is track laid, and on what foundation? Hemlock, chestnut, and oak ties, and gravel ballast.

Equipment.	Number.	Av. cost of each.
Number of locomotives of more than 38 tons weight,	1	\$12,500 00
Number of locomotives of more than 30 tons weight,	11	12,500 00
Number of first-class passenger cars,	6	5,000 00
Number of pay cars,	1	2,000 00
Number of second class passenger cars,	2	3,000 00
Number of baggage, mail, and express cars,	2	2,500 00
Number of hermaphrodite cars,	2	3,000 00
Number of freight cars: House cars, 33; trucks, 55; total,	88	509 00

What kind of train brake is in use on your road? Wheel and chain on freight, and Westinghouse air brake on passenger cars.

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	25
Average weight of passenger trains, including locomotive and tender, in working order,	65 tons.
Average weight of freight trains, including locomotive and tender, in working order,	250 tons.

Employees.

Average number of persons regularly employed by Company, including officials,	445
Same in Pennsylvania,	237

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	111,442
Number of miles run by freight trains,	325,587
Number of through passengers for the year on main road,	5,764
Number of passengers (all classes) carried in cars,	115,278
Number of passengers carried one mile,	2,305,560
Number of passengers carried one mile in Pennsylvania,	922,220
Number of tons (of 2,000 pounds) of through freight for the year on main road,	337,101
Number of tons of freight carried one mile,	26,231,561
Number of tons of freight carried one mile in Pennsylvania,	10,244,925
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	419,018
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in cars.

October, 1876,	11,819	May, 1877,	10,810
November, 1876,	11,609	June, 1877,	9,370
December, 1876,	7,983	July, 1877,	9,363
January, 1877,	5,826	August, 1877,	10,586
February, 1877,	6,818	September, 1877,	11,231
March, 1877,	8,327		
April, 1877,	10,926		115,278

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	7,819	Agricultural products,	9,926
Bituminous coal,	115,378	Merchandise and manufactures,	8,724
Petroleum and other oils,	242,604	Live stock,	1,067
Pig iron,	32	Lumber,	18,393
Railroad iron,	2,345	Other articles,	1,919
Other iron or castings,	1,280		
Stone and lime,	2,749		419,018

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 cents.

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,	¾ cent.
For local freight per ton per mile,	3 cents.
For local coal per ton per mile,	1 cent.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
	\$		\$		
October, 1876,	\$1,814	70	\$5,013	43	\$6,328 13
November, 1876,	1,525	01	4,567	72	6,092 73
December, 1876,	1,090	60	3,215	27	4,305 87
January, 1877,	776	90	2,261	12	3,038 03
February, 1877,	894	93	2,678	69	3,573 62
March, 1877,	1,120	14	3,322	29	4,442 43
April, 1877,	1,472	00	4,428	17	5,900 17
May, 1877,	1,397	50	4,332	20	5,729 70
June, 1877,	1,266	13	3,798	37	5,064 50
July, 1877,	1,345	00	4,035	37	5,380 37
August, 1877,	1,464	70	4,390	20	5,858 90
September, 1877,	1,500	08	4,511	08	6,011 16
Total,	\$15,167	69	\$46,557	91	\$61,725 60

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
October, 1876,	\$3,391	52	\$1,834	55	\$4,226	07
November, 1876,	12,083	84	8,057	00	20,140	84
December, 1876,	17,228	39	11,485	59	28,713	98
January, 1877,	6,961	79	4,641	19	11,602	98
February, 1877,	12,993	91	8,662	61	21,656	52
March, 1877,	15,072	13	10,048	08	25,120	21
April, 1877,	13,945	87	9,297	25	23,243	12
May, 1877,	14,005	81	9,337	20	23,343	01
June, 1877,	12,172	97	8,781	98	20,954	95
July, 1877,	11,465	43	7,643	62	19,109	05
August, 1877,	17,403	35	11,602	23	29,005	58
September, 1877,	15,933	53	10,622	34	26,555	87
Total,	\$151,658	54	\$102,013	64	\$253,672	18

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
October, 1876,	\$379	83	\$124	35	\$259	39	\$763	57
November, 1876,	379	83	108	89	67	73	556	45
December, 1876,	379	84	117	25	235	87	732	96
January, 1877,	379	83	67	63	141	27	588	73
February, 1877,	379	83	84	96	197	96	662	75
March, 1877,	379	84	86	95	90	80	557	59
April, 1877,	379	83	115	52	327	72	823	07
May, 1877,	379	83	125	01	642	30	1,147	14
June, 1877,	379	84	202	59	362	94	945	37
July, 1877,	379	83	182	57	64	53	626	93
August, 1877,	379	83	141	43	220	26	741	52
September, 1877,	407	11	245	43	18,076	08	18,728	62
Total,	\$4,585	27	\$1,602	58	\$20,686	85	\$26,874	70
Total passenger earnings for the year,							\$61,725	60
Total freight earnings for the year,							253,672	18
Total earnings from all other sources,							26,874	70
Total earnings for the year,							\$342,272	48
Total receipts from all sources on whole length of line,							\$342,272	48
Proportion of earnings in Pennsylvania to earnings of whole line,							182,469	76

Expenditures Charged to Cost of Road and Equipment during the year:

Extension or alteration of road,	\$5,767	74
New machine shops, machinery, and tools,	475	00
Total,	\$6,242	74

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$101,439	71
New steel rails, number of tons, 859,	41,048	91
Repairs of bridges,	3,653	70
Repairs of buildings and fixtures,	138	81
Repairs of fences,	799	69
Total for maintenance of way,	\$147,080	83
Cost per mile of road kept in repair,	\$1,623	40
Proportion for Pennsylvania,	78,410	22

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$16,045	66
Repairs of machinery,	243	18
Repairs of passenger, baggage, and mail cars,	3,959	66
Repairs of freight cars,	11,739	56
All other expenses for maintenance of motive power and cars,	2,509	32
Total for maintenance of motive power and cars,	\$34,496	76
Cost per mile of road operated,	\$330	78
Proportion for Pennsylvania,	18,390	70

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$22,782	79
Salaries, wages, and incidentals chargeable to freight department,	76,477	15
Wages of switchmen, signal-men, gate-keepers, and watchmen,	4,187	70
Fuel, number of cords of wood, cost,	3,600	00
Fuel, number of tons of coal, cost,	32,948	20
Oil and waste,	6,165	39
Damages for injuries to persons,	200	65
Damages for cattle killed or injured,	395	50
Damages for loss of goods and baggage,	2,164	71
Damages to property, including damages by fire,	600	00
Taxes,	7,765	13
Telegraph expenses,	594	05
Amount paid other corporations or individuals for use of all other cars,	15,996	77
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	9,660	40
Total miscellaneous,	\$183,535	44
Amount per mile of road operated,	\$2,025	78
Proportion for Pennsylvania,	97,845	17
Total expenditures for operating the road,	365,113	02
Expenses per mile of the road operated,	4,029	94
Expenses per train mile,	83	4
Proportion for Pennsylvania,	194,646	09

Earnings.

Passenger transportation, local,	\$46,557 91	} Total,	\$61,725	60
Passenger transportation, through,	15,167 69			
Freight transportation, local,	\$102,113 64	} Total,	253,672	18
Freight transportation, through,	151,658 54			
Mail service,			4,585	27
Express service,			1,602	58
All other sources of income,			20,686	85
Total,			\$342,272	48
Operating Expenses.				
Maintenance of way and buildings,	\$147,080 82			
Maintenance of motive power and cars,	34,496 76			
Miscellaneous,	183,535 44			
Total operating expenses,			\$365,113	02
Deficit,			22,840	54
Earnings per mile of road operated,			3,777	84
Expenses per mile of road operated,			4,029	94
Deficit,			252	10

General Balance Sheet, October 1, 1877.

DR.				
Construction,			\$4,541,510	67
Equipment,			262,725	00
Supplies and material on hand,			2,739	58
Debts collectible,			4,614	85
			\$4,811,590	10
CR.				
Capital stock,			\$1,300,000	00
Funded debt,			3,200,000	00
Advances by lessee on construction account,			180,406	87
Due other roads and ledger balances,			6,503	77
Profit and loss,			124,679	46
			\$4,811,590	10

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? American, who pay a stated sum per diem, and different rates on excess, according to distance.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies: Miscellaneous. Take freight at stations.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Merchants' Dispatch Transportation Company. Contract made with lessee, and we know of no particulars.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and, if so, in what particular? They use their own cars. No preference given.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? No.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of materials or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? New York Central and Hudson River and Lake Shore and Michigan Southern Railway Company. Pro rate.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? None.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

What is the total amount paid by your company, to palace or sleeping car companies, to what companies, and the amount paid to each? Nothing.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$4,676 50 per annum.

Stocks and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding, 13,000 shares.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	1	6
Others,		2
Total,	1	8

Statement of Each Accident.

1876. October 21. Charles Sixby, brakeman; fell from moving train near Fredonia. Neck broken, causing death.

November 16. John Duffy, a tramp; stealing a ride, fell from mail car, near Russellburg. Leg broken and head badly cut.

November 17. E. Frinnous, brakeman. Thumb cut off coupling cars. Dunkirk.

1877. January 23. L. Barrows, brakeman, at Titusville; jumped from moving train and struck freight car. Cut and bruised slightly.

February 13. W. Buckley, brakeman, at Fredonia. Had his hand mashed coupling cars.

June 18. F. Russell, fireman; fell between engine and tender, near Sinclairville. Ribs broken.

August 20. W. Pease, brakeman. Hand hurt coupling cars, at Frewsburg.

August 24. An unknown man; jumped from moving train, near Nortons. Leg broken.

September 6. J. Conners, brakeman. Hand hurt coupling cars.

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

Personally appeared before me, Edwin D. Worcester, president, and Joseph Harker, secretary of the Dunkirk, Allegheny Valley and Pittsburgh Railroad Company, who being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

E. D. WORCESTER, *President.*

JOSEPH HARKER, *Secretary.*

Sworn and subscribed before me, this ninth day of January, 1878.

S. B. GOODALE,

Commissioner for Pennsylvania, resident in New York.

EAST BROAD TOP RAILROAD AND COAL COMPANY.

Officers.

NAMES.	Residence.	Salary.
William A. Ingham,	Philadelphia,	\$1,271 25
Edward Roberts, jr.,	Philadelphia,	None.
William Boyd Jacobs,	Philadelphia,	\$847 50
A. W. Sims,	Orbisonia, Pa.,	1,506 25
} President,		
} Vice President,		
} Secretary and Treasurer,		
} Chief Engineer,		
} General Manager,		
} General Superintendent,		

General offices at 320 Walnut street, Philadelphia.

Names of Directors.

	<i>Residences.</i>
Arlo Pardee,	Hazleton.
George B. Markle,	Philadelphia.
Edward Roberts, jr.,	Philadelphia.
Edward R. Wood,	Philadelphia.
Percival Roberts,	Philadelphia.
Charles Hacker,	Philadelphia.
Franklin A. Comly,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$1,000,000 00
Capital stock authorized by votes of company,	650,000 00
Capital stock, amount subscribed,	568,400 00
Capital stock paid in by last report,	545,588 20
Capital stock, total amount now paid in,	549,248 00
Capital stock, number of shares issued,	11,368
Capital stock, amount paid in on each share,	{ On 10,000 shares, \$50 { On 1,368 shares, 36
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year: No sales.	

Debt.

Funded Debt.		
First mortgage bonds, (due July 1, 1903; bear interest at 7 per cent., which is payable semi-annually,) amount,	\$500,000	00
Interest scrip, (due on and after April 1, 1882; bear interest at 6 per cent., which is payable annually,) amount,	10,395	00
Total amount now of funded debt,	\$510,395	00
Floating Debt.—Being Excess of Current Liabilities over Current Assets.		
Debt incurred for any other purpose, and for what general purposes,	\$4,346	54
The amount now of floating debt,	4,346	54
Total amount now of floating and funded debt,	\$514,741	54
Funded debt as per last report,	\$500,000	00
Floating debt as per last report,	14,462	56
Total cash realized from capital stock and debt,	\$1,002,548	00

Cost.

Total cost of entire road to date,	\$912,821	34
Average of same per mile of road laid,	30,427	38
Proportion of same for Pennsylvania,	All.	
Total cost of entire equipment,	186,151	25
Average cost of equipment per mile of road operated by company,	4,538	37
Proportion of same for Pennsylvania,	All.	
Cost of road and equipment per mile,	34,965	75
Proportion of same for Pennsylvania,	All.	

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Mount Union to Robertsdale,	30	30
Length of single main track,	30	30
Length of double main track,	None.	None.
Leased Roads.		
Aggregate length of main line,	30	30
Aggregate length of sidings and other track not above enumerated,	5 ⁵⁶ / ₁₀₀	5 ⁵⁶ / ₁₀₀
Aggregate length of main line, branches, leased roads, sidings, and other track,	35 ⁵⁶ / ₁₀₀	35 ⁵⁶ / ₁₀₀

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 35⁵⁶/₁₀₀
 Miles of steel rail in use, None.
 Weight of rail per yard, (Iron,) 40, 45, and 50

Bridges and Trestles erected in Pennsylvania.

None erected during the year.

Number of bridges and trestles on whole line,	23
Wooden bridges, number of, 17; aggregate length,	1,371 feet.
Wooden trestles, number of, 6; aggregate length,	3,683 feet.

Crossings.

Number of crossings of highways, at grade, in this Commonwealth,	31
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	2
Number of crossings at which gates or flagmen are maintained,	None.

What regulations govern your employes in regard to these crossings? Engineers are instructed to blow the whistle eighty rods from each and every level road-crossing, and then ring the bell until the train occupies the crossing.

Stations.

Number of stations on main road: Passenger and freight combined,	9
Number of stations on branches: Passenger and freight,	None.
Number of stations on leased roads, { Passenger,	None.
{ Freight,	6
Value of real estate held by the company, exclusive of roadway in Pennsylvania,	\$10,717 75
Number of tunnels, 2; aggregate length, 830 and 1,150,	1,980 feet.

How is track laid, and on what foundation? Oak cross-ties and broken stone and cinder ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than twenty tons weight,	4	\$9,850 00
Number of locomotives of more than ten tons weight,	2	9,000 00
Number of first-class passenger cars,	2	3,100 00
Number of second class passenger cars,	None.	
Number of baggage, mail, and express cars,	2	1,555 00
Number of freight cars: House cars, 13; Trucks, 25,	38	427 68
Number of coal, ore, and stone cars,	136	342 00

What kind of train brake is in use on your road?	None.
Average number of cars in passenger trains, including baggage cars,	9
Average number of cars in freight trains,	16
Average weight of passenger trains, including locomotive and tender, in working order,	42 tons.
Average weight of freight trains, including locomotive and tender, in working order,	119 tons.

Employees.

Average number of persons regularly employed by company, including officials,	75
Same in Pennsylvania,	75

Doings of the Year.

Transportation and total miles run.

Number of miles run by passenger trains,	25,844
Number of miles run by freight trains,	67,928
Number of miles run by coal trains,	
Number of through passengers for the year on main road,	457
Number of passengers, (all classes,) carried in cars,	28,295
Number of passengers carried one mile,	281,884
Number of passengers carried one mile in Pennsylvania,	281,884
Number of tons of 2,000 pounds of through freight for the year on main road,	61,857 $\frac{1125}{8000}$
Number of tons of freight carried one mile,	2,764,739 $\frac{172}{8000}$
Number of tons of freight carried one mile in Penna.,	2,764,739 $\frac{172}{8000}$
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	116,130 $\frac{34}{8000}$
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,)	No express trains.
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1876,	2,209	June, 1877,	2,897
January, 1877,	2,128	July, 1877,	2,427
February, 1877,	1,820	August, 1877,	2,975
March, 1877,	2,257	September, 1877,	3,015
April, 1877,	2,455	October, 1877,	2,106
May, 1877,	1,987	November, 1877,	2,066

The amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal and coke,	1,742 $\frac{558}{8000}$	Iron and other ores,	547 $\frac{550}{8000}$
Bituminous coal,	97,629 $\frac{588}{8000}$	Stone and lime,	14 $\frac{888}{8000}$
Petroleum and other oils,	65 $\frac{488}{8000}$	Agricultural products,	1,612 $\frac{388}{8000}$
Pig iron,	10,782 $\frac{688}{8000}$	Merchandise and manufactures,	2,918 $\frac{668}{8000}$
Railroad iron, included in merchandise and manufactures,		Lumber,	822 $\frac{168}{8000}$
Other iron or castings, included in merchandise and manufactures,			

The Rate of Fare for Passengers charged for the respective classes per mile, as follows:

For first-class through passengers,	3 $\frac{1}{2}$ cents.
For first-class way passengers,	3 $\frac{1}{2}$ cents.
For second class through passengers,	No 2d class.
For second class way passengers,	No 2d class.

Rate per Ton of 2,000 pounds per mile charged for Freight.

For through freight, in less than car loads, per ton per mile, averaging,	12 cents.
For through coal, per ton per mile,	2½ cents.
For local freight, in less than car loads, per ton per mile, averaging,	12 cents.
For local coal, per ton per mile,	3 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
December, 1876,			\$776 74
January, 1877,			748 84
February, 1877,			620 50
March, 1877,			745 65
April, 1877,			900 62
May, 1877,			618 54
June, 1877,			1,087 83
July, 1877,			812 06
August, 1877,			1,278 72
September, 1877,			656 81
October, 1877,			770 32
November, 1877,			753 90
Total,			\$9,720 52

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
December, 1876,			\$5,012 50
January, 1877,			6,208 06
February, 1877,			4,190 28
March, 1877,			6,314 12
April, 1877,			4,965 77
May, 1877,			5,590 04
June, 1877,			5,032 77
July, 1877,			3,980 42
August, 1877,			5,433 03
September, 1877,			5,770 48
October, 1877,			6,062 37
November, 1877,			6,081 36
Total,			\$64,646 72

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1876,	\$126	61	.	.	\$292	35	\$418	86
January, 1877, . . . . .	.	.	.	.	350	25	350	25
February, 1877,	168	46	.	.	371	50	534	96
March, 1877,	188	28	.	.	397	25	535	53
April, 1877, . . . . .	.	.	.	.	357	00	357	00
May, 1877,	149	94	.	.	351	20	501	14
June, 1877,	146	56	.	.	332	20	478	76
July, 1877, . . . . .	.	.	.	.	266	50	266	50
August, 1877,	143	51	.	.	371	40	514	91
September, 1877,	146	73	.	.	346	00	492	73
October, 1877, . . . . .	.	.	.	.	428	90	428	90
November, 1877, . . . . .	.	.	.	.	344	70	344	70
Total,	\$1,015	09	.	.	\$4,209	15	\$5,224	24

Total passenger earnings for the year,	\$9,720	52
Total freight earnings for the year,	64,646	72
Total earnings from all other sources,	5,224	24
Total earnings for the year,	\$79,591	48
Total receipts from all sources on whole length of line,	\$79,966	38
Proportion of earnings in Pennsylvania to earnings of whole line,	All.	

Expenditures Charged to Cost of Road and Equipment during the year.

Land or land damages,	\$3	00
Any other expenditures chargeable to this account,	30	00
Total,	\$33	00

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of road, exclusive of bridges and new rails,	\$6,511	57
Repairs of bridges,	823	03
Repairs of buildings and fixtures,	423	18
All other expenses for maintenance of way,	1,142	20
Total for maintenance of way,	\$8,899	08
Cost per mile of road kept in repair,	\$296	67
Proportion for Pennsylvania,	All.	

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$1,329	09
Repairs of passenger, baggage, and mail cars,	96	35
Repairs of freight cars,	3,412	00
All other expenses for maintenance of motive power and cars,	2,472	21
Total for maintenance of motive power and cars,	\$7,309	65
Cost per mile of road operated,	\$243	65
Proportion for Pennsylvania,	All.	

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$4,580	83
Salaries, wages, and incidentals chargeable to freight department, . . .	13,774	65
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	2,231	74
Fuel—number of tons of coal, 1,627 ¹ / ₁₀ ; cost,	1,689	78
Oil and waste,	1,427	20
Damages for loss of goods and baggage,	2	20
Taxes,	481	81
Insurance,	509	32
Telegraph expenses,	71	16
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . .	3,225	45
Total miscellaneous,	\$27,994	14
Amount per mile of road operated,	\$993	14
Proportion for Pennsylvania,	All.	
Total expenditures for operating the road,	44,203	77
Expenses per mile of the road operated,	1,473	46
Expenses per mile of single track operated, not including sidings, . . .	1,473	46
Expenses per train mile,		47 ¹⁴ / ₁₀₀
Proportion for Pennsylvania,	All.	

Earnings.

Passenger transportation, local,	} Total,	\$9,720	53
Passenger transportation, through,			
Freight transportation, local,	} Total,	64,646	73
Freight transportation, through,			
Mail service,		1,015	06
Rents,		59	06
All other sources of income,		4,524	07
Total,		\$79,966	53
Operating Expenses.			
Maintenance of way and buildings,		\$8,899	98
Maintenance of motive power and cars,		7,309	65
Miscellaneous,		27,994	14
Total operating expenses, \$44,203 77; being 55 ¹⁴/₁₀₀ per cent. of earnings,		44,203	77
Net earnings,		\$35,762	61
Earnings per mile of road operated,		\$2,665	55
Expenses per mile of road operated,		1,473	46
Net earnings,		1,192	09

General Balance Sheet, December 1, 1877.

DR.			
Railroad account,	\$868,028 17		
Improvements—stations, shops, &c.,	89,077 42		
Real estate,	10,717 75		
Rolling stock,	130,737 58		
		\$1,043,558	92
Property accounts—stores, tools, &c., &c.,		5,413	67
Cash in bank, and in hands of agents,	\$3,551 92		
Bills receivable,	250 00		
Rockhill Iron and Coal Company's stock,	360 00		
Individual debtors,	85,642 38		
		89,804	30
Profit and loss,		29,964	47
		\$1,168,741	86
CR.			
Capital stock,		\$568,400	00
Mortgage bonds,	\$500,000 00		
Interest script,	10,395 00		
		510,395	00
Mortgage account,	488 88		
Bills payable,	18,485 18		
Loans,	3,800 00		
Special loan,	32,600 00		
Individual creditors,	34,572 30		
		89,946	36
		\$1,168,741	86

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? No express companies.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No preferences.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? There are no contracts for material or supplies. Articles are purchased as wanted in open market.

What running arrangements have you with other railroad companies? What are the details of the contract? None.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? Nothing.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Nothing.

United States Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Compensation previous to July 1, 1877, at rate of \$1,160 28 per annum. Since July 1, 1877, at rate of \$1,298 02 per annum. To and from Mt. Union and Robertsdale, once daily. To and from Mt. Union and Orbisonia, twice daily.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding: 11,368 shares, of par value of \$50—\$568,400.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: One tenth of one per cent., on July 10, 1876.

Accidents to Persons.

No accidents to passengers, employés, or others.

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

Personally appeared before me, William A. Ingham, president, and Wm. Boyd Jacobs, treasurer of the East Broad Top Railroad and Coal Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

WM. A. INGHAM, *President.*

WM. BOYD JACOBS, *Treasurer.*

Sworn and subscribed before me, this twenty-ninth day of January, A. D. 1878.

JOHN RODGERS, *Notary Public.*

EAST MAHANAY.

Officers.

NAMES.		Residence.	Salary.
G. A. Nicolls,	President,	Reading, Pa.,	Nothing.
Howard Hancock,	Secretary,	Philadelphia,	Nothing.
John Welch,	Treasurer,	Philadelphia,	Nothing.

General office at No. 227 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
H. Pratt McKean,	Philadelphia.
A. E. Borie,	Philadelphia.
J. B. Lippincott,	Philadelphia.
John Ashhurst,	Philadelphia.
Franklin B. Gowen,	Philadelphia.
I. V. Williamson,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	392,550	00
Capital stock, paid in by last report,	Same.	
Capital stock, total amount now paid in,	Same.	
Capital stock, number of shares issued,	7,851	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year. No sales during year,		

Debt.

	Funded Debt.	
None.		
	Floating Debt.	
None.		

Cost.

Total cost of entire road to date,	\$392,550	00
Average of same per mile of track laid, (14.5 miles,)	27,072	69
Average of same per mile of road laid, (7.54 miles,)	52,062	32

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	All in Penn'a
Length of main line—from East Mahanoy Junction to Waste House run,		7.54
Length of single main track,		7.54
Length of double main track,		None.
Branches.		
Morris Colliery branch, { Length of branch, . . . . .		.33
{ Length of single track, . . . . .		.33
Oak Hollow Colliery branch, { Length of branch,		1.45
{ Length of single track,		1.45
Hillside Colliery branch, { Length of branch, . . . . .		.30
{ Length of single track, . . . . .		.30
East Mahanoy Colliery branch, { Length of branch, . . . . .		.92
{ Length of single track, . . . . .		.92
North Mahanoy Colliery branch, { Length of branch, . . . . .		.16
{ Length of single track, . . . . .		.16
Leased Roads.		
None.		
Aggregate length of main line and branches,		10.7
Aggregate length of sidings and other track not above enumerated,		3.8
Aggregate length of main line, branches, leased roads, sidings, and other track,		14.5

Gauge.

What is the gauge of your lines ? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, *i. e.*, miles of track, 14½

Weight of rail per yard, iron, 68, 64, & 56 lbs.

What is the relative durability, practicability of use, and value, as used on your road? No comparison, iron alone is used.

Bridges and Trestles erected in Pennsylvania.

Number of bridges and trestles on whole line, 11

Wooden bridges, number of, 5; aggregate length, 116⅞ feet.

Iron bridges, number of, 6; aggregate length, 190⅞ feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality?

Mahanoy and Shamokin branch of Philadelphia and Reading railroad, at Tunnel Ridge Colliery branch.

Lehigh Valley railroad, at East Mahanoy Colliery branch.

Number of crossings of highways at grade in this Commonwealth, 9

Number of crossings of highways over railroad, 1

Number of crossings of highways under railroad, 2

Number of crossings at which gates or flagmen are maintained, None.
 Number of crossings at grade, at which there are neither gates nor flagmen, 9

Stations.

Number of stations on main road: { Passenger, 3, Total, 5
 { Freight, 2,
 Number of wood and water stations on main road, 2
 Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$600 00
 Number of tunnels, one; aggregate length, 3,411 feet.
 How is track laid and on what foundation? Wooden cross ties; coal dirt ballast.

Equipment.

Furnished by Philadelphia and Reading Railroad Company sub-lessees.

Doings of the Year.

Transportation and Total Miles Run.

Included in report made by Philadelphia and Reading Railroad Company.

Monthly Earnings for Year.

From Transportation of Passengers.

Included in report made by Philadelphia and Reading Railroad Company.

From all Other Sources.

Included in report made by Philadelphia and Reading Railroad Company.

Expenditures Charged to Cost of Road and Equipment during the Year.

Nothing.

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Included in report made by Philadelphia and Reading Railroad Company.

Receipts.

Lease and contract account,	\$25,553 00		
Rents,	30 00		
		\$25,583	00
Payments.			
Dividends,	\$23,160 45		
State tax on dividends,	1,813 89		
Contingent expenses,	541 35		
		\$25,515	19
Surplus,		\$267	81

General Balance Sheet, November 30, 1877.

DR.		
Construction,		\$391,950 00
Real estate,		600 00
Cash,		235 19
Debts due company,		900 00
Profit and loss,		498 20
		\$394,178 39
CR.		
Capital stock,		\$392,550 00
Unclaimed dividends,		15 00
State taxes,		1,613 39
		\$394,178 39

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding: \$392,550.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: January 15, 1877, 2 $\frac{1}{2}$ % per cent.; July 16, 1877, 3 per cent.

Amount paid in dividends,	\$23,160 45
Balance for the year, or surplus,	267 81

All returns not here given, will be included in the report made by the Philadelphia and Reading Railroad Company, sub-lessees.

This road was leased to the Little Schuylkill Navigation, Railroad and Coal Company, January 12, 1863, for a term of ninety-nine years.

Sub-leased by the Philadelphia and Reading Railroad Company July 7, 1868, for the remainder of the term.

Terms of Lease.—Lessees to pay all expenses of operating, and to this company, as rental, a sum equal to six per cent. on the capital stock, and an additional sum, not exceeding \$2,000, for State taxes and sundry expenses.

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

Personally appeared before me, G. A. Nicolls, president, and John Welch treasurer of the East Mahanoy Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct state-

ment of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

G. A. NICOLLS, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 19th day of March, A. D. 1878.

J. Y. HUMPHREY, *Notary Public.*

EAST PENNSYLVANIA.

Officers.

NAMES.		Residence.	Salary.
G. A. Nicolls,	President,	Reading,	None.
Howard Hancock,	Secretary,	Philadelphia,	None.
John Welch,	Treasurer,	Philadelphia,	None.

General offices at 227 South Fourth street, Philadelphia.

Names of Directors.

Residences.

A. E. Borie,	Philadelphia.
J. B. Lippincott,	Philadelphia.
Franklin B. Gowen,	Philadelphia.
L. V. Williamson,	Philadelphia.
Thomas Hart, jr.,	Philadelphia.
Morton P. Henry,	Philadelphia.
George D. Stitzel,	Reading.
Joseph L. Stichter,	Reading.

Capital Stock.

Capital stock authorized by law,	Unlimited.		
Capital stock authorized by votes of Company,		\$1,709,550	00
Capital stock, amount subscribed,		1,709,550	00
Capital stock paid in by last report,		1,709,550	00
Capital stock, total amount now paid in,		1,709,550	00
Capital stock, number of shares issued,	34,191		
Capital stock, amount paid in on each share,		50	00
Capital stock, par value of each share,		50	00
Capital stock, average market value during the year,		35	00

Debt.

Funded Debt.	
First mortgage bonds, (due March 1, 1888, bear interest at 7 per cent., which is payable March and September,) amount,	\$495,900 60
Total amount now of funded debt,	\$495,900 00
Floating Debt.	
None.	
Total amount now of floating and funded debt,	\$495,900 00
Funded debt as per last report,	\$495,900 00

Cost.

Total cost of entire road to date,	\$1,884,683 79
Average of same per mile of road laid, 36 miles,	52,352 33
Average of same per mile of track laid, 70.9 miles, including sidings,	26,582 30

Characteristics of Road.

Main Line.

Length of main line—from Reading to Allentown, (all in Pennsylvania,)	36	
Length of single main track,	17.7	
Length of double main track,	18.3	
Aggregate length of main line and branches,	} All in Penn'a, {	36
Aggregate length of second track,		18.3
Aggregate length of sidings and other track not above enumerated,		16.6
Aggregate length of main line, branches, leased roads, sidings, and other track,	70.9	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, (<i>i. e.</i> , miles of track,)	70.9
Miles of steel rail in use,	None.
Weight of rail per yard, (iron,)	64 and 68 lbs.
What is the relative durability, practicability of use, and value, as used on your road? No comparison; iron alone is used.	

Bridges and Trestles erected in Pennsylvania.

Number of bridges and trestles on whole line,	33
Wooden bridges, number of, 22; aggregate length,	395 feet.

Stone bridges, number of, 7; aggregate length, 305 feet.
 Iron bridges, number of, 4; aggregate length, 191 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Catasauqua and Fogelsville railroad, at Alburdis, Pa.
 Number of crossings of highways, at grade, in this Commonwealth, 68
 Number of crossings of highways, over railroad, 3
 Number of crossings of highways, under railroad, 7
 Number of crossings at which gates or flagmen are maintained, 2
 Number of crossings, at grade, at which there are neither gates nor flagmen, 66

Stations.

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, in Pennsylvania, \$6,033 18
 Number of tunnels, None.
 How is track laid and on what foundation? Cross ties, broken stone, and cinder ballast.

General Balance Sheet. November 30, 1877.

DR.			
Construction, right of way, &c.,	\$1,884,683	79	
Philadelphia and Reading Railroad Company account—rolling stock, machinery, shops, real estate, &c., transferred as per lease,	482,440	82	
	\$2,367,124	61	
CR.			
Capital stock,	\$1,709,550	00	
Mortgage bonds,	495,900	00	
Accumulated income,	161,630	94	
Philadelphia and Reading Railroad Company's account—construction,	43	67	
	\$2,367,124	61	

Stock and Dividends.

Amount of common stock now outstanding, \$1,709,550 00.

All returns not here given, will be included in the report made by the Philadelphia and Reading Railroad Company, lessees.

Lease dated May 19, 1869, for nine hundred and ninety-nine years.

Terms of Lease.—Lessees to pay all expenses, interest on bonds, and a dividend of six per cent. to the stockholders.

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

Personally appeared before me, G. A. Nicolls, president, and John Welch, treasurer of the East Pennsylvania Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

G. A. NICOLLS, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 19th day of March, A. D. 1878.

J. Y. HUMPHREY, *Notary Public.*

EBENSBURG AND CRESSON.

Officers.

NAMES.		Residence.	Salary.
A. A. Barker,	President,	Ebensburg,	No salary.
Abel Lloyd,	Secretary,	Ebensburg,	No salary.
F. H. Barker,	Treasurer,	Ebensburg,	No salary.
R. L. Johnston,	General Solicitor.		

<i>Names of Directors.</i>	<i>Residences.</i>
Wistar Morris,	Philadelphia.
Josiah Bacon,	Philadelphia.
N. P. Shortridge,	Philadelphia.
S. Kneass,	Philadelphia.
T. T. Firth,	Philadelphia.
Edward Roberts,	Ebensburg, Pa.
I. A. Moore,	Ebensburg, Pa.
George I. Rodgers,	Ebensburg, Pa.
Thomas Griffith,	Ebensburg, Pa.
Richard Jones,	Ebensburg, Pa.
F. H. Barker,	Ebensburg, Pa.
Abel Lloyd,	Ebensburg, Pa.

Capital Stock.

Capital stock authorized by law,	\$100,000	00
Capital stock, amount subscribed,	42,000	00
Capital stock paid in by last report,	42,000	00
Capital stock, total amount now paid in,	42,000	00
Capital stock, number of shares issued: 840.		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year: No value.		

Debt.

Funded Debt.		
First mortgage bonds, (due 1881, bear interest at 6 per cent.,)	\$80,000	00
Floating Debt.		
The amount now of floating and funded debt,	80,000	00

Cost.

Total cost of entire road to date, \$122,000 00
 Total cost of entire equipment. Equipped by Pennsylvania Railroad Company.

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Ebensburg to Cresson,	11	11
Length of single main track,	11	11

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 11 miles.
 Weight of rail per yard, iron, 45 pounds.

Bridges and Trestles erected in Pennsylvania during the year.

None.
 Wooden bridges, number of, 1; aggregate length, 40 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

ELMIRA AND WILLIAMSPORT.

Officers.

NAMES.		Residence.	Salary.
Thomas Kimber, Jr., . . .	President,	Burlington, N. J., . .	\$2,500 00
Lewis P. Geiger,	Secretary,	Philadelphia,	1,500 00
Wm. C. Longstreth,	Treasurer,	Philadelphia,	

General offices at 308 Walnut street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
William D. Lewis,	Florence, N. J.
Alexander S. Diven,	Elmira, N. Y.
Wm. C. Longstreth,	Philadelphia.
Thomas Neilson,	Philadelphia.
Wm. Read Fisher,	Philadelphia.
Lewis P. Geiger,	Philadelphia.

Capital Stock.

Capital stock authorized by law,		\$1,000,000 00
Capital stock, amount subscribed, { Preferred stock, \$500,000		
	Common stock, 500,000	
		1,000,000 00
Capital stock, paid in by last report,		1,000,000 00
Capital stock, total amount now paid in,		1,000,000 00
Capital stock, number of shares { Preferred stock, 10,000		
issued,	Common stock, 10,000	20,000
Capital stock, amount paid in on each share,		50 00
Capital stock, par value of each share,		50 00
Capital stock, average market value during the year, \$40 for preferred, and \$22 for common,		

Debt.

Funded Debt.		
First mortgage bonds, (due January 1, 1880, bear interest at 7 per cent., which is payable January 1 and July 1,) amount,		\$1,000,000 00
Five per cent. bonds, (due October 1, 2882, bear interest at 5 per cent., which is payable April 1 and October 1,) amount,		570,000 00
Mortgage on real estate, Elmira, New York, bear interest at 7 per cent., which is payable February 1 and August 1,) amount,		50,000 00
Total amount now of funded debt,		\$1,620,000 00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,		None.
The amount now of floating debt,		None.
Total amount now of funded debt,		\$1,620,000 00
Funded debt as per last report, \$1,620,000		
Floating debt as per last report,		None.
Total cash realized from capital stock and debt,		2,620,000 00

Cost.

Total cost of entire road to date,	\$2,268,000	00
Average of same per mile of road laid,	29,076	92
Proportion of same for Pennsylvania,	2,035,384	62
Total cost of entire equipment,	352,000	00
Average cost of equipment per mile of road,	4,512	82
Proportion of same for Pennsylvania,	315,897	44
Cost of road and equipment per mile,	33,589	74
Proportion of same for Pennsylvania,	2,351,282	06

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Williamsport, Pa., to Elmira, N. Y.,	78	70
Length of track laid, if not completed,	78	70

General Balance Sheet, January 1, 1878.

DR.			
Construction account,	\$2,268,000		
Equipment account,	352,000		
		\$2,620,000	00
Stocks and bonds held in trust,	\$23,309 39		
Cash and cash items,	812 24		
Office furniture,	298 44		
		24,420	07
		\$2,644,420	07
CR.			
Preferred stock,	\$500,000		
Common stock,	500,000		
		\$1,000,000	00
Mortgage bonds, 7 per cent,	\$1,000,000		
Five per cent. bonds,	570 000		
Mortgage on real estate, Elmira basin property,	50 000		
		1,620,000	00
Labor and material certificate,	\$67 02		
Trust account,	24,130 01		
Profit and loss account,	223 04		
		24,420	07
		\$2,644,420	07

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: Entitled to 7 per cent. per annum. Dividend,	\$500,000	00
Amount of common stock now outstanding,	500,000	00

Rate and date of all cash dividends on stock of original and consolidated companies: January 1, 1877, 3½ per cent. on \$500,000, preferred stock. July 1, 1877, 3½ per cent. on \$500,000, preferred stock. May 1, 1877, 2½ per cent. on \$500,000, common stock. November 1, 1877, 2½ per cent. on \$500,000, common stock,

Amount paid in dividends, \$35,000 on preferred stock, \$25,000 on common stock, 60,000 00

This road is leased to the Northern Central Railway Company for 999 years, from May 1, 1863, at annual rental of \$165,000, which is divided as follows, viz :

Interest on \$1,000,000 mortgage bonds 7 per cent., . . .	\$70,000 00
Interest on 570,000 5 per cent. bonds, 5 per cent., . .	28,500 00
Interest on 50,000 mortgage real estate, Elmira, . . .	3,500 00
Dividends on 500,000 preferred stock, 7 per cent. . .	35,000 00
Dividends on 500,000 common stock, 5 per cent., . . .	25,000 00
Organization expenses,	3,000 00
	\$165,000 00

All other returns are included in the report furnished by the lessee.

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

Personally appeared before me, Thomas Kimber, jr., president, and William C. Longstreth, treasurer of the Elmira and Williamsport Railroad Company, who being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed) THOMAS KIMBER, jr., *President.*
 WILLIAM C. LONGSTRETH, *Treasurer.*

Affirmed and subscribed before me, this fourth day of January, A. D. 1878.

J. R. FOULKE, *Notary Public.*

EMLENTON, SHIPPENVILLE AND CLARION.

Officers.

NAMES.		Residence.	Salary.
James Bennett, . . .	President,	Emlenton, Pa., . . .	None paid.
J. M. Dickey, . . .	Vice President,	Franklin, Pa., . . .	None paid.
J. W. Rowland, . . .	Secretary and Treasurer,	Emlenton, Pa., . . .	None paid.
C. W. Mackey, . . .	General Solicitor,	Franklin, Pa., . . .	None paid.
C. K. Lawrence, . . .	Chief Engineer,	Emlenton, Pa., . . .	\$1,200 00
John V. Patton, . . .	General Superintendent,	Emlenton, Pa., . . .	2,000 00

General office at Emlenton, Venango county, Pa.

Names of Directors.

Residences.

James Bennett,	Emlenton, Pa.
M. Hulings,	Emlenton, Pa.
W. J. McConnell,	Emlenton, Pa.
J. W. Rowland,	Emlenton, Pa.
C. W. Mackey,	Franklin, Pa.
J. M. Dickey,	Franklin, Pa.
P. F. Kribbs,	Edinburgh, Pa.
Jacob Black, jr.,	Edinburgh, Pa.
Henry Wetter,	Clarion, Pa.

Capital Stock.

Capital stock authorized by law,	\$150,000	00
Capital stock authorized by votes of company,	150,000	00
Capital stock, amount subscribed,	150,000	00
Capital stock paid in by last report,		
Capital stock, total amount now paid in,	46,890	00
Capital stock, number of shares issued,		
Capital stock, amount paid in on each share,		
Capital stock, par value of each share,	100	00
Capital stock, average market value during the year: None in market.		

Debt.

Funded Debt.	
First mortgage bonds, (due 1887, bear interest at 7 per cent., which is payable May 1 and November 1,) amount,	\$135,990 00
Total amount now of funded debt,	\$135,990 00
Floating Debt.	
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$96,312 95
The amount now of floating debt,	96,312 95
Total amount now of floating and funded debt,	\$232,302 95
Total cash realized from capital stock and debt,	\$182,380 00
Cost.	
Total cost of entire road to date,	\$291,666 40
Average of same per mile of road laid,	9,722 21
Proportion of same for Pennsylvania,	9,722 21
Total cost of entire equipment,	79,840 69
Average cost of equipment per mile of road operated by company,	2,661 36
Proportion of same for Pennsylvania,	2,661 36
Cost of road and equipment per mile,	12,383 57
Proportion of same for Pennsylvania,	12,383 57

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Emlenton, Pa., to Clarion, Pa.,	29 ⁷ / ₁₀	29 ⁷ / ₁₀
Length of single main track,	29 ⁷ / ₁₀	29 ⁷ / ₁₀
Length of double main track,	None.	None.
Branches.		
None.		
Leased Roads.		
None.		
Aggregate length of main line and branches,	29 ⁷ / ₁₀	29 ⁷ / ₁₀
Aggregate length of leased roads,	None.	None.
Aggregate length of sidings, and other track not above enumerated,	2 ⁶ / ₁₀	2 ⁶ / ₁₀
Aggregate length of main line, branches, leased roads, sidings, and other track,	32 ¹ / ₁₀	32 ¹ / ₁₀
Length of track laid, if not completed,	None.	None.

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 64⁶/₁₀
 Miles of steel rail in use, None.
 Weight of rail per yard, { Iron, 35 pounds.
 { Steel, None.
 What is the relative durability, practicability of use, and value, as used on your road? Not in operation long enough to say.

Bridges and Trestles erected in Pennsylvania during the year.

LOCATION.	Kind.	Whether wood, stone, or iron.	Length in feet.	When completed.
Canoe Creek,	Trestle,	Wood,	576	May 20, 1877.
Kiser Run,	do.	do.	224	May 30, 1877.
Dable,	do.	do.	512	June 10, 1877.
Deer Creek,	do.	do.	608	July 6, 1877.
Deer Creek,	Bridge,	do.	44.2	July 6, 1877.
Shippenville,	Trestle,	do.	240	July 20, 1877.
Paint Creek,	do.	do.	223	August 15, 1877.
Paint Creek,	Bridge,	do.	44.2	August 15, 1877.
Buck Run,	Trestle,	do.	280	August 30, 1877.
Doe Run,	do.	do.	372	Sept. 20, 1877.
Clarion River, west side,	{ do.	do.	156	October 1, 1877.
Clarion River,	{ Bridge,	do.	220	October 23, 1877.
Clarion River, east side,	{ Trestle,	do.	228	Nov. 1, 1877.
Brown's,	do.	do.	128	Nov. 5, 1877.
Pheasant Hollow,	do.	do.	432	Nov. 20, 1877.

Number of bridges and trestles on whole line, 57
 Wooden bridges, number of, 4; aggregate length, 342 feet.
 Stone bridges, None.
 Iron bridges, None.
 Wooden trestles, 53; aggregate length, 10,143 feet.

Crossings.

What railroads cross your road, at grade, in this Commonwealth, and at what locality? None.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.
 Number of crossings of highways at grade in this Commonwealth, 41
 Number of crossings of highways over railroad, None.
 Number of crossings of highways under railroad, 4
 Number of crossings at which gates or flagmen are maintained, None.
 Number of crossings at which there are neither gates nor flagmen, 45
 What regulations govern your employes in regard to these crossings? Ordinary railroad rules in regard to alarm, signals, and carefulness.

Stations.

Number of stations on main road: Passenger and freight,	20
Number of stations on branches,	None.
Number of stations on leased roads,	None.
Number of wood and water stations on main road,	6
Number of wood and water stations on branches,	None.
Number of wood and water stations on leased roads,	None.
Number of tunnels,	None.
How is track laid, and on what foundation? Splice bar joints, and broken stone ballast.	

Equipment.	Number.	Average cost of each	
Number of locomotives of more than ten tons weight,	6	\$6,377	80½
Number of first-class passenger cars,	2	2,575	00
Number of second class passenger cars,	3	1,950	00
Number of baggage, mail, and express cars,	2	1,025	00
Number of freight cars: House cars, 20; trucks, 60; total,	80	294	25
Number of caboose cars,	2	300	00

What kind of train brake is in use on your road? Ordinary hand brake on freight trains, Eames' vacuum brake on passenger trains.

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	5
Average weight of passenger and freight trains, including locomotive and tender, in working order: Cannot say; no scales.	

Employees.

Average number of persons regularly employed by company, including officials,	230
Same in Pennsylvania,	230

Doings of the Year.

Transportation and Total Miles run.

Number of miles run by passenger, freight, and coal trains: No mileage kept for 1877.	
Number of through passengers for the year on main road,	None.
Number of passengers (all classes) carried in cars,	209,390
Number of passengers carried one mile,	1,666,530
Number of passengers carried one mile in Pennsylvania,	1,666,530
Number of tons of 2,000 pounds of through freight for the year on main road,	None.
Number of tons of freight carried one mile,	489,998 ¹¹¹ / ₁₀₀₀

Number of tons of freight carried one mile in Pennsylvania,	489,998 $\frac{1,978}{1,000}$
Gross amount of tonnage for the year, (2,000 per ton,)	38,387
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, (miles per hour,)	12
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1877,	9,378	July, 1877,	15,435
February, 1877,	12,208	August, 1877,	19,148
March, 1877,	15,595	September, 1877,	18,285
April, 1877,	16,677	October, 1877,	20,229
May, 1877,	15,355	November, 1877,	22,491
June, 1877,	16,227	December, 1877,	28,362

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	493 $\frac{1,188}{1,000}$	Stone and lime,	None.
Bituminous coal,	5,166 $\frac{1,188}{1,000}$	Agricultural products,	3,338 $\frac{1,188}{1,000}$
Petroleum and other oils,	None.	Merchandise and manufactures,	19,238 $\frac{1,188}{1,000}$
Pig iron,	None.	Live stock,	None.
Railroad iron,	13	Lumber,	9,806 $\frac{1,188}{1,000}$
Other iron or castings,	None.	Other articles,	331 $\frac{1,188}{1,000}$
Iron and other ores,	None.		

The Rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers,	None.
For first-class way passengers,	6 $\frac{2}{3}$ cents.
For second-class through passengers,	None.
For second-class way passengers,	None.

The rate per Ton of (2,000 pounds) per mile charged for Freight.

For through freight per ton per mile,	None.
For through coal per ton per mile,	None.
For local freight per ton per mile,	16 $\frac{2}{3}$ cents.
For local coal per ton per mile,	13 $\frac{1}{3}$ cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
January, 1877,			\$6,085	55	
February, 1877,			7,812	60	
March, 1877,			9,468	40	
April, 1877,			9,993	55	
May, 1877,			8,542	47	
June, 1877,			9,228	05	
July, 1877,			8,377	75	
August, 1877,			9,294	80	
September, 1877,			8,999	43	
October, 1877,			9,724	35	
November, 1877,			10,174	16	
December, 1877,			12,884	90	
Total,			\$110,536	01	

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.
January, 1877,			\$6,261	10	
February, 1877,			10,441	73	
March, 1877,			12,144	41	
April, 1877,			11,097	57	
May, 1877,			9,608	38	
June, 1877,			6,470	99	
July, 1877,			4,364	23	
August, 1877,			7,393	43	
September, 1877,			7,212	77	
October, 1877,			10,448	45	
November, 1877,			8,384	37	
December, 1877,			8,751	01	
Total,			\$102,578	44	

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
January, 1877,			\$225	99			\$225 99
February, 1877,			285	21			285 21
March, 1877,			363	34			363 34
April, 1877,			349	95	\$250	00	599 95
May, 1877,			512	38			512 38
June, 1877,			475	51			475 51
July, 1877,			375	03			375 03
August, 1877,			446	03			446 03
September, 1877,			351	07			351 07
October, 1877,			380	89			380 89
November, 1877,			297	43			297 43
December, 1876,			325	32	250	00	575 32
Total,			\$4,388	15	\$500	00	\$4,888 15

Total passenger earnings for the year,	\$110,536	01
Total freight earnings for the year,	102,578	44
Total earnings from all other sources,	4,888	15
Total earnings for the year,	\$218,002	60
Total receipts from all sources on whole length of line,	\$218,002	60
Proportion of earnings in Pennsylvania to earnings of whole line,	218,002	60

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road,	\$136,837	48
Land or land damages,	2,301	55
Passenger and freight houses,	8,088	09
Engine houses, car sheds, wood and coal sheds, and water tanks,	3,220	50
New locomotives, number of, 2,	12,752	74
New passenger cars, number of, 1,	1,950	00
New mail and baggage cars: None.		
New freight cars, number of, 12,	3,804	83
New machine shops, machinery, and tools: None.		
Any other expenditures chargeable to this account,	17,115	21
Total,	\$186,070	40

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$12,862	42
New iron rails, number of tons: None.		
New steel rails, number of tons: None.		
Repairs of bridges,	2,388	69
Repairs of buildings and fixtures: None.		
Repairs of fences,	27	23
All other expenses for maintenance of way,	3,999	73
Total for maintenance of way,	\$19,278	07
Cost per mile of road kept in repair,	642	60
Proportion for Pennsylvania,	642	60

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$4,665	31
Repairs of machinery,	124	60
Repairs of passenger, baggage, and mail cars,	2,459	10
Repairs of freight cars,	1,966	57
All other expenses for maintenance of motive power and cars,	1,915	07
Total for maintenance of motive power and cars,	\$11,130	65
Cost per mile of road operated,	371	02
Proportion for Pennsylvania,	371	02

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$12,008	35
Salaries, wages, and incidentals chargeable to freight department,	27,579	80
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	2,570	13
Fuel: Number of cords of wood: None.		
Number of tons of coal, 4,050; cost,	5,272	77
Oil and waste,	1,321	91
Damages for injuries to persons,	184	89
Damages for cattle killed or injured: None.		
Damages for loss of goods and baggage,	996	67
Damages to property, including damages by fire,	650	00
Taxes,	515	94
Insurance,	78	00
Telegraph expenses,	2,004	15
Amount paid for use of palace and sleeping cars: Nothing.		
Amount paid other corporations or individuals for use of all other cars: Nothing.		
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . . .	8,027	17
Total miscellaneous,	\$61,209	78
Amount per mile of road operated,	\$2,040	32
Proportion for Pennsylvania,	2,040	32
Total expenditures for operating the road,	91,618	50
Expenses per mile of the road operated,	3,053	95
Expenses per mile of single track operated, not including sidings, . . .	3,053	95
Expenses per train mile: No mileage.		
Proportion for Pennsylvania: No mileage.		

Earnings.

Passenger transportation, local,	\$110,536	01
Passenger transportation, through,	None.	
Freight transportation, local,	\$102,578	44
Freight transportation, through,	None.	
Mail service: None.		
Express service,	4,388	15
Rents: None.		
All other sources of income,	500	00
Total,	\$218,002	60
Operating Expenses.		
Maintenance of way and buildings,	\$19,278	07
Maintenance of motive power and cars,	11,130	65
Miscellaneous,	61,209	78
Total operating expenses, being 42$\frac{1}{3}$ per cent. of earnings,	\$91,618	50
Net earnings,	\$126,384	10
Earnings per mile of road operated,	\$7,266	75
Expenses per mile of road operated,	3,053	95
Net earnings,	\$4,212	80

General Balance Sheet, January 1, 1878.

DR.			
Construction account,		\$291,666	48
Equipment,		79,840	69
Cash in bank,		22,371	48
Balances due by agents,		5,668	13
Balances due by firms and individuals,		375	32
		\$399,922	10
CR.			
Capital stock,		\$46,390	00
Funded debt,		135,990	00
Unfunded debt, unpaid,		96,312	95
Balances due other railroads,		1,462	75
Profit and loss,		119,766	40
		\$399,922	10

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track machinery, repairs of cars, etc.? Union Express Company. $1\frac{1}{2}$ first-class freight rates.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? General express business. We receive freight at depot.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Venango and Clarion Coal Company. We allow car service for use of cars.

Do they use the cars of your Company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? They use their own cars, and are given no preferences in speed or order of transportation.

Are any discriminations made by your Company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? Not any.

Does your Company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

Is any officer, agent, or employé of your Company interested in any contract for the furnishing of material or supplies for the Company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? None.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names

of individuals or company, location of general office of said company or individuals, and amount paid to each? None.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

What is the total amount paid by your Company to palace or sleeping car companies, to what companies, and the amount paid to each? Nothing.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? Not yet settled by the Government.

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,				1		1
Employés,						
Others,			1		1	
Total,			1	1	1	1

Statement of each Accident.

February 13, 1877. Passenger train No. 3, east, J. A. Crawford, conductor, G. A. Libby, engineer, ran over and killed an unknown man, at Beaver City station. He was lying across the track, in a drunken stupor when struck by the engine. His body was taken to Edinburgh, when an inquest was held by Esquire A. H. Wood and a jury, and a verdict rendered as follows, viz: "Killed by being run over by an engine on the Emlenton and Shippenville railroad, from his own carelessness."

On Friday, January 26, 1877, John Preston, passenger, had an arm dislocated, through his own carelessness, by having his arm out of the coach window, and coming in contact with a car of lumber, lying on the siding at Turkey City.

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

Personally appeared before me, James Bennett, president, and J. W. Rowland, treasurer of the Emlenton, Shippenville and Clarion Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this com-

pany, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

JAMES BENNETT, *President.*

J. W. ROWLAND, *Treasurer.*

Sworn and subscribed before me, this 23d day of February, A. D. 1878.

J. H. HEASLY, *Notary Public.*

ERIE AND PITTSBURGH.

Officers.

NAMES.		Residence.	Salary.
William L. Scott,	President,	Erie, Pennsylvania,	None.
William Brewster,	Secretary,	Erie, Pennsylvania,	\$1,500 00
	Treasurer,		

Names of Directors.

Residences.

William L. Scott,	Erie, Pa.
Milton Courtright,	Erie, Pa.
David Dows,	New York, N. Y.
John F. Tracy,	Chicago, Ill.
Joseph McCarter,	Erie, Pa.
Charles M. Reed,	Erie, Pa.
William Brewster,	Erie, Pa.

Capital Stock.

Capital stock authorized by law,	\$2,500,000	00
Capital stock authorized by votes of company,	2,000,000	00
Capital stock, amount subscribed,	1,998,400	00
Capital stock paid in by last report, (\$1,001,900 at par, and 10 per cent. on \$998,500,)	1,101,550	00
Capital stock, total amount now paid in, (\$1,001,900 at par, and 10 per cent. on \$998,500,)	1,101,550	00
Capital stock, number of shares issued,	39,988	
Capital stock, amount paid in on each share: \$50 on 20,038 shares, and 10 per cent. on 19,930 shares.		
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	70 to 75 cents.	

Debt.

Funded Debt.	
First mortgage bonds, (due July 1, 1882, bear interest at 7 per cent., which is payable 1st January, and 1st July,) amount,	\$291,700 00
Second mortgage bonds, (due March 1, 1890, bear interest at 7 per cent., which is payable 1st April, and 1st October,) amount,	92,300 00
Consolidated mortgage bonds, (due July 1, 1898, bear interest at 7 per cent., which is payable 1st January, and 1st July,) amount,	2,193,000 00
Equipment mortgage bonds, (due October 1, 1900, bear interest at 7 per cent., which is payable 1st April, and 1st October,) amount,	745,000 00
Total amount now of funded debt,	\$3,322,000 00
Floating Debt.	
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$21,886 04
Debt incurred for any other purpose, and for what? Sundries,	88,899 26
The amount now of floating debt,	60,785 30
Total amount now of floating and funded debt,	\$3,382,785 30
Funded debt as per last report,	\$3,322,000
Floating debt as per last report,	None.
Total cash realized from capital stock and debt,	\$3,792,635 06

Cost.

Total cost of entire road to date,	\$3,180,826 11
Average of same per mile of road laid, (101 $\frac{2}{10}$ miles,)	31,418 67
Proportion of same for Pennsylvania,	3,180,826 11
Total cost of entire equipment,	1,895,725 18
Average cost of equipment per mile of road operated by company, (101 $\frac{2}{10}$ miles,)	18,725 06
Proportion of same for Pennsylvania, (101 $\frac{2}{10}$ miles,)	1,895,725 18
Cost of road and equipment per mile,	50,143 73
Proportion of same for Pennsylvania, (101 $\frac{2}{10}$ miles,)	5,076,551 29

Characteristics of Road.

Refer to report of "Pennsylvania Company," operating the Erie and Pittsburgh railroad; which railroad is leased to the "Pennsylvania Railroad Company" for the period of nine hundred and ninety-nine (999) years, from the first day of March, A. D. one thousand eight hundred and seventy, (1870,) and which is operated, under the said lease, by the said "Pennsylvania Company."

General Balance Sheet, January 1, 1878.

DR.	
1st. Construction,	\$3,180,826 11
Equipment,	1,895,725 18
Real estate,	8,675 00
3d. Cash,	10,214 56
Sundry securities,	27,649 63
Sundry accounts receivable,	10,916 39
Pennsylvania Railroad Company, lessees,	215,000 00
5th. Profit and loss,	32,178 48
Total,	\$5,381,185 30

CR.			
1st. Capital stock,		\$1,998,400	00
2d. First mortgage bonds,		291,700	00
Second mortgage bonds,		92,300	00
Consolidated mortgage bonds,		2,193,000	00
Equipment mortgage bonds,		745,000	00
3d. Accounts payable,		21,888	04
4th. Bills payable,		14,000	00
Commonwealth of Pennsylvania, (dividend taxes,)		11,540	78
Sundry accounts payable,		13,358	50
		\$5,381,185	30

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding, (39,968 shares, \$50 each,)	\$1,998,400 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies :	
March 10, 1877, 1 $\frac{3}{4}$ per cent. on \$1,998,400,	34,972 00
June 10, 1877, 1 $\frac{3}{4}$ per cent. on \$1,998,400,	34,972 00
September 10, 1877, 1 $\frac{3}{4}$ per cent. on \$1,998,400,	34,972 00
December 10, 1877, 1 $\frac{3}{4}$ per cent. on \$1,998,400,	34,972 00
Number and per cent. of dividends: Four dividends, 1 $\frac{3}{4}$ cent. each,	139,888 00
Amount paid in dividends, including tax on capital stock,	139,888 00
Paid to sinking fund, (profit and loss,)	112 00
Balance for the year, or surplus,	None.
Surplus at commencement of the year,	None.
Total surplus,	None.

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

Personally appeared before me, William L. Scott, president, and William Brewster, treasurer of the Erie and Pittsburgh Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

WM. L. SCOTT, *President.*

WM. BREWSTER, *Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1878.

F. CURTZE, *Alderman.*

EDGEWOOD.

Officers.

NAMES.		Residence.	Salary.
W. H. Shoenberger,	President,	Pittsburgh, Pa.,	None.
Ed. P. Loy,	Secretary,	Pittsburgh, Pa.,	None.
Thomas C. Dickson,	Treasurer,	Pittsburgh, Pa.,	None.
Jno. McIntyre,	General Superintendent,	Pittsburgh, Pa.,	None.

General offices at Pittsburgh, Pa.

*Names of Directors.**Residences.*

W. H. Shoenberger,	Pittsburgh, Pa.
Thomas C. Dickson,	Pittsburgh, Pa.
C. L. Fitzhugh,	Pittsburgh, Pa.
Robert Dickson,	Pittsburgh, Pa.
C. H. Armstrong,	Pittsburgh, Pa.

Capital Stock.

Capital stock authorized by law,	\$15,000 00
Capital stock authorized by votes of company,	15,000 00
Capital stock, amount subscribed,	15,000 00
Capital stock paid in by last report,	15,000 00
Capital stock, total amount now paid in,	15,000 00
Capital stock, number of shares issued,	300
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	None sold.

Debt

Floating Debt.

Unfunded debt, incurred for construction, equipment, or purchase of property,	\$14,483 05	
Debt incurred for any other purpose, and for what, incidentals,	4,076 54	
The amount now of floating debt,		\$18,559 59
Total amount now of floating and funded debt,		18,559 59
Floating debt as per last report,	\$14,262 12	
Total cash realized from capital stock and debt,		33,559 59

Cost.

Total cost of entire road to date,	\$28,172 35
Average of same per mile of road laid,	28,172 35
Proportion of same for Pennsylvania,	28,172 35
Total cost of entire equipment,	2,000 00
Average cost of equipment per mile of road operated by Company,	2,000 00
Proportion of same for Pennsylvania,	2,000 00
Cost of road and equipment per mile,	30,172 35
Proportion of same for Pennsylvania,	30,172 35

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Edgewood Intersection to Hampton coal fields,	1 mile.	. . . . .
Length of single main track,	1 mile.	. . . . .
Aggregate length of main line and branches,	1 mile.	. . . . .
Aggregate length of sidings and other track not above enumerated,	3,171½ ft.	. . . . .
Aggregate length of main line, leased roads, branches, sidings, and other track,	1 ⁶ / ₁₀ miles.	. . . . .

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 1 ⁶/₁₀ miles.

Weight of rail per yard, iron, 56 pounds.

Bridges and Trestles erected in Pennsylvania.

Number of bridges and trestles on whole line, 2

Wooden bridges, aggregate length, 221 feet.

Wooden trestles, aggregate length, 128 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Number of crossings of highways at grade in this Commonwealth, 1

What regulations govern your employes at these crossings? They are required to blow the whistle and ring the bell when approaching the highway.

Stations.

Number of stations on main road, passenger and freight, None.

Number of wood and water stations on main road, 1

Value of real estate held by the company, exclusive of roadway, in Pennsylvania, None.

Number of Tunnels, None.

How is track laid, and on what foundation? On oak ties, earth bed and slack.

Equipment.

	Number.	Av. cost of each.
Number of locomotives of more than 20 tons weight,	1	\$2,000
Number of first-class passenger cars,	None.	
Number of second-class passenger cars,	None.	
Number of baggage, mail and express cars,	None.	
Number of freight cars, (house cars, trucks,)	None.	
Number of coal, ore, and stone cars,	None.	
Number of caboose cars,	None.	

What kind of train brake is used on your road? Ordinary break.
 Average number of cars in freight trains, 8 to 10
 Average weight of freight trains, including locomotive and tender, in working order, 250 tons.

Employees.

Average number of persons regularly employed by company, including officials, 9
 Same in Pennsylvania, 9

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains, None.
 Number of miles run by freight trains, None.
 Number of miles run by coal trains, No record.
 Number of through passengers for the year on main road, None.
 Number of passengers (all classes) carried in cars, None.
 Number of passengers carried one mile, None.
 Number of passengers carried one mile in Pennsylvania, None.
 Number of tons of 2,000 pounds of through freight for the year on main road, 52,223
 Number of tons of freight carried one mile, 52,223
 Number of tons of freight carried one mile in Pennsylvania, 52,223
 Gross amount of tonnage for the year, (2,000 pounds per ton,) 52,223
 Average rate of speed adopted by freight trains, including stops. No regular speed.

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Bituminous coal, 52,223

The rate per Ton, of 2,000 pounds, per mile charged for Freight.

For through coal per ton per mile, 5 cents.
 For local coal per ton per mile, 5 cents.

Monthly Earnings for the Year.

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1877,	\$351	00				
February, 1877,	344	85				
March, 1877,	493	49				
April, 1877,	305	00				
May, 1877,	194	46				
August, 1877,	166	85				
September, 1877,	467	15				
October, 1877,	67	45				
November, 1877,	71	10				
December, 1877,	149	80				
Total,	\$2,611	15				

From all Other Sources.

Total passenger earnings for the year,	None.	.
Total freight earnings for the year,	\$2,611	15
Total earnings from all other sources,	None.	.
Total earnings for the year,	\$2,611	15
Total receipts from all sources on whole length of line,	\$2,611	15
Proportion of earnings in Pennsylvania to earnings of whole line,	2,611	15

Expenditures for Operating during the year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$27	71
Total for maintenance of way,	\$27	71
Cost per mile of road kept in repair,	\$27	71
Proportion for Pennsylvania,	27	71

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$104	84
Total for maintenance of motive power and cars,	\$104	84
Cost per mile of road operated,	\$104	84
Proportion for Pennsylvania,	104	84

Miscellaneous.

Salaries, wages, and incidentals chargeable to freight department,	\$884	28
Fuel—number of tons of coal, 125; cost,	118	00
Oil and waste,	100	21
Taxes,	50	00
Total miscellaneous,	\$1,152	49
Amount per mile of road operated,	\$1,152	49
Proportion for Pennsylvania,	1,152	49
Total expenditures for operating the road,	1,285	04
Expenses per mile of the road operated,	1,285	04
Expenses per mile of single track operated, not including sidings,	1,285	04
Expenses per train mile,	No record.	
Proportion for Pennsylvania,	1,285	04

Earnings.

Freight transportation, through,	\$2,611	15
Total,	\$2,611	15
Operating Expenses.		
Maintenance of way and buildings,	\$27	71
Maintenance of motive power and cars,	104	84
Miscellaneous,	1,152	49
Total operating expenses, \$1,285 04, being 49 per cent. of earnings.		
Net earnings,	\$1,326	11
Earnings per mile of road operated,	2,611	15
Expenses per mile of road operated,	1,285	04
Net earnings,	1,326	11

General Balance Sheet, January 1, 1878.

DR.		
Construction,	\$28,172	36
Equipment,	2,000	00
Deficit,	3,387	23
	\$33,559	59
CR.		
Capital stock,	\$15,000	00
Unfunded debt,	14,483	05
Balance due other parties,	4,076	54
	\$33,559	59

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? None whatever.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? None.

What running arrangements have you with other railroad companies? What are the details of the contract? None.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? None.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None on the road.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? None carried.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None issued.

Amount of common stock now outstanding: \$15,000.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

Number and per cent. of dividends,	None.	11
Amount paid in dividends,	None.	
Paid to sinking fund,	None.	
Balance for the year, or surplus,	\$1,326	
Surplus at commencement of the year,	None.	
Total surplus,	None.	

Accidents to Persons.

None.

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

Personally appeared before me, John McIntyre, superintendent, and Thomas C. Dickson, treasurer of the Edgewood Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

JNO. McINTYRE, *Superintendent.*
 THOMAS C. DICKSON, *Treasurer.*

Sworn and subscribed before me, this 28th day of January, 1878.

C. O'DONNELL, *Alderman.*

FAYETTE COUNTY.

Officers.

NAMES.		Residence.	Salary.
William Beeson,	President,	Uniontown,	None.
William H. Bally,	Secretary and Treasurer,	Uniontown,	None.

Names of Directors.

Residences.

William Beeson,	Uniontown, Pa.
William H. Bally,	Uniontown, Pa.
John M. Hadden,	Uniontown, Pa.
E. B. Dawson,	Uniontown, Pa.
Daniel Kaine,	Uniontown, Pa.
J. M. Thompson,	Uniontown, Pa.

Capital Stock.

Capital stock authorized by law,	\$1,500,000	00
Capital stock, amount subscribed,	98,350	00
Capital stock paid in by last report, (besides this there were donations, \$1,040,)	125,395	71
Capital stock, total amount now paid in,	125,395	71
Capital stock, number of shares issued,	2,148	
Capital stock, amount paid in on each share,	16	66 1/2
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	50	00

Debt.

None.

Cost.

Total cost of entire road to date, (as near as we can ascertain,) \$130,000 00

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line—from Uniontown to Connellsville,	12.66½	12.66½
Length of single main track,	12.66½	12.66½
Length of double main track,	None.	None.
Aggregate length of main line and branches,	12.66½	12.66½

Gauge.

What is the gauge of your lines? 4 feet 8 inches.

Track.

Miles of iron rail in use, 12.66½
 Weight of rail per yard, iron, about ¼ of the road 56 lbs.,
 balance 43 lbs.

Bridges and Trestles erected in Pennsylvania during the year.

None.
 Number of bridges and trestles on whole line, 23
 Wooden bridges, number of, 22; aggregate length, supposed to be 2,000 feet.
 Stone bridges, number of, None
 Iron bridges, number of, None
 Wooden trestles, number of, 1

Crossings.

What railroads cross your road, at grade, in this Commonwealth, and at what locality? None.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? South-west Pennsylvania Railroad, at Connellsville, over grade.
 Number of crossings of highways, at grade, in this Commonwealth, Can't tell.
 Number of crossings of highways over railroad, None.
 Number of crossings of highways under railroad, None.
 Number of crossings at which gates or flagmen are maintained, None.
 Number of crossings at which there are neither gates nor flagmen, All.

What regulations govern your employés in regard to these crossings? Do not know, as our road is leased to the Pittsburgh and Connellsville road, and these questions will have to be answered by them.

Stations.

Number of stations on main road: Passenger, 7; freight, 9—total, 16
 Number of wood and water stations on main road, no wood, Water, 1
 How is track laid, and on what foundation? On cross ties laid on broken stone, and filled between ties with broken stone.

The road is leased to the Pittsburgh and Connellsville Railroad Company for ninety-nine years, from November 1, 1864, at an annual rental of nine thousand dollars, (\$9,000,) and all expenses of keeping up the road.

Earnings.

Rents, annual rent of road,	\$9,000	00
Operating Expenses.		
Miscellaneous: Taxes, \$724 95; expenses, \$1 25,	\$726	20
Total operating expenses,	726	20
Net earnings,	\$8,273	80

General Balance Sheet, January 1, 1878.

DR.		
Value of road, as represented by capital stock,	\$107,400	00
Cash in hands of treasurer,	401	80
	\$107,801	80
CR.		
Capital stock,	\$107,400	00
Surplus, after paying dividends,	401	80
	\$107,801	80

Stock and Dividends.

Amount of common stock now outstanding, \$107,400 00
 Rate and date of all cash dividends on stock of original and consolidated companies: Dividends were declared December 1, 1876; March 1, 1877; June 1, 1877, and September 1, 1877. The rate of dividends for December, June, and September, was 8 per cent. The rate of dividends for March, was 6 per cent., making an average rate for all dividends, of 7½ per cent.

Number and per cent. of dividends: Four dividends, 7½ per cent.		
Amount paid in dividends,	\$8,055	00
Balance for the year, or surplus,	\$117 05	
Surplus at the commencement of the year,	284 85	
Total surplus,	401	90
Surplus invested, as follows: In hands of treasurer.		

The Fayette County railroad is leased to the Pittsburgh and Connellsville Railroad Company for ninety-nine years, from November 1, 1864, and all questions not answered by us, are supposed to fall to them.

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

Personally appeared before me William Beeson, president, and William H. Baily, treasurer of the Fayette County Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

WM. BEESON, *President.*

W. H. BAILY, *Treasurer.*

Sworn and subscribed before me, this twenty-ninth day of January, A. D. 1878.

JOHN HOLMES, *Justice of the Peace.*

FOXBURG, ST. PETERSBURG AND CLARION.

Officers.

NAMES.		Residence.	Salary.
William L. Fox, . . .	President,	Foxburg, Pa.,	\$1,500 00
John Graham, junior, . .	Vice President and Supt., . .	Foxburg, Pa.,	1,800 00
George A. Eckbert, . .	Treasurer,	Foxburg, Pa.,	500 00
James B. Knox, . . .	General Solicitor,	Clarion, Pa., .	No set salary.

General offices at Foxburg.

<i>Names of Directors.</i>	<i>Residences.</i>
William L. Fox,	Foxburg, Pa.
John Graham, junior,	Foxburg, Pa.
G. C. Fink,	Foxburg, Pa.
H. Collner,	St. Petersburg, Pa.
W. B. Blakalee,	St. Petersburg, Pa.
J. V. Ritts,	St. Petersburg, Pa.
A. W. Smiley,	Foxburg, Pa.

Capital Stock.

Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company,	100,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock, total amount now paid in,	96,700	00
Capital stock, number of shares issued,	2,000	
Capital stock, par value of each share,		50
Capital stock, average market value during the year: Not in the market.		

Debt.

Funded Debt.		
First mortgage bonds, (due January 1, 1883, or January 1, 1893, bear interest at seven per cent., which is payable semi-annually,) amount,		\$15,500 00
Total amount now of funded debt,		\$15,500 00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$112,358 22	
The amount now of floating debt,		\$3,256 38
Total amount now of floating and funded debt,		\$23,756 38

Cost.

Total cost of entire road to date,	\$85,765	06
Average of same per mile of road laid,	10,090	06
Proportion of same for Pennsylvania,	10,090	06
Total cost of entire equipment,	26,592	24
Average cost of equipment per mile of road operated by company,	3,128	55
Proportion of same for Pennsylvania,	3,128	55
Cost of road and equipment per mile,	13,218	55
Proportion of same for Pennsylvania,	13,218	55

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Foxburg to Turkey City,	8 $\frac{1}{2}$	8 $\frac{1}{2}$
Leased Roads.		
None.		

What is the gauge of your lines? Gauge. 3 feet.

Miles of iron rail in use, Track. 8 ⁴/₁₀

Weight of rail per yard: Iron, 40 pounds.

What is the relative durability, practicability of use, and value, as used on your road? New road; cannot say.

Bridges and Trestles Erected in Pennsylvania during the year.

LOCATION.	Kind.	Whether wood, stone, or iron.	Length, in feet.	When completed.
Foxburg,	Trestle, . . .	Wood, . . .	144	June 30, 1877.
Foxburg,	Trestle, . . .	Wood, . . .	192	June 30, 1877.
St. Petersburg,	Trestle, . . .	Wood, . . .	544	July 20, 1877.
Ashbaugh,	Trestle, . . .	Wood, . . .	272	August 28, 1877.
Richmond,	Trestle, . . .	Wood, . . .	384	September 15, 1877.
Keatings,	Trestle, . . .	Wood, . . .	544	September 30, 1877.
Turkey City,	Trestle, . . .	Wood, . . .	250	November 10, 1877.
Turkey City,	Trestle, . . .	Wood, . . .	144	November 10, 1877.
Turkey City,	Trestle, . . .	Wood, . . .	64	November 10, 1877.
Turkey City,	Trestle, . . .	Wood, . . .	384	November 10, 1877.
Ritt's Farm,	Trestle, . . .	Wood, . . .	64	December 11, 1877.
Ritt's Farm,	Trestle, . . .	Wood, . . .	168	December 11, 1877.

Wooden trestles, number of, 12; aggregate length, 3,154 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Number of crossings of highways, at grade in this Commonwealth, 8

Number of crossings at which there are neither gates nor flagmen, 8

What regulations govern your employes in regard to these crossings? Trains approaching crossings, must give warning by three blasts of the engine whistle, and ring the engine bell.

Stations.

Number of stations on main road: Passenger and freight, 3

Number of water stations on main road, 1

Number of tunnels, None.

How is track laid, and on what foundation? Oak-ties, and stone ballast.

Equipment.

	Number.	Average cost of each.
Number of locomotives of more than 10 tons weight,	2	\$6,534 00
Number of first-class passenger cars,	2	2,400 00
Number of baggage, mail, and express cars,	1	1,000 00
Number of freight cars : { House cars, . . }	6	365 00
{ Trucks, . . }		
Number of coal, ore, and stone cars,	12	240 00

What kind of train brake is in use on your road? West-
inghouse air-brake on passenger trains, and hand brake
on freight trains.

Average number of cars in passenger trains, including bag- gage cars,	3
Average number of cars in freight trains,	6
Average weight of passenger trains, including locomotive and tender, in working order,	41 tons.

Employees.

Average number of persons regularly employed by com- pany, including officials,	40
Same in Pennsylvania,	40

Doings of the Year.

Transportation and Total Miles run.

Number of miles run by passenger trains, (two months,)	3,669
Number of passengers (all classes) carried in cars, (two months,)	15,158½
Number of passengers carried one mile, (two months,)	70,918
Number of passengers carried one mile in Pennsylvania,	70,918
Number of tons of freight carried one mile,	3,666
Number of tons of freight carried one mile in Pennsylvania,	3,666
Gross amount of tonnage for the year, (2,000 pounds per ton,)	793
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1877, 4,239½	December, 1877, 10,919
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The amount of Freight specifying the quantity in Tons of 2,000 pounds.

Bituminous coal, 258½	Lumber, 31½
Agricultural products, 100½ ||	Other articles, 48
Merchandise and manufactures, 329½ ||	

The rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers,	5 cents.
For first-class way passengers,	5 cents.

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

For local freight per ton per mile, . . . . .	.17 cents.
For local coal per ton per mile, . . . . .	.15 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
October, 1877,			\$1,582	60	\$1,582	60
November, 1877,			1,048	50	1,048	50
December, 1877,			2,847	55	2,847	55
Total,			\$5,478	65	\$5,478	65

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
October, 1877,					\$301	40
November, 1877,					321	15
December, 1877,					415	10
Total,					\$1,037	65

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
October, 1877,							\$79	56
November, 1877,							33	56
December, 1877,							25	97
Total,							\$139	09
Total passenger earnings for the three months,							\$5,478	65
Total freight earnings for the three months,							1,037	65
Total earnings from all other sources,							139	09
Total earnings for the three months,							\$6,655	39
Total receipts from all sources on whole length of line,							\$6,655	39
Proportions of earnings in Pennsylvania to earnings of whole line, . .							6,655	39

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road,	\$78,503	53
Land or land damages,	1,485	29
Passenger and freight houses,	3,874	37
Engine houses, car sheds, wood and coal sheds, and water tanks,	1,676	19
New locomotives, number of, 2,	13,331	90
New passenger cars, number of, 2,	4,950	00
New mail and baggage cars, number of, 1,	1,200	00
New freight cars,	6,807	95
New machine shops, machinery, and tools,	226	60
Any other expenditures chargeable to this account,	242	39
Total,	\$112,358	21

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$1,577	45
All other expenses for maintenance of way,	461	66
Total for maintenance of way,	\$2,039	11
Cost per mile of road kept in repair,	239	99
Proportion for Pennsylvania,	239	99

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$147	31
Repairs of machinery,	88	92
Repairs of passenger, baggage, and mail cars,	3	80
Repairs of freight cars,	2	50
All other expenses for maintenance of motive power and cars,	3,135	44
Total for maintenance of motive power and cars,	\$3,377	97
Cost per mile of road operated,	397	40
Proportion for Pennsylvania,	379	40

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$906	01
Salaries, wages, and incidentals chargeable to freight department,	1,002	57
Wages of switchmen, signal-men, gate-keepers, and watchmen,	584	09
Fuel—number of tons of coal, 373; cost,	597	06
Oil and waste,	252	29
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	3,845	93
Total miscellaneous,	\$6,887	95
Amount per mile of road operated,	810	34
Proportion for Pennsylvania,	810	34
Total expenditures for operating the road,	8,459	10
Expenses per mile of the road operated,	995	19
Expenses per mile of single track operated, not including sidings,	905	19

Earnings.

Passenger transportation, local and through,	\$5,478	65
Freight transportation, local and through,	1,037	65
Express service,	139	09
Total,	\$6,655	39
Operating Expenses.		
Maintenance of way and buildings,	\$2,039 11	
Maintenance of motive power and cars,	3,377 97	
Miscellaneous,	6,887 95	
Total operating expenses, being 195 per cent. of earnings,	\$12,305	03
Deficit,	5,649	64
Earnings per mile of road operated,	782	99
Expenses per mile of road operated,	1,447	65
Deficit,	664	66

General Balance Sheet, January 1, 1878.

ASSETS.		
Construction, 1st and second division,	\$73,515 27	
Construction, 3d division,	12,250 71	
	\$85,765 98	
Equipment,	26,592 24	
Total construction and equipment,	\$112,358	22
Cash in hands of treasurer,	1,963	06
Balances due from agents and others,	640	81
Balance, being deficit in earnings,	5,649	64
	\$120,611	73
LIABILITIES.		
Capital stock,	\$96,700	00
First mortgage bonds,	15,500	00
Accounts payable,	8,256	28
Balance due from individuals,	155	45
	\$120,611	73

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? The Union Express Company, who pay first-class rates on material transported.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? They do a general business of transporting merchandise, &c., which is handed them at the railroad station.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? No.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? It does not.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? None.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? None.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? None.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? Do not know

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

Personally appeared before me, A. J. Armstrong, auditor of the Foxburg, St. Petersburg and Clarion Railroad Company, who being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of his knowledge and belief.

(Signed)

A. J. ARMSTRONG, *Auditor.*

Sworn and subscribed before me, this twenty-eighth day of January, A. D. 1878.

C. C. BONE, *Notary Public.*

FRANKFORD AND HOLMESBURG.

Officers.

NAMES.		Residence.	Salary.
Lewis Thompson, . .	President,	1330 Spring Garden st., Philadelphia.	No salary.
Maxwell Rowland, .	{ Secretary, } { Treasurer, }	Holmesburg, Pa., . . .	No salary.

Names of Directors.

Residences.

Andreas Hartel,	Holmesburg, Pa.
Presley Blakiston,	Philadelphia.
George S. Clark,	Philadelphia.
Josiah Bacon,	Philadelphia.
Edmund Smith,	Philadelphia.
J. Tunis Way,	Philadelphia.
Benjamin F. Crispin,	Philadelphia.
Robert N. Murray,	Bustleton, Pa.
William Dedaker,	Bustleton, Pa.
Joseph M. Banes,	Bustleton, Pa.
John B. Willian,	Bustleton, Pa.
Maxwell Rowland,	Holmesburg, Pa.
Lewis Thompson, President,	Philadelphia.
Benjamin F. Crispin, Secretary,	Philadelphia.
Maxwell Rowland, Treasurer,	Holmesburg, Pa.

Capital Stock.

Capital stock authorized by law,	\$100,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock, paid in by last report,	100,000	00
Capital stock, total amount now paid in,	100,000	00
Capital stock, number of shares issued,	2,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year: None sold.		

Debt.

Funded Debt.

First mortgage bonds, (due 1880, bear interest at 7 per cent., which is payable January and July,) amount, . .	\$50,000	00
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Floating Debt.

Debt incurred for any other purpose, and for what? Judgment obtained for barn burned, and property destroyed,	8,374	45
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Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line—from Holmesburg Junction to Bustleton, .	4.16	4.16
Length of single main track,	4.16	4.16

Gauge.

What is the gauge of your lines? 4 ft. 9 inches.

Track.

Miles of iron rail in use, 10.28
 Miles of steel rail in use,20
 Weight of rail per yard, { Iron, 40, 50, 56 and 69
 { Steel, 57

Bridges and Trestles erected in Pennsylvania.

Number of bridges and trestles on whole line, 5
 Wooden bridges, number of, 2; aggregate length, 58 feet.
 Wooden trestles, number of, 3; aggregate length, 1,385 feet.

Stations.

Number of stations on main road: Passenger, 7; freight, 2; 9
 Number of wood and water stations on main road,

Equipment.

No equipment.

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains, 10,024
 Number of miles run by freight trains, 1,800
 Number of miles run by coal trains: Included in freight
 trains.
 Number of passengers (all classes) carried in cars, 89,787
 Number of passengers carried one mile, 224,774
 Number of passengers carried one mile in Pennsylvania, 224,774
 Number of tons of freight carried one mile, 26,470
 Number of tons of freight carried one mile in Penna., 26,470
 Gross amount of tonnage for the year, (2,000 lbs. per ton,) 9,922

Monthly Statement of Passengers, all classes, carried in cars.

January, 1877,	7,192	July, 1877,	7,461
February, 1877,	6,252	August, 1867,	7,680
March, 1877,	7,176	September, 1877,	7,499
April, 1877,	7,154	October, 1877,	7,542
May, 1877,	7,122	November, 1877,	7,028
June, 1877,	7,402	December, 1877,	10,289

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through freight per ton per mile, average, 5²²³/₁₀₀₀ cents.

Monthly Earnings for the Year.

From Transportation of Passengers.	
Total,	\$4,580 55
From Transportation of Freight.	
Total,	1,382 58
From all Other Sources.	
Total,	35 28
Total passenger earnings for the year,	\$4,580 55
Total freight earnings for the year,	1,382 58
Total earnings from all other sources,	35 28

Total earnings for the year, \$5,998 41

Expenditures Charged to Cost of Road and Equipment during the Year.

Nothing.

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Total for maintenance of way, \$3,893 59

Cost of Maintenance of Motive Power and Cars.

All other expenses for maintenance of motive power and cars, 2,178 62

Miscellaneous.

Total miscellaneous, 2,829 17

Earnings.

Passenger transportation, local and through,	\$4,580	55
Freight transportation, local and through,	1,382	58
Rents,	35	28
Total,	\$5,998	41
Operating Expenses.		
Maintenance of way and buildings,	\$3,893 59	
Maintenance of motive power and cars,	2,178 62	
Miscellaneous,	2,829 17	
Total operating expenses,	\$8,901	38
Deficit,	\$2,902	97

The Frankford and Holmesburg railroad is leased to the Pennsylvania Railroad Company.

The Frankford and Holmesburg Railroad Company does not pay any compensation to any of its officers, and never has paid anything since its organization.

On January 1, 1871, the property was leased to the Philadelphia and Trenton railroad for a term of ten years; that company agreeing to pay the Frankford and Holmesburg railroad three per cent. as rental upon the capital stock of the company, and keep the road in repair. The terms of the lease have been complied with up to the present time. All income from the road is received by the Philadelphia and Trenton railroad, and is shown in their detailed reports.

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

Personally appeared before me, Lewis Thompson, president, and Maxwell Rowland, treasurer of the Frankford and Holmesburg Railroad Company, who being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, 1877, according to the best of their knowledge and belief.

(Signed)

LEWIS THOMPSON, *President.*

MAXWELL ROWLAND, *Treasurer.*

Sworn and subscribed before me, this 21st day of February, A. D. 1878.

AMOS C. SHALLCROSS, *Alderman.*

GENEVA, HORNELLSVILLE AND PINE CREEK.

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

Emory B. Pottle, president and acting superintendent of operations of the Geneva, Hornellsville and Pine Creek Railway Company, being sworn, deposes and says that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

EMORY B. POTTLE.

Subscribed and sworn before me, this 22d day of December, 1877.

JAMES COVEL, *Notary Public.*

The Geneva, Hornellsville and Pine Creek Railway Company was formed by consolidating the Geneva and Hornellsville Railway Company, the Rochester, Hornellsville and Pine Creek Railroad Company, both in the State of New York, with the Geneva and State Line Railway Company, in the State of Pennsylvania. Consolidation, November 17, 1875.

Stock and Debts.

Capital stock of consolidated road,	\$2,675,000	00
Amount of stock subscribed,	763,500	00
Total amount paid in,	382,175	00
Debt in judgment on the road, about,	40,000	00

Cost of Road and Equipment.

For graduation and masonry,	\$247,976	08
Land, land damages and fences,	37,419	62
Engineering and agencies,	55,263	57
Total cost of road so far,	340,659	27

Characteristics of Road.

- Length of road, main line, 122 miles.
- Length of road in State of New York, 88 miles.
- Length of road in State of Pennsylvania, 34 miles.

No work has been done on this road since date of last report, and no expenditures made thereon in constructing or equipping it.

<i>Names of Directors.</i>	<i>Residences.</i>
Alexander L. Chew,	Geneva, New York.
Corydon Wheat,	Geneva, New York.
Darwin B. Holbrook,	Rushville, New York.
Anson C. Lindsley,	Middlesex, New York.
James Covell,	Naples, New York.
Emory B. Pottle,	Naples, New York.
Thomas M. Fowler,	Wayland, New York.
Robert L. Brundedge,	Hornellsville, New York.
Morris Smith,	Hornellsville, New York.
John Davis,	Greenwood, New York.
Butler B. Strang,	Westfield, Pa.
Richard Kreusen,	Westfield, Pa.
Franklin W. Knox,	Coudersport, Pa.

Officers.

- Emory B. Pottle, *President.*
- Richard Kreusen, *Vice President.*
- Walter G. Rose, *Treasurer,* Hornellsville, New York.
- James Covell, *Secretary,* Naples, New York.

Communications to company to be addressed to the secretary, Naples, New York.

The undersigned has caused the foregoing statement to be prepared by the proper officers and agents, from the books and records of the company, and he has examined them as far as practicable, and believes them to be correct.

EMORY B. POTTLE,
President and acting Superintendent of the Geneva, Hornellsville and Pine Creek Railway Company.

GREENLICK NARROW GAUGE.

Officers.

NAMES.	Residence.	Salary.
George H. Everson,	President,	None.
Nathaniel Miles,	Secretary,	None.
Nathaniel Miles,	Treasurer,	\$180 00
George H. Everson,	General Superintendent,	None.
W. L. Shaw,	Division Superintendent,	400 00

General offices at Scottdale, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
George H. Everson,	Scottdale, Pa.
C. L. Graff,	Scottdale, Pa.
Joseph R. Stauffer,	Scottdale, Pa.
H. Clay Frick,	Broad Ford, Pa.
D. H. Pershing,	Stauffer Station, Pa.
George A. Hogg,	Iron Bridge, Pa.
John D. Boyle,	Mt. Pleasant, Pa.
J. L. Shallenberger,	Mt. Pleasant, Pa.
J. F. Overholt,	Mt. Pleasant, Pa.

Capital Stock.

Capital stock authorized by law,	\$50,000	00
Capital stock, amount subscribed,	29,700	00
Capital stock, paid in by last report,	29,700	00
Capital stock, total amount now paid in,	29,700	00
Capital stock, number of shares issued: 594.		
Capital stock, amount paid in on each share	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	25	00

Debt.

None.

Cost.

Total cost of entire road to date,	\$25,609	89
Average of same per mile of road laid,	7,817	10
Proportion of same for Pennsylvania,	All.	
Total cost of entire equipment,	6,325	52
Average cost of equipment per mile of road operated by company,	1,807	21
Proportion of same for Pennsylvania,	All.	
Cost of road and equipment per mile,	9,124	31
Proportion of same for Pennsylvania,	All.	

Characteristics of Road.

<i>Main Line.</i>	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Greenlick Junction to Mt. Vernon Mines,	3½	3½
Length of single main track,	3½	3½
Length of double main track,	None.	None.
<i>Leased Roads.</i>		
None.	None.	None.

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 3½
 Miles of steel rail in use, None.

Weight of rail per yard, } Iron, 24 and 30 lbs.
 } Steel, None

What is the relative durability, practicability of use, and value, as used on your road? Cannot say.

Bridges and Trestles erected in Pennsylvania during the year.

None.
 Number of bridges and trestles on whole line, 7
 Wooden bridges, number of, 5 ; aggregate length, 180 feet
 Wooden trestles, number of 2 ; aggregate length, 70 feet

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.
 Number of crossings of highways, at grade, in this Commonwealth, 8
 Number of crossings of highways over railroad, None.
 Number of crossings of highways under railroad, None.
 Number of crossings at which gates or flagmen are maintained, None.
 Number of crossings at which there are neither gates nor flagmen, 8
 What regulations govern your employes in regard to these crossings? Running at slow speed and ringing of bell.

Stations.

Number of stations on main road, { Passenger, none. Total, 3
 { Freight, 3.
 Number of wood and water stations on main road, 1
 Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$50 00
 Number of tunnels, None.

How is track laid, and on what foundation? Cross-ties, stone and slag ballast.

Equipment.	Number.	Average cost of each
Number of locomotives of more than forty tons weight,	None.	
Number of locomotives of more than thirty tons weight,	None.	
Number of locomotives of more than twenty tons weight,	None.	
Number of locomotives of more than ten tons weight,	1	\$3,500 00
Number of first-class passenger cars,	None.	
Number of second-class passenger cars,	1	300 00
Number of baggage, mail, and express cars,	None.	
Number of freight cars, { House cars, none, }	1	150 00
{ Truck, 1, }	16	135 00
Number of coal, ore, and stone cars,	16	
Number of caboose cars,	None.	

What kind of train brake is in use on your road? Regular or common chain.

Average number of cars in passenger trains, including baggage cars,	None.
Average number of cars in freight trains,	12
Average weight of passenger trains, including locomotive and tender, in working order,	None.
Average weight of freight trains, including locomotive and tender, in working order,	70 tons.

Employees.

Average number of persons regularly employed by company, including officials,	7
Same in Pennsylvania,	7

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	None.
Number of miles run by freight trains,	3,500
Number of miles run by coal trains,	None.
Number of through passengers for the year on main road,	None.
Number of passengers (all classes) carried in cars	None.
Number of passengers carried one mile,	None.
Number of passengers carried one mile in Pennsylvania,	None.
Number of tons of 2,000 pounds of through freight for the year on main road,	18,267
Number of tons of freight carried one mile,	None.
Number of tons of freight carried one mile in Pennsylvania,	None.
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	18,267
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	6

Monthly Statement of Passengers (all classes) carried in Cars.

None.

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	None.	Stone and lime,	None.
Bituminous coal,	11	Agricultural products,	None.
Petroleum and other oils,	None.	Merchandise & manufactures,	25 $\frac{17}{100}$
Pig iron,	None.	Live stock,	None.
Railroad iron,	None.	Lumber,	110 $\frac{11}{100}$
Other iron or castings,	None.	Other articles,	None.
Iron and other ores,	18,119 $\frac{897}{100}$		

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

For through freight, per ton per mile,	8 $\frac{9}{100}$ cents.
For through coal per ton per mile,	8 $\frac{9}{100}$ cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

None.

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
November, 1876,	\$604 98		
December, 1876,	530 58		\$1,135 54
January, 1877,	537 58		
February, 1877,	568 01		
March, 1877,	570 08		
April, 1877,	300 23		
May, 1877,	420 24		
June, 1877,	497 91		
July, 1877,	482 66		
August, 1877,	549 51		
September, 1877,	398 69		
October, 1877,	466 80		
November, 1877,	432 77		
December, 1877,	489 64		5,714 07
Total,	\$6,849 61		\$6,849 61

From all Other Sources.

None.

Total passenger earnings for the year,	None.
Total freight earnings for the year,	\$5,714 07
Total earnings from all other sources,	None.
Total earnings for the year,	\$5,714 07
Total receipts from all sources on whole length of line,	\$5,714 07
Proportion of earnings in Pennsylvania to earnings of whole line,	All.

Expenditures Charged to Cost of Road and Equipment during the Year.

None.

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of road, exclusive of bridges and new rails,	\$1,138 84
New iron rails,	None.
New steel rails,	None.
Repairs of bridges,	None.
Repairs of buildings and fixtures,	None.
Repairs of fences,	None.
All other expenses for maintenance of way,	None.
Total for maintenance of way,	\$1,138 84
Cost per mlle of road kept in repair,	\$341 09
Proportion for Pennsylvania,	All.

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$27	15
Repairs of machinery,	None.	
Repairs of passenger, baggage, and mail cars,	None.	
Repairs of freight cars,	355	80
All other expenses for maintenance of motive power and cars,	None.	
Total for maintenance of motive power and cars,	\$382	95
Cost per mile of road operated,	109	41
Proportion for Pennsylvania,	All.	

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department : None.		
Salaries, wages, and incidentals chargeable to freight department,	\$1,963	86
Wages of switchmen, signal-men, gate-keepers, and watchmen : None.		
Fuel—number of cords of wood,	None.	
Fuel—number of tons of coal, 133; cost, 84 ¹ / ₁₀ cents,	112	47
Oil and waste,	85	17
Damages for injuries to persons,	None.	
Damages for cattle killed or injured,	None.	
Damages for loss of goods and baggage,	None.	
Damages to property, including damages by fire,	None.	
Taxes,	89	10
Insurance,	7	50
Telegraph expenses,	None.	
Amount paid for the use of palace and sleeping cars,	None.	
Amount paid other corporations or individuals for use of all other cars,	None.	
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items : None.		
Total miscellaneous,	\$2,258	10
Amount per mile of road operated,	\$645	19
Proportion for Pennsylvania,	All.	
Total expenditures for operating the road,	3,834	89
Expenses per mile of the road operated,	1,095	69
Proportion for Pennsylvania,	All.	

Earnings.

Passenger transportation, local,	None.	
Passenger transportation, through,	None.	
Freight transportation, local,	None.	
Freight transportation, through,	\$5,714	07
Mail service,	None.	
Express service,	None.	
Rents,	None.	
Total,	\$5,714	07
Operating Expenses.		
Maintenance of way and buildings,	\$1,193	84
Maintenance of motive power and cars,	332	95
Miscellaneous,	2,258	10
Total operating expenses, \$3,834 89; being 67 ¹ / ₁₀ per cent. of earnings,	\$3,834	89
Net earnings,	1,879	18
Earnings per mile of road operated,	\$1,632	60
Expenses per mile of road operated,	1,095	69
Net earnings,	536	91

General Balance Sheet, January 1, 1878.

DR.			
Construction of road, track, &c., 3½ miles,		\$24,757	64
Cost of equipment of same, as follows: One locomotive, one 2d class passenger car, one gondola truck, 16 ore cars,		6,325	52
Right of way and one acre of ground,		852	25
Accounts receivable,		2,138	24
		\$34,073	65
CR.			
594 shares, at \$50 each,		\$29,700	00
Dividend to credit of stock accounts unsettled,		2,376	00
Accounts payable,		114	48
Balance of profit and loss, from 1876,	\$3 99		
Balance on net earnings for 1877,	1,879 18		
		1,883	17
		\$34,073	65

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? None.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? No.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? No.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? None.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? None.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what

terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

What is the total amount paid by your Company to palace or sleeping car companies, to what companies, and the amount paid to each? None.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? None.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued, None.
 Amount of common stock now outstanding, \$29,700 00
 Amount of stock issued as stock dividends, and dates of issue: \$2,376, January 19, 1877, certificates not given, but will be on demand.
 Rate and date of all cash dividends on stock of original and consolidated companies, None.

Number and per cent. of dividends, one—8 per cent. on \$29,700,	\$2,376	00
Balance for the year, or surplus,	2,376	00
Surplus at commencement of the year,	503	99
Total surplus,	2,879	99
Surplus invested as follows:		
Cash and loans, experimental surveys,	500	00
Balance of accounts due company,	3	99
Other items, stock dividend,	2,376	00

Accidents to Persons.

None.

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

Personally appeared before me, George H. Everson, president, and Nathaniel Miles, treasurer of the Greenlick Narrow Gauge Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

GEO. H. EVERSON, *President.*

NATHL. MILES, *Treasurer.*

Sworn and subscribed before me this twenty-sixth day of January, A. D. 1878.

THOMAS W. AULT,

Justice of the Peace.

HANOVER JUNCTION, HANOVER AND GETTYSBURG.**Officers.**

NAMES.		Residence.	Salary.
A. W. Eichelberger,	President,		\$1,000 00
R. M. Wirt,	Secretary,		50 00
R. A. Eichelberger,	Treasurer,		150 00
David Wills,	General Solicitor,		100 00
H. A. Young,	General Superintendent,		500 00

General offices at Hanover, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Jacob Forney,	Hanover, Pa.
John Nyman,	Hanover, Pa.
Peter Flickinger,	Hanover, Pa.
R. Young,	Hanover, Pa.
Wm. Grumbine,	Hanover, Pa.
R. M. Wirt,	Hanover, Pa.
Stephen Keefer,	Hanover, Pa.
Geo. Swope,	Gettysburg, Pa.
Matthew Eichelberger,	Gettysburg, Pa.
C. W. Siagle,	Baltimore, Md.

Capital Stock.

Capital stock authorized by law,	\$500,000 00
Capital stock, amount subscribed,	116,850 00
Capital stock paid in by last report,	116,850 00
Capital stock, total amount now paid in,	116,860 00
Capital stock, number of shares issued,	2,337
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	25 00

Debt.

Funded Debt.		
First mortgage bonds, (due 1895, bear interest at six per cent., which is payable at Hanover,) amount,		\$178,700 00
Second mortgage bonds,	None.	
Third mortgage bonds,	None.	
Fourth mortgage bonds,	None.	
Total amount now of funded debt,		\$178,700 00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	None.	
Debt incurred for any other purpose, and for what,	None.	
The amount now of floating debt,	None.	
Total amount now of floating and funded debt,		\$178,700 00
Funded debt as per last report,	\$132,300 00	
Floating debt as per last report,	11,000 00	
Total cash realized from capital stock and debt,		\$283,041 00

Cost.

Total cost of entire road to date,	\$385,816	00
Average of same per mile of road laid,	12,860	53
Proportion of same for Pennsylvania,	385,816	00
Total cost of entire equipment,	88,565	00
Average cost of equipment per mile of road operated by company,	2,952	16
Proportion of same for Pennsylvania,	88,565	00
Cost of road and equipment per mile,	15,812	69
Proportion of same for Pennsylvania,	474,381	00

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Hanover Junction to Gettysburg,	30	30
Length of single main track,	30	30
Length of double main track,	None.	None.
Branches.		
None.		
Leased Roads.		
None.		
Aggregate length of sidings and other track not above enumerated,		2,580 1,780

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Weight of rail per yard, { Iron, 50 and 56 lbs.
 { Steel, 56 lbs.

What is the relative durability, practicability of use, and value, as used on your road? Have not had steel rails in use long enough to answer correctly, but as far as our experience goes, know them to be far superior to iron rails, in durability and rigidity.

Bridges and Trestles erected in Pennsylvania.

None.
 Number of bridges and trestles on whole line, 20
 Wooden bridges, number of, 19; aggregate length, 433 feet.
 Stone bridges, None.
 Iron bridges, number of, 1; aggregate length, 120 feet.
 Wooden trestles, None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Hanover and York Railroad, at Hanover.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Number of crossings of highways, at grade, in this Commonwealth,	40
Number of crossings of highways over railroad,	4
Number of crossings of highways under railroad,	2
Number of crossings at which gates or flagmen are maintained,	None.
Number of crossings at which there are neither gates nor flagmen,	40

What regulations govern your employes in regard to these crossings?
 Blow engine whistle at all, and slacken speed at principal crossings.

Stations.

Number of stations on main road: { Passenger, . . . 14 } { Freight, . . . 16 }	16
Number of wood and water stations on main road,	5
Value of real estate held by the company, exclusive of roadway in Pennsylvania,	\$16,000 00
Number of tunnels,	None.

How is track laid, and on what foundation? On oak ties mostly, on stone ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than thirty tons weight,	1	\$13,700 00
Number of locomotives of more than twenty tons weight,	6	6,665 00
Number of locomotives of more than ten tons weight,	1	1,000 00
Number of first-class passenger cars,	3	4,000 00
Number of second class passenger cars,	3	2,000 00
Number of baggage, mail, and express cars,	2	800 00
Number of freight cars, { House cars,	9	475 00
{ Trucks,	10	100 00
Number of coal, ore, and stone cars,	40	225 00
Number of caboose cars,	None.	

What kind of train brake is in use on your road? Pelton's steam brake on passenger train.

Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains,	6
Average weight of passenger trains, including locomotive and tender, in working order,	58 tons.
Average weight of freight trains, including locomotive and tender, in working order,	178 tons.

Employees.

Average number of persons regularly employed by company, including officials,	63
Same in Pennsylvania,	63

Doings of the Year.

Transportation and total miles run.

Number of miles run by passenger trains,	39,000
Number of miles run by freight trains,	40,500
Number of miles run by coal trains,	
Number of through passengers for the year on main road,	19,523
Number of passengers, (all classes,) carried in cars, . . .	46,897
Number of passengers carried one mile,	768,447
Number of passengers carried one mile in Pennsylvania, . .	768,447
Number of tons of 2,000 pounds of through freight for the year on main road,	4,218
Number of tons of freight carried one mile,	559,440
Number of tons of freight carried one mile in Penna., . . .	559,440
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	46,572
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	22
Average rate of speed adopted by express trains, includ- ing stops, (miles per hour,)	25
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1877,	2,214	July, 1877,	4,254
February, 1877,	2,348	August, 1877,	6,233
March, 1877,	3,393	September, 1877,	6,003
April, 1877,	3,158	October, 1877,	3,756
May, 1877,	3,617	November, 1877,	3,051
June, 1877,	5,397	December, 1877,	3,473

The amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	9,077 ¹ / ₈₈₈	Agricultural products, merchandise and manufactures,	17,584
Iron and other ores,	6,877 ¹ / ₆₆₆	Live stock,	1,465
Stone and lime,	8,591 ¹ / ₂	Lumber,	3,176

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 cents.
For second class through passengers,	3 cents.
For second class way passengers,	4 cents.

Rate per Ton of 2,000 pounds per mile charged for Freight.

For through freight, per ton, per mile,	3 ¹⁰ / ₁₀₀ cents.
For through coal, per ton per mile,	2 ¹ / ₂ cents.
For local freight, per ton per mile,	4 cents.
For local coal, per ton per mile,	2 ¹ / ₂ cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
January, 1877,	\$441	97	\$739	25	\$1,181 23
February, 1877,	456	75	774	11	1,230 86
March, 1877,	546	18	1,064	85	1,611 08
April, 1877,	640	03	986	23	1,626 31
May, 1877,	702	52	1,202	53	1,905 05
June, 1877,	1,287	48	930	84	2,218 33
July, 1877,	904	26	999	51	1,903 77
August, 1877,	1,705	87	1,110	02	2,815 89
September, 1877,	1,593	43	1,104	20	2,697 63
October, 1877,	1,053	67	878	98	1,933 65
November, 1877,	697	35	831	35	1,528 70
December, 1877,	845	40	948	38	1,793 78
Total,	\$10,748	91	\$11,570	30	\$22,445 21

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.
January, 1877,	\$515	30	\$1,400	95	\$1,916 25
February, 1877,	466	58	1,397	38	1,863 96
March, 1877,	500	57	1,519	38	2,019 95
April, 1877,	604	61	1,774	55	2,479 16
May, 1877,	665	88	2,448	07	3,113 95
June, 1877,	394	43	1,774	97	2,169 40
July, 1877,	351	94	1,029	72	1,381 66
August, 1877,	474	09	2,461	08	2,935 17
September, 1877,	432	37	1,782	38	2,214 75
October, 1877,	499	61	2,026	66	2,526 27
November, 1877,	419	98	1,387	88	1,807 86
December, 1877,	422	71	1,159	73	1,582 44
Total,	\$5,748	07	\$20,262	75	\$26,010 82

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
January, 1877,	\$127	50	\$39	65	\$515	11	\$632 36
February, 1877,	127	50	33	16	107	41	268 07
March, 1877,	127	50	36	01	41	94	265 45
April, 1877,	127	50	29	18	361	24	517 89
May, 1877,	127	50	37	75	249	22	414 47
June, 1877,	127	50	39	50	86	78	253 78
July, 1877,	127	50	28	06	242	26	397 83
August, 1877,	127	50	29	94	79	23	236 67
September, 1877,	127	50	34	57	417	79	579 86
October, 1877,	167	00	35	69	680	95	883 64
November, 1877,	167	00	48	15	700	06	910 21
December, 1877,	167	00	67	95	62	65	297 60
Total,	\$1,648	50	\$454	61	\$3,544	64	\$5,647 75

Total passenger earnings for the year,	\$22,445	21
Total freight earnings for the year,	26,010	82
Total earnings from all other sources,	7,499	66
Total earnings for the year,	\$55,955	69

Expenditures Charged to Cost of Road and Equipment during the year.

New freight cars, No. of, 2,	\$600	00
New machine shops, machinery, and tools,	43	18
Any other expenditures chargeable to this account, one car purchased,	125	00
Total,	\$768	18

Expenditures for Operating during the year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$5,816	00
New iron rails, number of tons, 60,	2,100	00
New steel rails, number of tons, 100,	5,230	00
Repairs of bridges,	2,350	00
All other expenses for maintenance of way,	60	73
Total for maintenance of way,	\$15,556	73
Cost per mile of road kept in repair, (two rails,)	518	55
Proportion for Pennsylvania,	15,556	73

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, }	\$3,665	11
Repairs of machinery, }		
Repairs of passenger, baggage, and mail cars, }	2,086	98
Repairs of freight cars, }		
All other expenses for maintenance of motive power and cars,	198	50
Total for maintenance of motive power and cars,	\$5,950	59
Cost per mile of road operated,	198	35
Proportion for Pennsylvania,	5,950	59

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, }	\$7,408	91
Salaries, wages, and incidentals chargeable to freight department, }		
Fuel—number of cords of wood, 619; cost,	1,763	00
Fuel—number of tons of coal, 1,400; cost,	6,160	00
Oil and waste,	878	15
Damages for injuries to persons,	None.	
Damages for cattle killed or injured,	None.	
Damages for loss of goods and baggage,	5	00
Damages to property, including damages by fire,	None.	
Taxes,	215	14
Insurance,	None.	
Telegraph expenses,	346	68
Amount paid for use of palace and sleeping cars,	Nothing.	
Amount paid other corporations or individuals for use of all other cars,	253	11
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	4,394	28
Total miscellaneous,	\$21,424	27

Amount per mile of road operated,		\$714
Proportion for Pennsylvania,		21,424
Total expenditures for operating the road,		42,931
Expenses per mile of the road operated,		1,431
Expenses per mile of single track operated, not including sidings,		1,431
Expenses per train mile,		42,931
Proportion for Pennsylvania,		42,931

Earnings.

Passenger transportation, local,	\$11,570 30	} Total,	\$22,445 21
Passenger transportation, through,	10,874 91		
Freight transportation, local,	20,262 75	} Total,	26,010 38
Freight transportation, through,	5,748 07		
Mail service,			1,648 50
Express service,			454 61
Rents,			631 00
All other sources of income,			4,765 58
Total,			\$55,955 69

Operating Expenses.

Maintenance of way and buildings,	\$15,556 73	
Maintenance of motive power and cars,	5,950 59	
Miscellaneous,	21,424 27	\$42,931 59
Total operating expenses being 76½ per cent. of earnings.		
Net earnings,		13,024 10
Earnings per mile of road operated,		1,865 18
Expenses per mile of road operated,		1,431 05
Net earnings per mile of road operated,		434 13

General Balance Sheet, January 1, 1878.

DR.		
Construction,		\$385,816 00
Equipment,		88,565 00
Real estate,		16,000 00
Stocks and bonds in other roads,		51,850 00
Materials on hand,		5,300 00
Cash and bills receivable,		25,313 33
		\$572,944 33
CR.		
Capital stock,		\$116,850 00
Funded debt,		178,700 00
Unclaimed dividends,		737 00
Profit and loss,		276,657 33
		\$572,944 33

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company. Through rate twenty cents per hundred pounds, less distance in same proportion.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies: We take their freights at the depot, which are of the same class as are handled by other express companies.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? No.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? None.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? Nothing.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

What is the total amount paid by your company, to palace or sleeping car companies, to what companies, and the amount paid to each? Nothing.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? They pay us at the rate of \$66 84 per mile per annum, amounting to \$2,005 20. The contract to continue for three years from July, 1877.

Stocks and Dividends.

Amount of preferred stock, and rate of preference, and for what issued :
None.

Amount of common stock now outstanding, 2,337 shares.

Amount of stock issued as stock dividends, and dates of issue : None.

Number and per cent. of dividends,	None.	
Amount paid in dividends,	Nothing.	
Paid to sinking fund,	Nothing.	
Balance for the year, or surplus,	\$4,549	10
Surplus at commencement of the year,	51,550	00
Total surplus,	56,099	10
Surplus invested as follows :		
Cash and loans,	16,591	64
Balance of accounts due company,	8,721	00
Material, fuel, and stores,	5,300	00
Other items—invested in other railroads,	25,485	77
	\$56,099	10

Accidents to Persons.

None.

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

Personally appeared before me, A. W. Eichelberger, president, and R. A. Eichelberger, treasurer of the Hanover Junction, Hanover and Gettysburg Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1878, according to the best of their knowledge and belief.

(Signed)

A. W. EICHELBERGER, *President.*

R. A. EICHELBERGER, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1878.

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

HANOVER JUNCTION AND SUSQUEHANNA.

Officers.

NAMES.		Residence.	Salary.
J. Z. Lindermuth,	President,	Marietta, Pa.,	\$300 00
John S. Given,	Secretary,	Columbia, Pa.,	1,000 00
Henry Copenheffer,	Treasurer,	Columbia, Pa.,	1,000 00

Names of Directors.

Residences.

J. Z. Lindemuth,	Marietta, Pa.
Henry Copenheffer,	Columbia, Pa.
James Ryon,	Pottsville, Pa.
Robert T. Ryon,	Columbia, Pa.
J. G. Hess,	Columbia, Pa.
Horace L. Haldeman,	Chickies, Pa.
E. L. Reinhold,	Marietta, Pa.
Dr. F. Hinkle,	Columbia, Pa.
John S. Given,	Columbia, Pa.

Capital Stock.

Capital stock authorized by law,	\$250,000	00
Capital stock, amount subscribed,	150,600	00
Capital stock paid in by last report,	61,205	30
Capital stock, total amount now paid in,	75,935	26
Capital stock, number of shares issued,	1,331	
Capital stock, amount paid in on each share: All the instalments called in; those not paid in full, in suit.		
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	None.	

Debt.

Funded Debt.		
First mortgage bonds, (due 1st day of June, A. D. 1905; bear interest at 7 per cent., which is payable first in June and December in each year,)		
Total amount now of funded debt,	\$84,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$65,183	78
Debt incurred for any other purpose, and for what exp. and interest,	27,768	99
The amount now of floating debt,	\$21,427	13
Total amount now of floating and funded debt,	105,427	13
Funded debt as per last report,	\$56,800	00
Floating debt as per last report,	39,084	09
Total cash realized from capital stock and debt,	\$75,935	26

Cost.

Total cost of entire road to date, \$176,952 77

Characteristics of Road.

Main Line.

Length of main line—from near Landisville to Hanover Branch, York county, Pennsylvania—34 miles.

Length of single main track: Road in course of construction.

General Balance Sheet, January 1, 1878.

CR.		
Amount of capital stock subscribed,		\$150,600 00
Amount paid on (3,012) shares,	\$75,935 26	
Amount unpaid,	74,664 74	\$150,600 00
Assets of the Company.		
Amount due from J. A. Britton & Co.,	\$3,995 62	
Balance stock subscription,	74,664 74	\$78,660 36
Liabilities.		
Amount due H. E. Wolfe, (contractor,)	\$5,795 16	
Amount due S. B. Heistand,	34 73	
Amount due R. T. Ryon,	1,809 93	
Amount due I. S. Given,	1,070 55	
Amount due James Ryon,	352 00	
Amount due S. J. Schaffer, (contractor,)	12,344 04	
Amount due E. L. Reinhold,	11 00	
Amount due H. L. Haldeman,	9 00	
Amount due H. Copenheffer,	72	21,427 13
Assets over Liabilities,		\$57,233 23
DR.		
Construction Account.		
Amount construction account,	\$149,183 78	
Amount expenses,	26,466 42	
Amount interest,	1,302 57	\$176,952 77
First Mortgage Bonds.		
Paid Britton & Co., (contractors,)	\$63,000 00	
Paid S. J. Schaffer, (contractor,)	21,000 00	\$84,000 00

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

Personally appeared before me, Henry Copenheffer, treasurer of the Hanover Junction and Susquehanna Railroad Company, who being duly sworn, does depose and say, that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December —, A. D. 1877, according to the best of his knowledge and belief.

(Signed) HENRY COPENHEFFER, Treasurer.

Sworn and subscribed before me, this 23d day of January, A. D. 1878.

FREDERICK L. BAKER,
 Justice of the Peace.

HANOVER AND YORK.

Officers.

NAMES.		Residence.	Salary.
John S. Young,	President,	Hanover, Pa.,	Nothing.
Alexander J. Frey,	Vice President,	York, Pa.,	Nothing.
J. P. Smith,	Secretary,	Hanover, Pa.,	Nothing.
J. H. Alleman,	Treasurer,	Hanover, Pa.,	Nothing.

Names of Directors.

Residences.

P. H. Glatfelter,	Spring Grove, York county, Pa.
Michael Schall,	York, Pa.
David E. Small,	York, Pa.
Alexander J. Frey,	York, Pa.
W. Latimer Small,	York, Pa.
William McConkey,	Wrightsville, Pa.
George D. Klinsfelter,	Hanover, Pa.
William J. Young,	Hanover, Pa.
Samuel Shirk,	Hanover, Pa.
Isaac Lincks,	Hanover, Pa.
Henry Bittinger,	Hanover, Pa.
J. P. Smith,	Hanover, Pa.

Capital Stock.

Capital stock authorized by law,	\$250,000	00
Capital stock authorized by votes of company,	250,000	00
Capital stock, amount subscribed,	207,200	00
Capital stock paid in by last report,	207,200	00
Capital stock, total amount now paid in,	207,200	00
Capital stock, number of shares issued,	4,144	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	28	00

Debt.

Funded Debt.			
First mortgage bonds, (due January 1, 1895, bear interest at 7 per cent., which is payable January 1 and July 1,) amount,	\$150,000	00	
Certificate of indebtedness, bonds, (due April 1, 1887, bear interest at 7 per cent., payable April 1, and October 1; convertible into stock payable April 1, 1882, at the option of the holders. Principal to April 1, 1887,	35,000	00	
Total amount now of funded debt,	185,000	00	
Floating Debt.			
Total amount now of floating and funded debt,	185,000	00	
Funded debt as per last report,	\$150,000	00	
Floating debt as per last report,	35,254	00	
Total cash realized from capital stock and debt,	\$392,200	00	

Cost.

Controlling interest in Littlestown Railroad Company, bought, cost,	\$47,139	00
Total cost of entire road to date,	341,510	20
Average of same per mile of road laid,	\$18,360	66
Proportion of same for Pennsylvania,	341,510	20
Total cost of entire equipment,	3,550	80

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Hanover to York,	18 $\frac{5}{8}$	18 $\frac{5}{8}$
Length of single main track,	18 $\frac{5}{8}$	18 $\frac{5}{8}$

Track.

Miles of iron rail in use, 18 $\frac{5}{8}$
 Weight of rail per yard, iron, 56 pounds.
 How is track laid, and on what foundation? On ties and stone ballast.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through,	Local.	Total.
November, 1876,			\$1,604 80
December, 1876,			1,111 35
January, 1877,			1,119 83
February, 1877,			1,045 33
March, 1877,			1,336 94
April, 1877,			1,477 61
May, 1877,			1,635 75
June, 1877,			1,526 08
July, 1877,			1,853 85
August, 1877,			1,798 34
September, 1877,			1,595 49
October, 1877,			1,992 97
November, 1877,			1,204 14
December, 1877,			1,150 21
Total,			\$20,452 33

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
November, 1876,					\$3,307	40
December, 1876,					2,516	13
January, 1877,					2,178	28
February, 1877,					2,420	76
March, 1877,					2,857	79
April, 1877,					3,326	52
May, 1877,					4,534	47
June, 1877,					2,650	26
July, 1877,					2,066	00
August, 1877,					4,011	26
September, 1877,					2,911	27
October, 1877,					3,102	19
November, 1877,					3,229	85
December, 1877,					3,117	47
					\$42,229	65

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
November, 1876,	\$70	12	\$25	28			\$95	40
December, 1876,	70	12	25	28			95	40
January, 1877,	70	12	25	28			95	40
February, 1877,	70	12	25	28			95	40
March, 1877,	72	94	25	28			98	22
April, 1877,	70	42	25	28			95	70
May, 1877,	70	45	25	28	\$250	00	345	73
June, 1877,	70	45	25	28			95	73
July, 1877,	70	39	25	28			95	67
August, 1877,	70	45	25	28			95	73
September, 1877,	70	45	25	28			95	73
October, 1877,	99	58	25	28			124	86
November, 1877,	77	92	25	28			103	20
December, 1877,	77	92	25	28	146	00	249	20
Total,	\$1,031	45	\$353	92	\$396	00	\$1,781	37

Total passenger earnings for the year,	\$20,452	83
Total freight earnings for the year,	42,229	65
Total earnings from all other sources,	1,781	37
Total earnings for the year,	\$64,463	85
Total receipts from all sources on whole length of line,	\$64,463	85
Proportion of earnings in Pennsylvania to earnings of whole line,	64,463	85

Expenditures Charged to Cost of Road and Equipment during the year.

Extension or alteration of road,	\$10,074	71
Total,	10,074	71

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

All other expenses for maintenance of way,	\$12,425	84
Total for maintenance of way,	\$12,425	84
Cost per mile of road kept in repair,	\$667	96
Proportion for Pennsylvania,	667	96

Cost of Maintenance of Motive Power and Cars.

All other expenses for maintenance of motive power and cars,	\$12,170	92
Total for maintenance of motive power and cars,	\$12,170	92
Cost per mile of road operated,	654	29
Proportion for Pennsylvania,	654	29

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$5,701	78
Salaries, wages, and incidentals chargeable to freight department,	10,789	57
Amount paid other corporations or individuals for use of all other cars,	2,441	70
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	2,439	87
Total miscellaneous,	\$21,372	92
Amount per mile of road operated,	\$1,149	89
Proportion for Pennsylvania,	1,149	89
Total expenditures for operating the road,	45,969	68
Expenses per mile of the road operated,	2,477	41

Earnings.

Passenger transportation, local,	}	\$20,452	83
Passenger transportation, through,			
Freight transportation, local,	}	42,229	65
Freight transportation, through,			
Mail service,		1,081	45
Express service,		353	92
Rents,		20	00
All other sources of income,		376	00
Total,		\$64,463	85
Operating Expenses.			
Maintenance of way and buildings,		\$12,425	84
Maintenance of motive power and cars,		12,170	92
Miscellaneous,		21,372	92
Total operating expenses, (being 71½ per cent of earnings,)		45,969	68
Net earnings,		\$18,494	17
Earnings per mile of road operated,		\$3,465	79
Expenses per mile of road operated,		2,471	50
Net earnings,		18,494	17

The Hanover and York railroad is leased to the Pennsylvania Railroad Company, for a term of 999 years; they furnish all the equipment, motive power, &c.; we, therefore, can't give a full report, but they can give what we have omitted. The Pennsylvania Railroad Company are to charge the Hanover and York Railroad Company actual cost of operating and maintaining the road; all earnings, over and above this, to go to Hanover and York Railroad Company.

General Balance Sheet, January 1, 187-.

DR.			
Bed and roadway,		\$341,510	20
Littlestown railroad stock, (cost,)		47,139	00
Littlestown railroad coupons,		4,200	00
Cash due from Pennsylvania Railroad Company,		3,196	84
Cash in bank,		3,217	70
		\$399,263	74
CR.			
Capital stock paid in,		\$207,200	00
First mortgage bonds,		150,000	00
Certificate of indebtedness,		35,000	00
Interest unclaimed,		388	50
Freight rebate,		16	57
Stock forfeited,		278	00
Surplus fund,		6,880	67
		\$399,263	74

Stock and Dividends.

Amount of common stock now outstanding, \$207,200.

Rate and date of all cash dividends on stock of original and consolidated companies. None.

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

Personally appeared before me, John S. Young, president, and John H. Allaman, treasurer of the Hanover and York Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

JOHN S. YOUNG, *President.*

J. H. ALLEMAN, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1878.

A. N. MICHAEL, *Notary Public.*

HARRISBURG AND POTOMAC.

Officers.

NAMES.	Residence.	Salary.
Daniel V. Ahl,	President,	Newville, \$1,000 00
John Evans,	Secretary,	Monroe township, 200 00
*Asbury Derland,	Treasurer,	Boiling Springs,
R. H. Middleton,	General Superintendent,	Newville, 600 00

* Salary, 1½ per cent. on receipts.

General office at Boiling Springs, Cumberland County, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Daniel V. Ahl,	Newville, Pa.
John Moore,	Dickinson, Pa.
George Clever,	Cleversburg.
William H. Longsdorf,	Dickinson.
Joshua Hunt,	Catasauqua.
Asbury Derland,	Boiling Springs.
Jacob Bowman,	Bowmansdale.
J. J. Dull,	Harrisburg.
L. W. Heikes,	York Springs.

Capital Stock.

Capital stock authorized by law: Unlimited.	
Capital stock authorized by votes of company,	\$410,000 00
Capital stock, amount subscribed,	218,350 00
Capital stock paid in by last report,	308,000 00
Capital stock, total amount now paid in,	358,273 16
Capital stock, number of shares issued, 3,501½	
Capital stock, amount paid in on each share,	100 00
Capital stock, par value of each share,	100 00
Capital stock, average market value during the year: No record.	

Debt.

Funded Debt.	
First mortgage bonds, (due January 1, 1904, bear interest at 7 per cent., which is payable July and January,) amount,	\$432,000 00
Total amount now of funded debt,	\$432,000 00
Floating Debt.	
The amount now of floating debt,	1,251 00
Total amount now of floating and funded debt,	\$433,251 00
Funded debt as per last report,	\$432,000 00
Floating debt as per last report,	28,010 00
Total cash realized from capital stock and debt,	\$26,759 00

Cost.

Total cost of entire road to date,	\$706,814	75
Average of same per mile of road laid,	\$29,450	00
Proportion of same for Pennsylvania,	29,450.	00
Total cost of entire equipment,	5,766	05
Average cost of equipment per mile of road operated by company,	\$240	00
Proportion of same for Pennsylvania,	Same.	
Cost of road and equipment per mile,	29,690	00
Proportion of same for Pennsylvania,	Same.	

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Bowmansdale to Longsdorf's.	21	
Length of single main track laid,	1	
Length of sidings,		
Branches.		
Ore Branch, from main line to ore mines of Philadelphia and Reading Coal and Iron Co., length of single track,	2	
Leased Roads.		
None.		
Aggregate length of main line and branches,	23	
Aggregate length of leased roads,	None.	
Aggregate length of sidings and other track not above enumerated,	1	
Aggregate length of main line, branches, leased roads, sidings, and other track,	24	24
Length of track laid, if not completed,	4 $\frac{1}{2}$	4 $\frac{1}{2}$

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 24
 Miles of steel rail in use, None.
 Weight of rail per yard, iron, 56 pounds.
 What is the relative durability, practicability of use, and value, as used on your road? No record.

Bridges and Trestles erected in Pennsylvania during the year.

None erected.

Number of bridges and trestles on whole line, 27
 Wooden bridges, number of, 26; aggregate length, 1,211 feet.
 Wooden trestles, number of, 1; aggregate length, 96 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? South Mountain Iron

Company's railroad, near Mt. Holly, Pa.; Mechanicsburg and Dillsburg railroad, two miles north of Dillsburg.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where?	None
Number of crossings of highways at grade in this Commonwealth,	27
Number of crossings of highways under railroad,	1
Number of crossings at which gates or flagmen are maintained,	None.
Number of crossings at which there are neither gates nor flagmen?	27
What regulations govern your employes in regard to these crossings? On public highways cautionary signals are erected, and at railroad crossings trains are run slow, or stopped full, before crossing.	

Stations.

Number of stations on main road, passenger and freight,	14
Number of stations on branches, passenger and freight,	None.
Number of stations on leased roads, passenger and freight,	None.
Number of wood and water stations on main road,	3
Number of wood and water stations on branches,	None.
Number of wood and water stations on leased roads,	None.

Value of real estate held by the company, exclusive of roadway in Pennsylvania, \$77,692 36

How is track laid, and on what foundation? Cross ties and broken stone ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, rented,	1	\$11,000 00
Number of second class passenger cars,	1	500 00
Number of freight cars, { House cars, 2, }	6	700 00
{ Trucks, 4, }		

What kind of train brake in use on your road? Hand brakes.	
Average number of cars in passenger trains, including baggage cars,	9
Average number of cars in freight trains,	25
Average weight of passenger trains, including locomotive and tender, in working order,	Trains mixed.
Average weight of freight trains, including locomotive and tender, in working order,	180 tons.

Employees.

Average number of persons regularly employed by company, including officials,	17
Same in Pennsylvania,	17

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains, }	Mixed trains,	16,589
Number of miles run by freight trains, }		
Number of miles run by coal trains, }		
Number of passengers (all classes) carried in cars,	9,594	
Number of passengers carried one mile,	No record.	
Number of tons of 2,000 pounds of through freight for the year on main road,	35,373	
Number of tons of freight carried one mile,	No record.	
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	35,373	
Average rate of speed adopted by freight trains, including stops, (miles per hour,)		10

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1877,	312	July, 1877,	1,094
February, 1877,	383	August, 1877,	3,630
March, 1877,	549	September, 1877,	1,252
April, 1877,	399	October, 1877,	334
May, 1877,	451	November, 1877,	312
June, 1877,	496	December, 1877,	382

The amount of Freight, specifying the Quantity in Tons of 2,000 pounds.

Anthracite coal,	6,085	Agricultural products,	3,025
Bituminous coal,	503	Merchandise and manufacturers,	692
Pig iron,	1,069	Live stock,	2
Railroad iron,	280	Lumber,	746
Iron and other ores,	21,381	Other articles,	1,555
Stone and lime,	40		

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 cents.
For second class through passengers,	3 cents.
For second class way passengers,	3 cents.

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,	4 cents.
For local freight, iron ore per ton per mile,	2½ cents.
For local coal per ton per mile,	4 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
January, 1877,					\$78 10
February, 1877,					95 70
March, 1877,					157 20
April, 1877,					99 80
May, 1877,					112 75
June, 1877,					124 10
July, 1877,					273 45
August, 1877,					907 60
September, 1877,					313 00
October, 1877,					83 50
November, 1877,					78 65
December, 1877,					95 40
Total,					\$2,398 74

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.
January, 1877,					\$730 74
February, 1877,					763 50
March, 1877,					803 16
April, 1877,					764 96
May, 1877,					584 56
June, 1877,					572 56
July, 1877,					381 80
August, 1877,					794 13
September, 1877,					822 68
October, 1877,					689 85
November, 1877,					861 33
December, 1877,					1,030 03
Total,					\$8,799 26

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
January, 1877,			\$4	90	\$8	05	\$12 96
February, 1877,			3	40	6	03	9 43
March, 1877,	\$123	86	4	48	9	80	14 28
April, 1877,			3	03	13	10	144 90
May, 1877,			4	16	12	88	17 04
June, 1877,			2	96	13	66	16 62
July, 1877,			5	20	10	06	15 26
August, 1877,			5	07	14	77	19 84
September, 1877,			3	65	21	11	24 76
October, 1877,			3	58	16	94	20 52
November, 1877,			2	70	22	70	25 40
December, 1877,			3	68	30	03	33 71
Total,	\$123	86	\$46	81	\$184	13	\$354 80

Total passenger earnings for the year,	\$2,398	74
Total freight earnings for the year,	8,799	26
Total earnings from all other sources,	354	80
Total earnings for the year,	\$11,552	80
Total receipts from all sources on whole length of line,	\$11,552	80

Expenditures Charged to Cost of Road and Equipment during the year.

Land or land damages,	\$75	25
Total,	\$75	25

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$2,409	17
Repairs of bridges,	210	00
Total for maintenance of way,	\$2,619	17
Cost per mile of road kept in repair,	\$109	13

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$108	00
Repairs of freight cars,	159	62
Total for maintenance of motive power and cars,	\$267	62
Cost per mile of road operated,	\$11	11

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$2,136	00
Salaries, wages, and incidentals chargeable to freight department,		
Wages of switchmen, signal-men, gate-keepers, and watchmen,	45	00
Fuel, number of cords of wood, 15; cost, \$3,	1,742	50
Fuel, number of tons of coal, 425; cost, \$4 10,	129	00
Oil and waste,	31	75
Damages for loss of goods and baggage,	25	37
Taxes,	222	61
Amount paid other corporations or individuals for use of all other cars, General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	1,133	53
Total miscellaneous,	\$5,465	76
Amount per mile of road operated,	\$227	74
Total expenditures for operating the road,	\$8,427	80
Expenses per mile of the road operated,	347	98
Expenses per mile of single track operated, not including sidings,	363	15
Expenses per train mile,		51

Earnings.

Passenger transportation, local,		\$2,308	74
Passenger transportation, through,			
Freight transportation, local,		8,799	26
Freight transportation, through,			
Mail service,		123	86
Express service,		46	51
All other sources of income,		184	13
Total,		\$11,552	90
Operating Expenses.			
Maintenance of way and buildings,	\$2,619	17	
Maintenance of motive power and cars,		267	62
Miscellaneous,	5,465	76	
Total operating expenses, \$8,352 52, being 72³/₁₀ per cent. of earnings,		\$8,352	52
Net earnings,		3,200	35
Earnings per mile of road operated,		481	57
Expenses per mile of road operated,		348	02
Net earnings,		133	55

General Balance Sheet, January 1, 1878.

DR.			
Construction account—twenty-four miles of railroad accepted from contractors, at \$29,000 per mile,		\$696,000	00
Engineering, land damages, &c.,		10,800	00
Equipment account,		5,766	05
Real estate,		77,682	36
Inventory, (engine supplies only,)		69	00
Subscription account unpaid,		40,260	00
Subscription account considered worthless,		4,817	00
Balance,		13,846	59
		\$843,251	00
CR.			
Capital stock, authorized by votes of company,		\$410,000	00
Funded debt,		432,000	00
Unfunded debt,		1,251	00
		\$843,251	00

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company, \$1 per ton.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? Depot.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? None.

Is any officer agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? None.

What running arrangements have you with other railroad companies? What are the details of the contract? With Cumberland Valley Railroad Company, subject to rates made by them.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? No record.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None used.

What is the total amount paid by your Company to palace or sleeping car companies, to what companies, and the amount paid to each? Nothing.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Mail is not now carried.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding: 3,501½ shares.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None paid.

Statement of Each Accident.

August 23, 1877. Train of ten passenger coaches, backing up track west of Boiling Springs, ran over a cow, throwing two coaches off the track. No one hurt seriously.

STATE OF PENNSYLVANIA,)
County of Cumberland,) ss:

Personally appeared before me, Daniel V. Ahl, president, and Asbury Derland, Treasurer of the Harrisburg and Potomac Railroad Company, who being duly sworn, do depose and say that they caused the foregoing

statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

DANIEL V. AHL, *President.*

ASBURY DERLAND, *Treasurer,*

Sworn and subscribed before me this 12th day of February, A. D. 1878.

A. L. SPONSLER, *Notary Public.*

HUNTINGDON AND BROAD TOP MOUNTAIN.

Officers.

NAMES.		Residence.	Salary.
B. Andrews Knight,	President,	Philadelphia,	\$4,000 . 00
J. P. Aertsen,	Secretary and Treasurer,	Philadelphia,	2,000 . 00
James W. Paul,	General Solicitor,	Philadelphia,	According to services rendered.
John Fulton,	Consulting Engineer,		According to services rendered.
George F. Gage,	General Superintendent,	Huntingdon,	\$2,700 . 00

Names of Directors.

Residences.

Rathmell Wilson,	Philadelphia.
I. V. Williamson,	Philadelphia.
Joseph H. Trotter,	Philadelphia.
John Devereaux,	Philadelphia.
James Long,	Philadelphia.
Wm. Whitaker,	Philadelphia.
Thomas R. Patton,	Philadelphia.
C. W. Wharton,	Philadelphia.
J. D. Rowland,	Philadelphia.
William P. Jenks,	Philadelphia.
Jacob Naylor,	Philadelphia.
D. J. Morrell,	Johnstown.

Capital Stock.

Capital preferred stock authorized by law, \$3,300,000, and merger of Bedford railroad, \$250,000,	\$3,550,000 . 00
Capital stock, amount subscribed,	2,052,800 . 00
Capital stock, paid in by last report,	Full paid.
Capital stock, total amount now paid in,	Full paid.
Capital stock, number of shares issued, common and preferred,	41,056 shares.
Capital stock, par value of each share,	\$50 . 00
Capital stock, average market value during the year,	Cannot say.

Debt.

Funded Debt.			
First mortgage bonds, (due September 30, 1890, bear interest at 7 per cent., which is payable April and October,) amount,		\$418,000	00
Second mortgage bonds, (due January 31, 1895, bear interest at 7 per cent., which is payable February and August,) amount,		367,500	00
Third mortgage bonds, (due March 31, 1895, bear interest at 7 per cent., which is payable April and October,) amount,		1,500,000	00
scrip, (bear interest at 6 and 7 per cent., which is payable at sundry times,) amount,		118,820	00
Total amount now of funded debt,		\$2,402,320	00
Floating Debt.			
Debt incurred for other purposes, and for what,	\$189,650	00	
Total amount now of floating debt,		\$189,650	00
Total amount now of floating and funded debt,		\$2,591,970	00
Funded debt as per last report,	\$2,381,407	50	
Floating debt as per last report,	211,507	20	

Cost.

Total cost of entire road to date, as per construction and equipment account, \$4,366,190 83
 Total cost of entire equipment. See construction and equipment account.

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Huntingdon to Mount Dallas, Pa.,	45	45
Length of single main track,	45	45
Length of double main track,	None.	None.
Branches.		
Shoups Run branch, from Saxton to Broad Top city,	Length of branch,	9½
	Length of single track,	9½
	Length of double track,	None.
Six Mile Run branch, from Riddlesburg to Edge Hill,	Length of branch,	4½
	Length of single track,	4½
	Length of double track,	None.
Sandy Run branch, from Hopewell to Lane mine,	Length of branch,	2½
	Length of single track,	2½
	Length of double track,	None.
Aggregate length of main line and branches,	61½	61½
Aggregate length of leased roads,	None.	None.
Aggregate length of sidings and other track not above enumerated,	18	18
Aggregate length of main line, branches, leased roads, sidings, and other track,	77½	77½
Length of track laid, if not completed,	None.	None.

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use,	72.4
Miles of steel rail in use,	5
Weight of rail per yard, { Iron,	56@60 pounds.
Steel,	60 pounds.

What is the relative durability, practicability of use, and value, as used on your road? Have not used steel long enough to say.

Bridges and Trestles erected in Pennsylvania during the year.

LOCATION.	Kind.	Whether wood, stone, or iron.	Length—in feet.	When completed.
Sandy Run Branch, . .	Stringer bridge, .	Wood, .	32	Month of March, 1877.
Sandy Run Branch, . .	Stringer bridge, .	Wood, .	32	
Sandy Run Branch, . .	Stringer bridge, .	Wood, .	20	
Sandy Run Branch, . .	Stringer bridge, .	Wood, .	20	
Sandy Run Branch, . .	Stringer bridge, .	Wood, .	20	
			124	

Number of bridges and trestles on whole line,	81
Wooden bridges, number of, 28; aggregate length,	2,125 feet.
Stone bridges,	None.
Iron bridges, number of, 4; aggregate length,	200 feet.
Wooden trestles, number of, 49; aggregate length,	9,740 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality?	None cross.
What railroads cross your road, either over or under your grade, in this Commonwealth, and where?	None cross.
Number of crossings of highways, at grade, in this Commonwealth,	34
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	11
Number of crossings at which gates or flagmen are maintained,	None.
Number of crossings at which there are neither gates nor flagmen,	46

What regulations govern your employes in regard to these crossings? Engineers are required to whistle or ring engine bell, when approaching crossings.

Stations.

Number of stations on main road:	{ Passenger, . . . 14 }	28
	{ Freight, . . . 14 }	
Number of stations on branches:	{ Passenger, . . . 2 }	4
	{ Freight, . . . 2 }	
Number of stations on leased roads:	Passenger and freight,	None.
Number of wood and water stations on main road,		8
Number of wood and water stations on branches,		2
Number of wood and water stations on leased roads,		None.
Value of real estate held by the Company, exclusive of roadway, in Pennsylvania: Two collieries, and about 2,500 acres of land. Cannot give 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.	

Equipment.	Number.	Av. cost of each.	
Number of locomotives of more than 40 tons weight, . . .	None.		
Number of locomotives of more than 30 tons weight, . . .	13	\$13,423	07
Number of locomotives of more than 20 tons weight, . . .	5	11,504	79
Number of locomotives of more than 10 tons weight, . . .	None.		
Number of first-class passenger cars,	4	5,500	00
Number of second class passenger cars,	None.		
Number of baggage, mail, and express cars,	4	3,000	00
Number of freight cars: House cars, None; trucks, 13,	13	450	00
Number of coal, ore, and stone cars,	29	362	07
Number of caboose cars,	9	456	00

What kind of train brake is in use on your road? Westinghouse air brake on passenger trains; hand brake on freight trains.

Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains,	27
Average weight of passenger trains, including locomotive and tender, in working order,	81 tons.
Average weight of freight trains, including locomotive and tender, in working order,	647 tons.

Employees.

Average number of persons regularly employed by Company, including officials, about	190
Same in Pennsylvania,	190

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	57,000
Number of miles run by freight trains,	27,730
Number of miles run by coal trains,	112,170

Number of through passengers for the year on main road,	6,696
Number of passengers (all classes) carried in cars,	47,369½
Number of passengers carried one mile,	752,137
Number of passengers carried one mile in Pennsylvania,	752,137
Number of tons (of 2,000 pounds) of through freight for the year on main road,	283,006
Number of tons of freight carried one mile,	13,388,543
Number of tons of freight carried one mile in Pennsylvania,	13,388,543
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	388,316
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in cars.

January, 1877,	2,948	July, 1877,	5,194
February, 1877,	3,361½	August, 1877,	5,164
March, 1877,	3,809	September, 1877,	4,098½
April, 1877,	3,877	October, 1877,	3,472½
May, 1877,	4,000½	November, 1877,	3,384½
June, 1877,	4,103½	December, 1877,	3,994

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	1,357	Stone and lime,	8,833
Bituminous coal,	327,645	Agricultural products,	173
Petroleum and other oils,	158	Merchandise and manufactures,	6,454
Pig iron,	11,525	Live stock,	200
Railroad iron,	786	Lumber,	12,061
Other iron or castings,	167		
Iron and other ores,	16,938	Total tons,	388,316

The Rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers, } proximate,	3 cents.
For first-class way passengers, . . . }	

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through freight per ton per mile, proximate average,	2½ cents.
For through coal per ton per mile, proximate average,	1½ cents.
For local freight per ton per mile, according to distance,	2 to 5 cents.
For local coal per ton per mile, proximate average,	2½ cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1877,	\$422	85	\$1,087	07	\$1,509	92
February, 1877,	468	76	1,001	62	1,470	38
March, 1877,	530	37	1,140	11	1,670	48
April, 1877,	632	01	1,243	68	1,875	69
May, 1877,	638	43	1,239	00	1,877	43
June, 1877,	851	57	1,132	77	1,984	34
July, 1877,	1,517	02	787	62	2,304	64
August, 1877,	1,494	26	1,665	40	3,159	66
September, 1877,	921	83	1,706	81	2,628	64
October, 1877,	774	15	1,335	11	2,109	26
November, 1877,	782	64	970	33	1,732	97
December, 1877,	771	83	1,268	90	2,040	73
Total,	\$9,785	72	\$14,578	42	\$24,364	14

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1877,	\$6,166	03	\$4,407	87	\$10,573	90
February, 1877,	12,305	48	5,233	93	17,539	41
March, 1877,	12,681	13	6,108	21	18,789	34
April, 1877,	16,231	09	3,330	43	19,561	52
May, 1877,	16,868	99	3,648	29	20,517	28
June, 1877,	13,998	22	4,167	40	18,165	62
July, 1877,	13,672	28	1,653	51	15,325	79
August, 1877,	18,562	50	2,786	33	21,348	83
September, 1877,	20,297	08	2,727	68	23,024	76
October, 1877,	17,588	92	3,578	86	21,167	78
November, 1877,	20,954	65	3,496	53	24,451	18
December, 1877,	15,832	99	4,329	54	20,162	53
Total,	\$185,159	36	\$45,468	58	\$230,627	94

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1877,	\$225	00	\$151	70	\$236	02	\$612	72
February, 1877,	225	00	167	66	24	15	416	81
March, 1877,	225	00	171	06	42	82	438	88
April, 1877,	225	00	200	23	48	73	473	96
May, 1877,	225	00	191	25	63	94	480	19
June, 1877,	225	00	180	14	9	89	415	03
July, 1877,	239	17	227	06	88	30	554	58
August, 1877,	239	17	409	08	18	43	606	68
September, 1877,	239	17	205	48	23	89	558	54
October, 1877,	239	17	297	29	37	50	573	96
November, 1877,	239	17	347	42	34	77	621	36
December, 1877,	239	18	338	26	28	07	605	51
Total,	\$2,785	03	\$2,976	63	\$656	51	\$6,418	17

Total passenger earnings for the year,	\$24,364	14
Total freight earnings for the year,	230,627	94
Total earnings from all other sources,	6,418	17
Total earnings for the year,	\$261,410	25
Total receipts from all sources on whole length of line,	\$261,410	25
Proportion of earnings in Pennsylvania to earnings of whole line,	261,410	25

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road,	\$13,748	17
Engine houses, car sheds, wood and coal sheds, and water tanks,	889	65
New locomotives,	None.	
New passenger cars,	None.	
New mail and baggage cars,	None.	
New freight cars,	None.	
Total,	\$14,637	82

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$21,458	74
New iron rails, (number of tons,) 343,228	9,679	28
New steel rails, (number of tons,) 100,228	2,550	28
Repairs of bridges,	8,507	22
Repairs of buildings and fixtures,	2,178	31
All other expenses for maintenance of way,	549	97
Total for maintenance of way,	\$44,923	80
Cost per mile of road kept in repair,	\$351	16
Proportion for Pennsylvania,	581	16

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$9,707	55
Repairs of machinery,	1,179	28
Repairs of passenger, baggage, and mail cars,	885	00
Repairs of freight cars,	1,447	14
All other expenses for maintenance of motive power and cars,	3,169	59
Total for maintenance of motive power and cars,	\$16,388	44
Cost per mile of road operated,	\$267	35
Proportion for Pennsylvania,	267	35

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$10,619	74
Salaries, wages, and incidentals chargeable to freight department, . . .	31,701	35
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	3,033	81
Fuel—number of cords of wood, 105; cost, . . .	157	50
Fuel—number of tons of coal, 5,310; cost, . . .	4,526	72
Oil and waste, . . .	1,452	73
Damages for injuries to persons, . . .	299	75
Damages for loss of goods and baggage, . . .	22	54
Taxes, . . .	1,179	87
Insurance, . . .	2,090	28
Telegraph expenses, . . .	2,629	88
Amount paid other corporations or individuals for use of all other cars,	1,984	89
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . .	30,321	72
Total miscellaneous, . . .	\$90,020	78
Amount per mile of road operated, . . .	\$1,468	53
Proportion for Pennsylvania, . . .	1,468	53
Total expenditures for operating the road, . . .	151,333	02
Expenses per mile of the road operated, . . .	2,468	73
Expenses per mile of single track operated, not including sidings, . . .	2,468	73
Proportion for Pennsylvania, . . .	2,468	73

Earnings.

Passenger transportation, local, \$14,578 42	} Total,	\$24,364	14
Passenger transportation, through, 9,785 72			
Freight transportation, local, 45,468 58	} Total,	230,627	94
Freight transportation, through, 185,159 36			
Mail service,		2,785	03
Express service,		2,976	63
All other sources of income,		656	51
Total,		\$261,410	25
Operating Expenses.			
Maintenance of way and buildings, \$44,923 80			
Maintenance of motive power and cars, 16,388 44			
Miscellaneous, 90,020 78			
Total operating expenses, \$151,333 02, being 57.1% per cent. of earnings,		\$261,410	25
Net earnings,		110,077	23
Earnings per mile of road operated,		\$4,264	44
Expenses per mile of road operated,		2,468	73
Net earnings,		\$1,795	71

General Balance Sheet, December 31, 1877.

DR.		
To construction and equipment account, in one account,		\$4,366,190 80
To roadway account and transportation,		121,619 30
To mine account,		1,907 30
To incidental expenses, insurance, stamps, &c.,		14,569 00
To tax account,		1,288 73
To real estate and mines,		52,406 93
To bills receivable, and other debts,		30,518 50
To interest on bonds,		181,767 50
To interest on scrip,		6,579 50
To interest account,		15,496 40
To bonds belonging to company,		117,000 00
To scrip in hands of trustees,		7,840 00
To general supply account, (stock,)		18,214 47
To cash,		22,154 91
		\$4,957,554 36
CR.		
By stock, common,	\$980,000 00 }	\$2,052,800 00
By stock, preferred,	1,122,800 00 }	416,000 00
By bonds, first mortgage,		367,500 00
By bonds, second mortgage,		1,500,000 00
By bonds, consolidated mortgage,		126,660 00
By scrip,		1,411 90
By scrip convertible into stock,		3,007 79
By scrip convertible into bonds		261,410 25
By freights, passengers, &c.,		1,661 97
By royalty and rents,		227,102 45
By bills payable and other debts,		
		\$4,957,554 36

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company, only; we furnish and keep in repair the cars, track, machinery, &c., and carry their freights at fifteen, twenty, and thirty cents per one hundred pounds, they paying monthly for the same.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? They do a regular express business, and they deliver their freights to us at the depot.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None run.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? As no transportation companies run on this road, of course none are made.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No preferences are made.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? None; no contract.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? Robert Hare Powell & Co., 424 Walnut street, Philadelphia, Pa., \$420 09; Union Line, corner Liberty and Twenty-third streets, Pittsburgh, Pa., \$58 43.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None run.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Nothing paid.

United States Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? For the first six months of 1877, we received \$225 per month, making \$1,350; and for the remaining six months of 1877 we received \$239 17½ per month, making \$1,435 03; total, \$2,785 03.

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,				3		3
Employés,			1		1	
Others,						
Total,			1	3	1	3

Statement of each Accident.

February 28, 1877. One mile south of Hopewell station, Michael Cochran was run over, and killed, by passenger train. He was lying on the track, and supposed to be intoxicated.

November 3, 1877. At Marklesburg station, George D. Knee, conductor of local freight, in attempting to get on the cabin car, slipped, and wheels ran over his foot.

November 30, 1877. In Saxton yard, Sylvester Houp, conductor of coal train, had thumb mashed in coupling cars.

December 18, 1877. At Clark's cut, Martin Coy, an employe, had head slightly cut by a bar of iron falling on him from a car.

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

Personally appeared before me, B. Andrews Knight, president, and I. P. Aertsen, treasurer, of the Huntingdon and Broad Top Mountain Railroad and Coal Company, who being duly affirmed, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

B. ANDREWS KNIGHT, *President.*

I. P. AERTSEN, *Treasurer.*

Affirmed and subscribed before me, this 4th day of February, A. D. 1878.

WM. H. WHITALL, *Notary Public.*

HUNTINGDON, FRANKLIN AND FULTON.

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

Personally appeared, E. B. McCrum, secretary and treasurer of the Huntingdon, Franklin and Fulton Railroad Company, and in due form of law made oath, that the statements in the within report, for the year ending November 30, 1877, are true to the best of his knowledge and belief.

(Signed)

E. B. McCRUM.

Secretary and Treasurer.

Sworn and subscribed before me, this 27th day of November, 1877.

J. W. H. KREIDER,

Justice of the Peace.

Statement.

Capital stock authorized by law,	\$100,000 00
Amount of stock subscribed,	11,650 00
Amount of capital stock paid in,	1,867 00
Par value of each share,	50 00

The preliminary survey of the road was completed the past summer, and gives the length of the road, from Mifflintown, Juniata county, Pennsylvania, to Hancock, Maryland, as 82½ miles. No work has yet been done on the road, further than making the survey.

IRONTON.

Officers.

NAMES.		Residence.	Salary.
E. J. Saeger,	President, . . . . .	. . . . .	\$250 00
C. S. Wurta,	Secretary and Treasurer, . . . . .	. . . . .	None.
R. McAllister,	General Manager, . . . . .	. . . . .	3,000 00
Wm. Andrews,	Superintendent, . . . . .	. . . . .	1,500 00

Names of Directors.		Residences.
E. J. Saeger, . . . . .	. . . . .	Allentown, Pa.
R. McAllister, . . . . .	. . . . .	Allentown, Pa.
R. L. Kenndy, . . . . .	. . . . .	New York.
M. A. Wurta, . . . . .	. . . . .	Philadelphia.
C. S. Wurta, . . . . .	. . . . .	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	200,000	00
Capital stock paid in by last report,	200,000	00
Capital stock, total amount now paid in,	200,000	00
Capital stock, number of shares issued,	4,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	None sold.	

Debt.

Funded Debt.		
Total amount now of funded debt, (income bonds due 1884, interest at 6 per cent. gold,)	\$200,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, current liabilities over current revenues,	\$13,179	81
The amount now of floating debt,	13,179	81
Total amount now of floating and funded debt,	213,179	81
Funded debt as per last report,	\$200,000	00
Floating debt as per last report,	23,071	18

Cost.

Total cost of entire road to date,	\$250,000	00
Average of same per mile of road laid,	25,000	00
Proportion of same for Pennsylvania,	25,000	00
Total cost of entire equipment,	18,000	00
Average cost of equipment per mile of road operated by company,	1,800	00
Proportion of same for Pennsylvania,	1,800	00
Cost of road and equipment per mile,	26,800	00
Proportion of same for Pennsylvania,	26,800	00

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Caplay to Ironton and Onfield,	10	10
Length of single main track,	10	10
Length of double main track,	None.	
Aggregate length of main line,	10	10
Aggregate length of sidings and other track not above enumerated,	None.	
Aggregate length of main line, branches, leased roads, sidings, and other track : About,	3½	3½
Length of track laid, if not completed,	None.	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 10 miles.
 Miles of steel rail in use, None.
 Weight of rail per yard, iron, 50 to 57 lbs.
 Weight of rail per yard, steel, None.

Bridges and Trestles Erected in Pennsylvania during the year.

No bridges and trestles erected in Pennsylvania during the year.
 Number of bridges and trestles on whole line, 5
 Wooden bridges, number of, 5; aggregate length, 150 feet.
 Stone bridges, None.
 Iron bridges, None.
 Wooden trestles, None.

Crossings.

What railroads cross your road at grade in this Commonwealth and at what locality? None.
 What railroads cross your road, either over or under your grade in this Commonwealth, and where? None.
 Number of crossings of highways at grade in this Commonwealth, 18
 Number of crossings of highways over railroad, 2
 Number of crossings of highways under railroad, None.
 Number of crossings at which gates or flagmen are maintained, None.
 Number of crossings at which there are neither gates nor flagmen, None.
 What regulations govern your employes in regard to these crossings? Blowing of whistle and ringing of bell.

Stations.

Number of stations on main road,	None.
Number of stations on branches,	None.
Number of stations on leased roads,	None.
Number of wood and water stations on main road,	2
Number of wood and water stations on branches,	None.
Number of wood and water stations on leased roads,	None.
Value of real estate held by the Company, exclusive of roadway, in Pennsylvania, assessed at,	\$26,155
Number of tunnels,	None.

How is track laid and on what foundation? On oak ties or furnace cinder ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than forty tons weight,	None.	} \$12,500 00
Number of locomotives of more than thirty tons weight,	1	
Number of locomotives of more than twenty tons weight,	1	
Number of locomotives of more than ten tons weight,	None.	
Number of first class passenger cars,	None.	
Number of second class passenger cars,	None.	
Number of baggage, mail and express cars,	None.	
Number of freight cars: house cars,	1	
Number of coal, ore and stone cars,	None.	
Number of caboose cars,	None.	

What kind of train brake is in use on your road? Common car brake.

Average number of cars in passenger trains, including baggage cars,	None.
Average number of cars in freight trains,	None.
Average weight of passenger trains, including locomotive and tender, in working order,	None.
Average weight of freight trains, including locomotive and tender, in working order,	about 175 tons.

Employees.

Average number of persons regularly employed by Company, including officials,	13
Same in Pennsylvania,	13

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	None.
Number of miles run by freight trains,	9,500
Number of miles run by coal trains,	None.
Number of through passengers for the year on main road,	None.
Number of passengers (all classes) carried in cars,	None.
Number of passengers carried one mile,	None.
Number of passengers carried one mile in Pennsylvania,	None.

Number of tons, of 2,000 pounds, of through freight for the year on main road,	73,387.19
Number of tons of freight carried one mile,	50,315.17
Number of tons of freight carried one mile in Penna.,	50,315.17
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	73,387.19
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	None.
Average rate of speed adopted by express trains, including stops, (miles per hour,)	None.
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	6

Monthly Statement of Passengers (all classes) carried in Cars.

None.

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	7,537.00
Iron and other ores,	47,469.18
Stone and lime,	17,034.19
Other articles,	1,319.09

The Rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers,	None.
For first-class way passengers,	None.
For second class through passengers,	None.
For second class way passengers,	None.

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

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

Monthly Earnings for the Year.

From Transportation of Passengers.

Nothing.

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1877,	\$2,316 67		
February, 1877,	2,340 68		
March, 1877,	1,930 59		
April, 1877,	1,872 19		
May, 1877,	3,254 39		
June, 1877,	3,258 02		
July, 1877,	1,928 19		
August, 1877,	2,339 56		
September, 1877,	2,097 58		
October, 1877,	2,666 93		
November, 1877,	2,526 86		
December, 1877,	2,664 02		
Total,	\$29,195 68		\$29,195 68

From all Other Sources.

Nothing.

Total freight earnings for the year,	\$29,195 68
Total earnings for the year,	29,195 68
Total receipts from all sources on whole length of line,	29,195 68
Proportion of earnings in Pennsylvania to earnings of whole line,	All in Penna.

Expenditures for Operating during the year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$5,301	53
New iron rails, (in exchange for old,) number of tons: 32; no account kept in money value.		
Repairs of bridges,	Nothing.	
Repairs of buildings and fixtures,	Nothing.	
Repairs of fences,	Nothing.	
All other expenses for maintenance of way,	Nothing.	
Total for maintenance of way,	\$5,301	53
Cost per mile of road kept in repair,	\$394	18
Proportion for Pennsylvania,	All in Penna.	

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$118	21
Repairs of machinery,	None.	
Repairs of passenger, baggage, and mail cars,	None.	
Repairs of freight cars,	None.	
All other expenses for maintenance of motive power and cars,	None.	
Total for maintenance of motive power and cars,	\$118	21
Cost per mile of road operated,	\$8	75
Proportion for Pennsylvania,	All in Penna.	

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department: Nothing.		
Salaries, wages, and incidentals chargeable to freight department,	\$3,326	73
Fuel—number of cords of wood, 40; cost, \$3 per cord,	120	00
Fuel—number of tons of coal, cost,	992	22
Oil and waste,	189	72
Taxes,	633	59
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	4,563	10
Total miscellaneous,	\$9,825	36
Amount per mile of road operated,	\$727	80
Proportion for Pennsylvania,	All in Penna.	
Total expenditures for operating the road,	15,245	10
Expenses per mile of the road operated,	1,129	26
Expenses per mile of single track operated, not including sidings,	1,524	51
Expenses per train mile,	1	30½
Proportion for Pennsylvania,	All in Penna.	

Earnings.

Passenger transportation, local and through,	None.	
Freight transportation, local and through,		\$29,195 70
Mail service,	} None.	
Express service,		
Rents,		
All other sources of income,		
Total,		\$29,195 70
Operating Expenses.		
Maintenance of way and buildings,	\$5,301 53	
Maintenance of motive power and cars,	118 21	
Miscellaneous,	9,825 36	
Total operating expenses, \$15,245 10, being 52 $\frac{7}{8}$ per cent. of earnings,		\$15,245 10
Net earnings,		\$13,950 60
Earnings per mile of road operated,		\$2,162 64
Expenses per mile of road operated,		1,129 27
Net earnings,		1,033 37

General Balance Sheet, January 1, 1878.

DR.		
Railroad account,	\$200,000 00	
Real estate account,	182,906 82	
Mines and mining accounts,	6,952 15	
Motive power,	18,000 00	
Water privileges,	1,500 00	
		\$409,358 97
Cash and cash items,		7,593 25
Profit and loss account,		3,820 84
		\$420,773 06
CR.		
Capital stock,	\$200,000 00	
Income bonds,	200,000 00	
Bills and accounts payable,	20,773 06	
		\$420,773 06

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued :
None.

Amount of common stock now outstanding : 4,000 shares @ \$50 per share.

Amount of stock issued as stock dividends, and dates of issue. None.

Rate and date of all cash dividends on stock of original and consolidated companies : None.

Number and per cent. of dividends : None.

Amount paid in dividends : None.

Paid to sinking fund : None.

Balance for the year, or surplus : None.

Surplus at commencement of the year: None.

Total surplus: None.

Surplus invested as follows: Cash and loans, balance of accounts due company, material, fuel, and stores, other items: \$7,593 25.

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

Personally appeared before me, Eli J. Saeger, president, and Charles Stewart Wurts, treasurer, of the Iron-ton Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed) ELI J. SAEGER, *President.*

CHARLES STEWART WURTS, *Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1878.

JAMES HAUSMAN, *Alderman.*

JAMESTOWN AND FRANKLIN.

Officers.

NAMES.		Residence.	Salary.
James Miles,	President,	Girard,	None.
J. C. Cornwall,	Secretary,	Stoneboro',	None.
R. P. Cann,	Treasurer,	Stoneboro',	\$600 00
*George H. McIntyre,	Division Superintendent,		2,160 00

*In Report lessee Lake Shore and Michigan Southern Railway Company.

General offices at Stoneboro', Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
James Miles,	Girard.
J. C. Cornwall,	Stoneboro'.
William Gibson,	Jamestown.
James Mason,	Cleveland, O.
H. C. Raymond,	Franklin.
J. S. McCalmont,	Franklin.
S. P. McCalmont,	Franklin.

Capital Stock.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	1,000,000	00
Capital stock, amount subscribed,	634,050	00
Capital stock, paid in by last report,	601,310	50
Capital stock, total amount now paid in,	601,310	50
Capital stock, number of shares issued,	12,014	
Capital stock, amount paid in on each share,		50 00
Capital stock, par value of each share,		50 00
Capital stock, average market value during the year: Has no value,		

Debt.

Funded Debt.		
First mortgage bonds, (due January 1, 1897, bear interest at 7 per cent., which is payable January and July,) amount,	\$422,000	00
Second mortgage bonds, (due June 1, 1894, bear interest at 7 per cent., which is payable June and December,) amount,	500,000	00
Total amount now of funded debt,	\$922,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$1,053,654	34
The amount now of floating debt,	1,053,654	34
Total amount now of floating and funded debt,	\$1,975,654	34
Funded debt as per last report,	\$933,000	00
Floating debt as per last report,	1,058,506	94
Total cash realized from capital stock and debt, about	\$2,500,000	00

Cost.

Total cost of entire road to date,	\$2,530,414	07
Average of same per mile of road laid,	50,000	00
Proportion of same for Pennsylvania,	2,530,414	07
Total cost of entire equipment: Has none.		

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Jamestown, Pa., to Oil City, Pa.,	51.10	51.10
Length of single main track,		
Branches.		
Coal Mine branch, at Stoneboro'—length of branch,	1.5	1.5

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, 57.10
 Miles of steel rail in use, 13.41
 Weight of rail per yard: { Iron, 50 and 60 lbs.
 { Steel, 60 lbs.

Bridges and Trestles erected in Pennsylvania during the year.

LOCATION.	Kind.	Whether wood, stone, or iron.	Length in feet.	When completed.
*Franklin,	Trestle,	Wood,	260	1877.

* Stated also in Report Lake Shore and Michigan Southern Railway Company, lessees.

Number of bridges and trestles on whole line Jamestown and Franklin railroad, 17
 Wooden bridges, number of, 10; aggregate length, 1,437 feet.
 Iron bridges, number of, 1; aggregate length, 76 feet.
 Wooden trestles, number of, 6; aggregate length, 713 feet
 (Above also included in report of lessee—Lake Shore and Michigan Southern Railway Company.)

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Erie and Pittsburgh railroad, at Jamestown. Atlantic and Great Western railroad, at Amasa.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Atlantic and Great Western railroad, at Franklin, (under.)

Number of crossings of highways at grade in this Commonwealth, 69
 Number of crossings of highways over railroad, 2
 Number of crossings of highways under railroad, 5
 Number of crossings at which gates or flagmen are maintained, 3
 Number of crossings at which there are neither gates nor flagmen, 73

Stations.

Number of stations on main road, { Passenger, 9. } 13
 { Freight, 4. }
 Number of wood and water stations on main road, 11
 Number of tunnels, 1, aggregate length, 925 feet.

Equipment.

Has none.

Employees.

Included in report L. S. and M. S. Railway Company, lessee.

Doings of the Year

Included in report lessee, L. S. and M. S. Railway Company.

Monthly Earnings for the Year.**From Transportation of Passengers.**

MONTHS.	Through.		Local.		Total.
January, 1877,					\$2,460 99
February, 1877,					2,932 58
March, 1877,					3,411 85
April, 1877,					3,678 36
May, 1877,					3,454 19
June, 1877,					3,277 58
July, 1877,					2,734 37
August, 1877,					3,313 96
September, 1877,					4,035 51
October, 1877,					3,520 61
November, 1877,					3,222 83
December, 1877,					3,522 06
Total,					\$39,564 81

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.
January, 1877,					\$14,447 96
February, 1877,					9,657 79
March, 1877,					19,561 77
April, 1877,					12,913 83
May, 1877,					23,993 33
June, 1877,					18,259 04
July, 1877,					5,868 06
August, 1877,					9,928 23
September, 1877,					20,818 46
October, 1877,					18,481 01
November, 1877,					14,184 53
December, 1877,					7,263 61
Total,					\$175,377 67

From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1877,	\$191 66	\$42 08		
February, 1877,	191 66	58 11		
March, 1877,	191 66	70 44		
April, 1877,	191 66	82 73		
May, 1877,	191 66	133 57		
June, 1877,	191 66	135 88		
July, 1877,	191 66	144 20		
August, 1877,	191 66	188 40		
September, 1877,	191 66	93 54		
October, 1877,	191 66	73 98		
November, 1877,	191 66	68 74		
December, 1877,	191 66	105 98		
Total,	\$2,299 92	\$1,197 65		

Total passenger earnings for the year,	\$39,564	81
Total freight earnings for the year,	175,377	67
Total earnings from all other sources,	3,497	57
Total earnings for the year,	\$218,440	05
Total receipts from all sources on whole length of line,	\$218,440	05
Proportion of earnings in Pennsylvania to earnings of whole line,	218,440	05

Expenditures Charged to Cost of Road and Equipment during the year.

Total,	\$5,250 97
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Miscellaneous.

Total expenditures for operating the road, 60 per cent. of earnings allowed lessee for operating,	\$131,064	03
Expenses per mile of the road operated,	2,570	00
Proportion for Pennsylvania,	All.	

Earnings.

Passenger transportation, local, } Total,	\$39,564	81
Passenger transportation, through, } Total,	175,377	67
Freight transportation, local, } Total,	2,299	92
Freight transportation, through, } Total,	1,197	65
Mail service,		
Express service,		
Total,	\$218,440	05
Operating Expenses.		
Total operating expenses, being 60 per cent. of earnings,	131,064	03
Net earnings,	\$87,376	02
Earnings per mile of road operated,	\$4,283	
Expenses per mile of road operated,	2,570	
Net earnings,	\$1,713	00

Recapitulation.

Gross earnings,		\$218,440	05
Operating expenses,		131,064	03
Net earnings,		\$87,376	02
Interest on funded debt,		64,925	00
Balance,		\$22,451	02
Paid first mortgage bonds matured,	\$11,000	00	
Paid construction, &c.,	6,598	42	
		17,598	42
Retained by lessee, on account of advances,		\$4,852	60

General Balance Sheet, January 1, 1878.

DR.			
Construction account,		\$2,530,414	07
Profit and loss,		46,550	77
		\$2,576,964	84
CR.			
Capital stock,		\$601,310	50
First mortgage bonds,		422,000	00
Second mortgage bonds,		500,000	00
Floating debt, (advances made by L. S. and M. S. R'y Co., and due that company,)		1,053,654	34
		\$2,576,964	84

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Union Express Company. Through, 60 cents per 100 pounds; way, 30 cents per 100 pounds.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? Money and merchandise. Take freight at their depots.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Lake Shore Crude Oil Transportation Company, Standard Oil Company. We pay them mileage (current rate) on cars; also, a terminal charge for unloading oil in Cleveland, through the L. S. C. O. Co.'s pipe line.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? They furnish their own cars. No preference shown.

Are any discriminations made by your company in charges or facilities

for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? Shippers of like character and like quantities of freight are treated alike.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No preference.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? See report L. S. and M. S. R'y Co., lessee.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? See report L. S. and M. S. R'y Co., lessee.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None on this road.

What is the total amount paid by your Company to palace or sleeping car companies, to what companies, and the amount paid to each? None.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$48 per mile. Mail once a day each way, in baggage cars.

Stock and Dividends.

Amount of common stock now outstanding, \$601,310 50.

Rate and date of all cash dividends on stock of original and consolidated companies: Never paid a dividend.

Accidents to Persons.

See report L. S. & M. S. Railway Company, lessee.

STATE OF OHIO,
County of Cuyahoga, City of Cleveland, } ss:

Personally appeared before me, James Miles, president, and Robert P. Cann, treasurer of the Jamestown and Franklin Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full,

and correct statement of the condition and affairs of said company, for the financial year ending December, A. D. 31, 1877, according to the best of their knowledge and belief.

(Signed)

JAMES MILES, *President.*

ROBERT P. CANN, *Treasurer.*

Sworn and subscribed before me, this 25th day of February, A. D. 1878

NICHOLAS BARTLETT,

Commissioner for Pennsylvania.

JEFFERSON.

Officers.

NAMES.		Residence.	Salary.
Edward M. Clymer, . . .	President,	Reading, Pa.,	None.
Augustus R. Macdonough,	Secretary,	New York City, N. Y.	None.
William P. Shearman, . . .	Treasurer,	Allendale, N. J., . .	None.
B. Thomas,*	Div. Superintendent.		

* Superintendent of the Delaware division of Erie railway.

General offices at Scranton, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas Dickson,	Scranton, Pa.
Samuel Hines,	Scranton, Pa.
Horatio S. Pierce,	Scranton, Pa.
Edward N. Willard,	Scranton, Pa.
Joseph H. Steell,	Scranton, Pa.
William W. Scranton,	Scranton, Pa.
Alfred Hand,	Scranton, Pa.
Joseph J. Albright,	Scranton, Pa.
William A. May,	Scranton, Pa.
Hugh J. Jewett,	New York City, N. Y.
Edmund S. Bowen,	New York City, N. Y.
Augustus R. Macdonough,	New York City, N. Y.

Capital Stock.

Capital stock authorized by law: \$200,000, and can be increased by vote to an amount sufficient to build road.	
* Capital stock authorized by votes of company,	\$2,096,050 00
Capital stock, amount subscribed,	2,096,050 00
Capital stock paid in by last report,	2,096,050 00
Capital stock, total amount now paid in,	2,096,050 00
Capital stock, number of shares issued, 41,921	
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	None.

* Nearly all of this stock was issued to contractors for construction of road.

Debt.

Funded Debt.			
First mortgage bonds, (due Jan. 1, 1879, bear interest at 7 per cent., which is payable January and July 1,) amount, (Carbondale Branch,)		\$2,000,000	00
Second mortgage bonds, (due January 1, 1887, bear interest at 7 per cent., which is payable January and July 1,) amount, (Hawley Branch,)		204,000	00
Third mortgage bonds, (due January 1, 1889, bear interest at 7 per cent., which is payable January and July 1,) amount, (Hawley Branch,)		96,000	00
Fourth mortgage bonds,	None.		
Total amount now of funded debt,		\$2,300,000	00
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property,	None.		
Debt incurred for any other purpose, and for what?	None.		
Total amount now of floating and funded debt,		\$2,300,000	00
Funded debt as per last report,		\$2,300,000	00

Cost.

Total cost of entire road to date, as represented by stock and bonds above mentioned, \$4,396,050 00
 Total cost of entire equipment: Supplied by Erie railway.

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line—from Susquehanna Depot to Carbondale, 3½ miles; from Hawley to Honesdale, 9 miles,	45½	45½
Length of single main track,	45½	
Length of double main track,	None.	
Aggregate length of main line and branches,	45½	45½
Aggregate length of sidings and other track not above enumerated,	8	8
Aggregate length of main line, branches, leased roads, sidings, and other track,	53½	53½

Gauge.

What is the gauge of your lines? 6 feet.

Track.

Miles of iron rail in use, 53½ miles.
 Miles of steel rail in use, None.
 Weight of rail per yard, iron, 56, 60 & 67½ lbs.

Bridges and Trestles erected in Pennsylvania.

Number of bridges and trestles on whole line, 55
 Wooden bridges, number of, 51; aggregate length, 877 feet.

Stone bridges, number of, 1 ; aggregate length,	25 feet.
Iron bridges,	None.
Wooden trestles, number of, 3 ; aggregate length,	2,977 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality?	None.
What railroads cross your road, either over or under your grade, in this Commonwealth, and where?	None.
Number of crossings of highways at grade in this Commonwealth,	28
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	2
Number of crossings at which gates or flagmen are maintained,	None.
Number of crossings at which there are neither gates nor flagmen,	32
What regulations govern your employes in regard to these crossings?	
The engineer must cause his bell to be rung at least eighty rods before reaching any crossing, and continuously until crossing is passed.	

Stations.

Number of stations on main road, passenger and freight, combined,	7
Number of wood and water stations on main road,	7
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	None.
Number of Tunnels,	None.
How is track laid, and on what foundation? Wooden cross-ties, filled in with earth, stone, and cinders.	

Equipment.

Supplied by Erie Railway Company, and the particulars kept in its accounts.

What kind of train brake is in use on your road? A hand brake.

Average number of cars in passenger trains, including baggage cars,	9
Average number of cars in freight trains,	25
Average weight of passenger trains, including locomotive and tender, in working order,	166,000 lbs. 83 tons.
Average weight of freight trains, including locomotive and tender, in working order,	778,000 lbs. 389 tons.

Employees.

Supplied by Erie Railway Company, and on its pay-rolls.

With regard to the inquiries contained in pages 10, 11, 12, 13, 14, 15, 16, 17, and 18: The Jefferson road is leased and operated by the Erie

Railway Company, under a lease running from January 1, 1869, during the continuance of the charters of both companies, and all renewals thereof.

Particulars of the lease are as follows:

The lessee is to operate the railroads of the lessor, and exercise all its rights and franchises, so far as they relate to operating and maintaining said roads, and to collect all income and receipts growing out of their operation. The lessee agrees to equip the roads with all necessary cars and locomotives, to keep the road in good repair, to make all necessary renewals and improvements, and pay all taxes imposed, and so conduct the business and traffic as to produce the best revenue.

As a rental, the lessee guarantees to pay the interest semi-annually during the term of the lease, on \$300,000 of bonds of the Honesdale branch, and on \$2,000,000 of bonds of the Carbondale branch, amounting annually to \$161,000.

The Jefferson Railroad Company keeps no books of account, nor any statement or memoranda from which a general balance sheet, as set forth on pages 15 and 16 of the report, could be drawn up, excepting the items on page 16, of capital stock and funded debt, (which are stated on page 4;) all the other items of the form for a general balance sheet are contained in the Erie Railway Company's accounts, not distinguished therein as applicable to the Jefferson railroad, and will appear, and be stated in the Erie Railway Company's general balance sheet.

EDWARD M. CLYMER,
President.
W. R. STEADMAN,
Treasurer.

Witness to both parties.

E. D. HAMMOND.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? There is no special contract with this company, the service being performed by the Erie Railway Company.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding, (41,921 shares,)	\$2,096,050
Amount of stock issued as stock dividends, and dates of issue,	None.

Rate and date of all cash dividends on stock of original and consolidated companies: None ever made.

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	.	.	.	.	.	.
Employés, . . . . .	.	.	.	4	.	4
Others,	2	.	.	.	2	.
Total,	2	.	.	4	2	4

Statement of each Accident.

January 6, 1877. At Carbondale, James McCormick, brakeman, had right hand badly jammed while coupling cars. The cars were being handled carefully, and the injury is due to his carelessness.

June 18, 1877. At bridge No. 5, O. C. Caswell, bridge carpenter, had right foot badly bruised by a stick of timber rolling on it. Accident due to his own carelessness.

September 1, 1877. At trestle, one mile east of Starucca, George Trantz, bridge carpenter, had left leg crushed below the knee, by falling under the forward truck of a way freight train, while trying to get on the train. The leg was amputated. Accident due to his own carelessness.

October 4, 1877. At Melrose, Patrick Reilly, engineer, and Michael J. Merrick, fireman, employés of Delaware and Hudson Canal Company, were killed by way freight train No. 3, being thrown from the track, owing to a misplaced switch. The engine went down the bank about twenty-five feet. Both died within four hours after the accident. Accident due to the carelessness of Michael Minanhan, a track foreman employed by the Erie Railway Company, who left the switch open.

December 18, 1877. At Forest City, Isaac Gilbride, a laborer employed by the Erie Railway Company, while attempting to get on a way freight train 38, was caught between a box car and a car loaded with rails, and several of his ribs broken. Accident caused by his own carelessness.

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

Personally appeared before me, Edward M. Clymer, president, and William P. Shearman, treasurer of the Jefferson Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the

financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

EDWARD M. CLYMER, *President.*

WM. P. SHEARMAN, *Treasurer.*

Sworn and subscribed before me, this ninth day of February, A. D. 1878.

EDSON D. HAMMOND,

Commissioner for Pennsylvania in New York.

JERSEY SHORE, PINE CREEK AND BUFFALO.

Officers.

- Sobieski Ross, President, Coudersport, Penna.
- John M. Hamilton, Secretary, Coudersport, Penna.
- John S. Ross, Treasurer, Coudersport, Penna.

Names of Directors.

Residences.

- A. G. Olmstead, Coudersport, Penna.
- Arch. F. Jones, Coudersport, Penna.
- P. A. Stebbins, jr., Coudersport, Penna.
- C. H. Armstrong, Coudersport, Penna.
- John S. Ross, Coudersport, Penna.
- Wm. K. Jones, Coudersport, Penna.

STATE OF PENNSYLVANIA, } ss:
Potter County,

Personally appeared before me, John S. Ross, president of the Jersey Shore, Pine Creek and Buffalo Railway Company, who being duly sworn, did depose and say that the report of said company to December 31, 1876, remains unchanged, excepting an increase of ninety-three hundred and ninety-nine $\frac{00}{100}$ (\$9,399 $\frac{00}{100}$) dollars to the floating debt, which sum has been expended in the payment of salaries of officers and engineering and repairs to the grading of their road, and that this statement constitutes a full report of the operations and affairs of the said company for the year ending December 31, 1877, according to the best of his knowledge and belief.

JNO. S. ROSS, *Pres't.*

Sworn and subscribed before me, this eleventh day of February, A. D. 1878.

ARTHUR B. MANN, *Notary Public.*

KARNS CITY AND BUTLER.

Officers.

NAMES.	Residence.	Salary.	
F. Parker,	President,	Parker, Pa.,	None
H. R. Fullerton,	Vice President,	Parker, Pa.,	
W. C. Mobley,	Secretary and Treasurer,	Parker, Pa.,	
W. H. H. Riddle,	General Solicitor,	Butler, Pa.,	
Wm. Kip,	Chief Engineer,		\$800 00
W. C. Mobley,	General Superintendent,		1,750 00

Names of Directors.

Residences.

F. Parker,	Parker, Pa.
H. R. Fullerton,	Parker, Pa.
D. W. Fullerton,	Parker, Pa.
W. C. Mobley,	Parker, Pa.
W. J. Parker,	Parker, Pa.
Jas. E. Brown,	Kittanning, Pa.
R. L. Brown,	Pollock, Pa.

Capital Stock.

Capital stock authorized by law,	\$150,000 00
Capital stock authorized by votes of company,	150,000 00
Capital stock, amount subscribed,	150,000 00
Capital stock, total amount now paid in,	15,000 00
Capital stock, number of shares issued, 3,000	
Capital stock, amount paid in on each share,	5 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	15 00

Debt.

Funded Debt.	
First mortgage bonds, (due August 1, 1886, bear interest at 7 per cent., which is payable in gold,) amount,	\$135,350 00
Total amount now of funded debt,	\$135,350 00
Floating Debt.	
Unfunded debt, incurred for construction, equipment, or purchase of property, \$11,250 09	
The amount now of floating debt,	11,250 09
Total amount now of floating and funded debt,	\$146,600 09

Cost.

Total cost of entire road to date,	\$169,035	54
Average of same per mile of road laid,	9,943	26 1/4
Total cost of entire equipment,	47,598	54
Average cost of equipment per mile of road operated by company,	2,799	79 1/4
Cost of road and equipment per mile,	12,743	06 3/4

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Karns City to Butler,	17	17
Length of single main track,	17	17
Length of double main track,	None.	None.
Aggregate length of main line,	17	17
Aggregate length of leased roads,	None.	None.
Aggregate length of sidings, and other track not above enumerated,	0.66	0.66
Aggregate length of main line and sidings,	17.66	17.66
Length of track laid, if not completed,	None.	None.

Gauge.

What is the gauge of your lines? 3 feet

Track.

Miles of iron rail in use, with steel head, 17
 Miles of steel rail in use, None.
 Weight of rail per yard, iron, 30 pounds.
 What is the relative durability, practicability of use, and value, as used on your road? Do not know.

Bridges and Trestles erected in Pennsylvania during the year.

None erected during year.
 Number of bridges and trestles on whole line, 17
 Wooden bridges, number of, 4; aggregate length, 170 feet.
 Stone bridges, None.
 Iron bridges, None.
 Wooden trestles, 13; aggregate length, 3,639 feet.

Crossings.

What railroads cross your road, at grade, in this Commonwealth, and at what locality? West Penn Branch of Pennsylvania railroad, at Butler.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.
 Number of crossings of highways at grade in this Commonwealth, 8
 Number of crossings of highways over railroad, 2

Number of crossings of highways under railroad,	None.
Number of crossing at which gates or flagmen are maintained,	None.
Number of crossings at which there are neither gates nor flagmen,	8
What regulations govern your employ�es in regard to these crossings? Ringing bell within eighty rods of crossing until it is passed.	

Stations.

Number of stations on main road, { Passenger, . . . 13 }	} 13
{ Freight, 13 }	
Number of wood and water stations on main road,	3
Value of real estate held by the company, exclusive of roadway in Pennsylvania,	Nothing.
Number of tunnels,	None.
How is track laid, and on what foundation? Oak ties and stone ballast.	

Equipment.	Number.	Average cost of each
Number of locomotives of more than ten tons weight,	4	\$4,825 00
Number of first-class passenger cars,	1	2,300 00
Number of second class passenger cars,	3	2,066 00
Number of baggage, mail, and express cars,	2	1,363 00
Number of freight cars, { House cars, 10—at \$365 each, }	} Total, 42	278 00
{ Trucks, 32—at 250 each, }		
Number of coal, ore, and stone cars,	0	0 00
Number of caboose cars,	2	300 00

What kind of train brake is in use on your road? Westinghouse improved air brake.

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	10
Average weight of passenger trains, including locomotive and tender, in working order,	51 tons.
Average weight of freight trains, including locomotive and tender, in working order,	122 tons.

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	18,100
Number of miles run by freight trains,	10,100
Number of miles run by coal trains,	0
Number of through passengers for the year on main road,	14,650
Number of passengers (all classes) carried in cars,	116,000
Number of passengers carried one mile,	477,300
Number of passengers carried one mile in Pennsylvania,	477,300
Number of tons of 2,000 pounds of through freight for the year on main road,	8,000

Number of tons of freight carried one mile,	115,562
Number of tons of freight carried one mile in Pennsylvania,	115,562
Gross amount of tonnage for the year, (2,000 pounds per ton,)	14,676
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, (miles per hour,)	12
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

Monthly average,	9,666
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The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

No record kept.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1877,			\$5,222 50
February, 1877,			5,427 87
March, 1877,			6,342 20
April, 1877,			5,243 05
May, 1877,			5,514 70
June, 1877,			5,772 18
July, 1877,			5,668 24
August, 1877,			5,857 70
September, 1877,			5,542 60
October, 1877,			6,216 12
November, 1877,			5,400 02
December, 1877,			5,963 33
Total,			\$68,170 49

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1877,			\$3,817 51
February, 1877,			3,319 59
March, 1877,			3,698 85
April, 1877,			3,833 31
May, 1877,			3,635 65
June, 1877,			2,978 31
July, 1877,			1,979 45
August, 1877,			3,472 71
September, 1877,			3,862 97
October, 1877,			5,296 64
November, 1877,			4,468 08
December, 1877,			4,879 27
Total,			\$45,242 84

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
January, 1877,			\$65	45	\$19	50	\$94 96
February, 1877,			59	27	19	50	78 77
March, 1877			54	49	19	50	73 99
April, 1877,			82	18	19	50	101 68
May, 1877,			122	15	27	50	149 65
June, 1877,			218	71	30	00	248 71
July, 1877,			128	18	24	50	152 66
August, 1877,			114	28	79	89	194 17
September, 1877,			117	08	24	25	141 33
October, 1877,			138	28	26	50	164 78
November, 1877,			120	44	28	60	149 04
December, 1877,			132	17	26	45	158 62
Total,			\$1,352	68	\$345	69	\$1,698 37

Total passenger earnings for the year,	\$68,170 49
Total freight earnings for the year,	45,242 34
Total earnings from all other sources,	1,698 37
Total earnings for the year,	\$115,111 20

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$18,463 51
Repairs of bridges,	1,142 21
Repairs of buildings and fixtures,	123 39
Total for maintenance of way,	\$19,729 11
Cost per mile of road kept in repair,	1,160 33

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$3,560 21
Repairs of passenger, baggage, and mail cars,	644 35
Repairs of freight cars,	941 48
All other expenses for maintenance of motive power and cars,	2,334 09
Total for maintenance of motive power and cars,	\$7,480 13
Cost per mile of road operated,	440 01

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, }	\$20,139	90
Salaries, wages, and incidentals chargeable to freight department, }		
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	4,094	36
Fuel, number of cords of wood, cost,	None.	
Fuel, number of tons of coal, cost,	3,811	72
Oil and waste,	398	73
Damages for injuries to persons,	None.	
Damages for cattle killed or injured,	None.	
Damages for loss of goods and baggage,	310	41
Damages to property, including damages by fire,	None.	
Taxes,	90	
Insurance,	None.	
Telegraph expenses,	300	
Amount paid for use of palace and sleeping cars,	None.	
Amount paid other corporations or individuals for use of all other cars,	None.	
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	3,924	85
Total miscellaneous,	\$32,869	97
Amount per mile of road operated,	\$1,933	53
Total expenditures for operating the road,	60,079	21
Expenses per mile of the road operated,	3,534	07
Expenses per mile of single track operated, not including sidings,	3,534	07

Earnings.

Passenger transportation, local and through,	\$68,170	49
Freight transportation, local and through,	45,242	34
Mail service,	None.	
Express service,	1,352	68
Rents,	None.	
All other sources of income,	345	69
Total,	\$115,111	20
Operating Expenses.		
Maintenance of way and buildings,	\$19,729	11
Maintenance of motive power and cars,	7,480	13
Miscellaneous,	32,869	97
Total operating expenses, being 52½ per cent. of earnings,	60,079	21
Net earnings,	\$55,031	99
Earnings per mile of road operated,	\$6,771	25
Expenses per mile of road operated,	3,534	07
Net earnings,	\$3,237	18
Interest for the year,	\$10,865	38
Net earnings over interest,	44,166	61

General Balance Sheet, January 1, 1878.

DR.			
Construction,		\$169,035	54
Equipment,		47,596	54
Accounts receivable,		4,924	62
Cash in hands of treasurer,		7,870	95
		\$229,427	65
CR.			
Capital stock paid in,		\$15,000	00
First mortgage bonds,		135,350	00
Bills payable,		12,783	27
Accounts payable,		11,262	39
Profit and loss, applied to debt, construction, &c.,		55,031	99
		\$229,427	65

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track machinery, repairs of cars, etc.? Union Express, paying twenty-seven cents per hundred pounds, through rate, and proportionate amounts for intermediate distances.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Do they use the cars of your Company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? No.

Are any discriminations made by your Company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? No.

Does your Company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

Is any officer, agent, or employé of your Company interested in any contract for the furnishing of material or supplies for the Company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? None.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? Nothing.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what

terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

What is the total amount paid by your Company to palace or sleeping car companies, to what companies, and the amount paid to each? Nothing.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? The contract price is \$704 70 from March 1, 1877, to March 1, 1881, per annum.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding: 3,000 shares.

Amount of stock issued as stock dividends, and dates of issue: None.

Number and per cent. of dividends: First, at 6 per cent., \$900.

Amount paid in dividends: \$900.

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees,	1	.	1	.
Others,	2	.	2	.
Total,	3	.	3	.

Statement of each Accident.

March 15, 1877, at Karns City, Pa., Joseph Mitchell (boy) attempted to get on moving train. Leg broken. Died March 18, 1877.

September 24, 1877, at Karns City, Pa. William Biggan, brakeman. Leg crushed between locomotive tender and car. Died same day.

December 8, 1877, Millerstown, Pa. Theodore Rowe, oil well pumper. Intoxicated. Walking on track one mile west of Millerstown, Pa. Struck by passenger train and instantly killed. In the night.

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

Personally appeared before me, Fullerton Parker, president, and W. C. Mobley, treasurer of the Karns City and Butler Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full,

and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

F. PARKER, *President.*

W. C. MOBLEY, *Treasurer.*

Sworn and subscribed before me, this 25th day of March, A. D. 1878.

G. S. CROSBY, *Notary Public.*

LAKE SHORE AND MICHIGAN SOUTHERN.

Officers.

NAMES.	Residence.	Salary.	
Wm. H. Vanderbilt,	President,	New York,	None.
Augustus Schell,	Vice President,	New York,	None.
E. D. Worcester,	Secretary and Treasurer,	New York,	\$8,300 00
James Mason,	General Solicitor,	Cleveland,	5,400 00
L. H. Clark,	Chief Engineer,	Cleveland,	6,750 00
John Newell,	General Manager,	Cleveland,	13,500 00
Charles Paine,	General Superintendent,	Cleveland,	7,300 00
C. B. Couch,	Division Superintendent,	Cleveland,	2,700 00
W. P. Taylor,	Division Superintendent,	Buffalo,	2,250 00
G. H. McIntire,	Division Superintendent,	Stoneboro',	2,160 00

General offices at Cleveland, Ohio.

Names of Directors.

Residences.

William H. Vanderbilt,	New York.
Cornelius Vanderbilt,	New York.
William K. Vanderbilt,	New York.
Augustus Schell,	New York.
Samuel F. Barger,	New York.
Francis P. Freeman,	New York.
John E. Burrill,	New York.
Andrew D. White,	Syracuse, New York.
William L. Scott,	Erie, Pennsylvania.
Charles M. Reed,	Erie, Pennsylvania.
Amasa Stone,	Cleveland, Ohio.
H. B. Payne,	Cleveland, Ohio.
Albert Keep,	Chicago, Illinois.

Capital Stock.

Capital stock authorized by law,	\$50,000,000 00
Capital stock authorized by votes of company,	50,000,000 00
Capital stock, amount subscribed,	50,000,000 00
Capital stock, paid in by last report,	50,000,000 00
Capital stock, total amount now paid in,	50,000,000 00
Capital stock, number of shares issued,	500,000
Capital stock, amount paid in on each share,	100 00
Capital stock, par value of each share,	100 00
Capital stock, average market value during the year,	60 00

Debt.

Funded Debt.		
First mortgage bonds, (due 1900, bear interest at 7 per cent., which is payable June, April, July, October,) amount	\$23,250,000	00
Second mortgage bonds, (due 1903, bear interest at 7 per cent., which is payable June and December,) amount,	12,500,000	00
Total amount now of funded debt,	\$35,750,000	00
Floating Debt.		
The amount now of floating debt,	\$35,750,000	00
Funded debt as per last report,	\$38,000,000	00
Total cash realized from capital stock and debt,	Cannot state.	

Cost.

Total cost of entire road to date,	\$65,441,205	65
Average of same per mile of road laid,	75,655	00
Proportion of same for Pennsylvania, (49.35 miles,)	3,732,313	00
Total cost of entire equipment,	14,378,709	04
Average cost of equipment per mile of road operated by Company,	12,227	00
Proportion of same for Pennsylvania, (100.45 miles,)	1,228,202	00
Cost of road and equipment per mile,	87,882	00
Proportion of same for Pennsylvania,	4,960,515	00

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Buffalo, N. Y., to Chicago, Ill.,	540.37	44.06
Length of single main track,	304.72	
Length of double main track,	235.05	44.06
Branches.		
Sandusky Branch, from Elyria to Millbury,	Length of branch,	72.96
	Length of single track,	72.96
Sandusky Pier Branch, from junction (Sandusky) to old depot,	Length of branch,	3.74
	Length of single track,	3.74
Air Line Branch, from Toledo to Elkhart,	Length of branch,	130.70
	Length of single track,	130.70
Monroe Branch, from Lenawee Junction to Monroe,	Length of branch,	29.50
	Length of single track,	29.50
Jackson Branch, from Lenawee Junction to Jackson,	Length of branch,	41.90
	Length of single track,	41.90
Palmyra branch, from Palmyra to Adrian,	Length of branch,	5.33
	Length of single track,	5.33
Ashtabula Branch, from Ashtabula Harbor to Jamestown,	Length of branch,	38.60
	Length of single track,	38.60
Connection Branch, from D. A. & V. Junction at Dunkirk,	Length of branch,	1.50
	Length of single track,	1.50

Leased Roads.			
Kalamazoo, Allegan and Grand Rapids Branch, from Kalamazoo to Grand Rapids,	} Length of road,	58.00	
		} Length of single track,	58.00
Jamestown and Franklin Branch, from Jamestown to Oil City,	} Length of road,		51.10	51.10
		} Length of single track,	51.10	51.10
Mahoning Coal R. R. branch, from Anderson to Youngstown, &c.,	} Length of road,		42.99
		} Length of single track,	42.99
Aggregate length of main line and branches,			864.60	44.06
Aggregate length of leased roads,		152.09	56.39
Aggregate length of proprietary roads owned by this company,		160.11	
Aggregate length of sidings and other track not above enumerated,		457.83	43.17
Aggregate length of second track,		235.65	44.06
Aggregate length of main line, branches, leased roads, sidings, and other track,		1,870.28	187.68

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use,	958.94
Miles of steel rail in use,	900.63
Weight of rail per yard, { Iron,	60 lbs.
{ Steel,	60 lbs.

What is the relative durability, practicability of use, and value, as used on your road? One steel rail equal to four iron rails.

Bridges and Trestles erected in Pennsylvania.

Location, Franklin; trestle; wood; 260 feet; completed, 1877. (Also reported in report of Jamestown and Franklin railroad.)

Number of bridges and trestles on whole line,	407
Wooden bridges, number of, 71; aggregate length,	8,934 feet.
Stone bridges, number of, 11; aggregate length,	1,680 feet.
Iron bridges, number of, 45; aggregate length,	3,706 feet.
Wooden trestles, number of, 280; aggregate length,	27,232 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Erie railroad, at Erie; Erie and Pittsburgh railroad, at Dock Junction, Erie; Erie and Pittsburgh railroad, at Girard; Erie and Pittsburgh railroad, at Jamestown; Atlantic and Great Western railroad, at Amasa.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Atlantic and Great Western railroad, at Franklin, (under.)

Number of crossings of highways, at grade, in this Commonwealth,	127
Number of crossings of highways over railroad,	3

Number of crossings of highways under railroad, 10
 Number of crossings at which gates or flagmen are main-
 tained, 14
 Number of crossings at which there are neither gates nor
 flagmen, 126
 What regulations govern your employes in regard to these
 crossings? Bell rung or whistle blown. Statute and
 municipal regulations obeyed.

Stations.

Number of stations on main road: Passenger, 144; freight,
 57—total, 201
 Number of stations on branches: Passenger, 59; freight,
 23—total, 82
 Number of stations on leased roads: Passenger, 28; freight,
 7—total, 35
 Number of wood and water stations on main road, 80
 Number of wood and water stations on branches, 28
 Number of wood and water stations on leased roads, 24
 Number of tunnels, 2; aggregate length, 1,039
 How is track laid, and on what foundation? Track is bal-
 lasted with stone and gravel. Joints fastened with angle
 splice.

Equipment.

	Number.	Av. cost of each.
Number of locomotives of more than 30 tons weight,	294	\$10,000
Number of locomotives of more than 20 tons weight,	195	10,000
Number of locomotives of more than 10 tons weight,	6	10,000
Number of first-class passenger cars,	145	4,000
Number of second-class passenger cars,	9	3,000
Number of baggage, mail and express cars,	81	2,500
Number of freight cars, } House cars, 6,796,	6,796	600
} Trucks, 1,683,	1,683	500
Number of coal, ore, and stone cars,	1,397	500
Number of caboose cars,	246	500

What kind of train brake is in use on your road? The Westinghouse
 air brake.

Average number of cars in passenger trains, including bag-
 gage cars, 5.4
 Average number of cars in freight trains, 28.6
 Average weight of passenger trains, including locomotive
 and tender, in working order, 150 tons.
 Average weight of freight trains, including locomotive and
 tender, in working order, 275 tons.

Employees.

Average number of persons regularly employed by company, including officials,	9,311
Same in Pennsylvania,	523

Doings of the Year.

Transportation and Total Miles run.

Number of miles run by passenger trains,	2,363,504
Number of miles run by freight trains,	5,674,685
Number of through passengers for the year on main road,	60,111
Number of passengers (all classes) carried in cars,	2,742,737
Number of passengers carried one mile,	139,764,980
Number of passengers carried one mile in Pennsylvania,	8,385,898
Number of tons of 2,000 pounds of through freight for the year on main road,	564,591
Number of tons of freight carried one mile,	1,080,005,561
Number of tons of freight carried one mile in Pennsylvania,	64,800,333
Gross amount of tonnage for the year, (2,000 lbs per ton,)	5,513,798
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, (miles per hour,)	30
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1877,	174,538	July, 1877,	218,456
February, 1877,	187,573	August, 1877,	276,143
March, 1877,	220,276	September, 1877,	317,053
April, 1877,	214,447	October, 1877,	255,887
May, 1877,	213,050	November, 1877,	221,519
June, 1877,	209,940	December, 1877,	234,355

The amount of Freight specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	110,551	Agricultural products,	1,182,271
Bituminous coal,	644,745	Merchandise and manufactures,	569,865
Petroleum and other oils,	769,387	Live stock,	409,150
Pig iron and bloom iron,	56,112	Lumber,	489,976
Railroad iron,	17,398	Other articles,	1,005,085
Other iron or castings,	118,225		
Iron and other ores,	13,236	Total,	5,513,798
Stone and lime and sand,	127,797		

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 cents.
For second-class through passengers,	2 cents.
For second-class way passengers,	2 cents.

The rate per Ton, of 2,000 pounds, per mile charged for Freight.

For through freight per ton per mile,	0.755 cent.
For through coal per ton per mile,	0.361 cent.
For local freight per ton per mile,	1.750 cents.
For local coal per ton per mile,	1.110 cents.
For all freight,	0.864 cent.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1877,	\$35,053	20	\$151,892	61	\$186,945	81
February, 1877,	33,651	50	164,986	95	198,638	45
March, 1877,	48,679	65	194,549	96	243,229	61
April, 1877,	62,172	35	204,202	67	266,375	02
May, 1877,	58,277	55	204,052	61	262,330	16
June, 1877,	66,479	10	201,023	24	267,502	34
July, 1877,	48,021	60	202,167	88	250,189	48
August, 1877,	66,307	90	271,789	18	338,077	08
September, 1877,	66,302	65	281,508	45	347,811	10
October, 1877,	70,951	70	272,549	28	343,500	98
November, 1877,	48,556	60	211,470	36	260,026	96
December, 1877,	38,734	00	199,838	67	238,572	67
Total,	\$643,187	80	\$2,560,011	86	\$3,203,199	66

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1877,	\$137,700	85	\$495,378	63	\$633,079	48
February, 1877,	179,858	62	538,901	56	718,760	18
March, 1877,	242,189	59	638,320	64	880,510	23
April, 1877,	225,587	94	626,653	05	852,240	99
May, 1877,	199,791	84	624,986	20	824,778	04
June, 1877,	177,766	86	553,523	73	731,290	09
July, 1877,	111,531	85	363,521	15	475,053	00
August, 1877,	166,870	14	653,064	09	819,934	23
September, 1877,	177,956	89	691,520	23	869,477	12
October, 1877,	185,216	40	765,256	66	950,473	06
November, 1877,	198,954	30	615,136	19	814,090	49
December, 1877,	284,618	02	622,302	66	906,920	68
Total,	\$2,288,042	80	\$7,188,564	79	\$9,476,607	59

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
January, 1877, . . .	\$37,807	18	\$18,444	00	\$9,665	56	\$65,916 74
February, 1877, . . .	37,807	14	17,547	12	8,216	80	63,571 06
March, 1877, . . .	37,807	14	19,425	46	11,189	55	68,422 15
April, 1877, . . .	37,807	14	17,288	19	7,766	37	62,861 70
May, 1877, . . .	37,807	14	21,327	66	7,578	19	66,712 99
June, 1877, . . .	37,807	14	21,203	25	8,991	67	68,002 06
July, 1877, . . .	37,807	14	17,697	08	7,633	60	63,137 83
August, 1877, . . .	37,807	14	20,939	77	10,116	76	68,863 67
September, 1877, . . .	37,807	14	23,303	96	9,478	84	70,589 94
October, 1877, . . .	37,807	14	23,951	51	8,862	70	70,621 35
November, 1877, . . .	37,807	14	25,607	98	9,228	00	72,643 12
December, 1877, . . .	37,807	14	24,155	45	22,046	48	84,009 07
Total,	\$453,685	72	\$250,891	43	\$120,774	52	\$825,351 67

Total passenger earnings for the year,	\$3,203,199 96
Total freight earnings for the year,	9,476,607 59
Total earnings from all other sources,	825,351 67
Total earnings for the year,	\$13,505,158 92
Total receipts from all sources on whole length of line,	\$13,505,158 92
Proportion of earnings in Pennsylvania to earnings of whole line, (8.54 per cent.),	1,153,340 58

Expenditures Charged to Cost of Road and Equipment during the Year.

Bridge masonry,	\$14,423 89
New bridge—Toledo, stone and iron,	104,377 61
Land or land damages,	22,608 02
Total,	\$141,409 52

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$1,135,878 96
New steel rails, number of tons, 16,000,	708,281 57
Repairs of bridges,	167,605 89
Repairs of buildings and fixtures,	205,337 11
Repairs of fences,	24,195 50
Total for maintenance of way,	\$2,241,299 03
Cost per mile of road kept in repair,	\$1,906 00
Proportion for Pennsylvania,	191,553 00

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$560,420 51
Repairs of machinery,	751,475 95
Repairs of passenger, baggage, and mail cars,	
Repairs of freight cars,	
Total for maintenance of motive power and cars,	\$1,301,896 46
Cost per mile of road operated,	\$1,107 00
Proportion for Pennsylvania,	111,253 00

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	Agents, station labor, conductors, train-men, engine-men, and firemen.	\$1,619,359	17
Salaries, wages, and incidentals chargeable to freight department,		522,958	25
Wages of switchmen, signal-men, gate-keepers, and watchmen,		604,382	98
Fuel—wood and coal,		923,814	52
Oil and waste,		120,392	90
Damages for injuries to persons, (not including Ashtabula accident, \$495,722 42.)		26,495	90
Damages for cattle killed or injured,		9,646	21
Damages for loss of goods and baggage,		18,572	18
Taxes,		480,974	14
Telegraph expenses,		19,554	60
Amount paid other corporations or individuals for use of all other cars, General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,		314,159	57
Total miscellaneous,		\$5,420,768	16
Amount per mile of road operated,		4,609	00
Proportion for Pennsylvania,		463,205	00
Total expenditures for operating the road,		8,963,963	65
Expenses per mile of the road operated,		7,622	00
Expenses per mile of single track operated, not including sidings,		6,264	00
Expenses per train mile,		1	11½
Proportion for Pennsylvania,		766,011	00

Earnings.

Passenger transportation, local,	\$2,560,011 86	} Total,	\$3,203,199	66
Passenger transportation, through,	643,187 80			
Freight transportation, local,	7,188,564 79	} Total,	9,476,607	59
Freight transportation, through,	2,288,042 80			
Mail service,			453,685	72
Express service,			250,891	43
Rents,			120,774	52
Total,			\$13,505,158	92
Operating Expenses.				
Maintenance of way and buildings,	\$2,241,299 03			
Maintenance of motive power and cars,	1,301,896 46			
Miscellaneous,	5,420,768 16			
Total operating expenses being 66.37 per cent. of earnings,			\$8,963,963	65
Net earnings,			4,541,195	27
Earnings per mile of road operated,			\$11,484	00
Expenses per mile of road operated,			7,622	00
Net earnings,			3,862	00
Gross earnings,			\$13,505,158	92
Operating expenses and taxes,			8,963,963	65
Net earnings,			\$4,541,195	27
Interest on funded debt,	\$2,628,680 00			
Leases four branch roads,	265,403 89			
Dividend, guaranteed stock,	53,350 00			
	\$2,947,433 89			
Less interest and dividends on assets,	171,775 99		2,775,657	70
Balance,			\$1,765,537	57

From which was paid—		
Sinking fund, 1877,	\$250,000 00	
Ashtabula accident,	495,722 42	
Dividend, February 1, 1878, two per cent.,	989,330 00	
		1,735,052 42
Surplus for year,		\$30,485 15

General Balance Sheet, December 31, 1878.

ASSETS.		
Lake Shore and Michigan Southern railway and branches, miles,	864.60	\$65,441,205 65
Detroit, Monroe and Toledo railroad, miles,	62.29	1,285,600 00
White Pigeon and Kalamazoo railroad, miles,	36.68	610,000 00
Northern Central Michigan railroad, miles,	61.14	1,356,400 00
Total,	1,024.71	\$68,703,205 65
Equipment for 1,177 miles road,		14,378,709 04
Jamestown and Franklin railroad, 51 miles:		
Advances to December 31, 1877,	\$1,053,654 34	
First mortgage bonds, (\$273,000,)	240,300 00	
Second mortgage bonds, (300,000,)	255,000 00	
Stock, (400,000,)	320,000 00	
		1,868,954 34
Lake Shore and Michigan Southern railway stock, (2,654 shares,)		265,400 00
Detroit, Monroe and Toledo stock, (4,136 shares, entire issue except 5 shares,)		413,600 00
Union stock yards stock, Chicago, 4,000 shares,		400,000 00
Merchants' Dispatch Transportation Company stock,		79,226 28
Capital advanced to Coöperative Dispatch lines,		171,254 54
Empire Line Transportation Company's stock,		60,750 00
\$437,000 Cincinnati, Wabash and Michigan first mortgage bonds, 7's, gold,	\$437,000 00	
400,000 Lake Shore and Tus. Valley first mortgage bonds, 7's, gold,	400,000 00	
213,000 Mahoning Coal railroad first mortgage bonds, 7's,	213,000 00	
14,000 Erie and Pittsburgh first mortgage bonds, 7's,	14,000 00	
110,000 Grand Rapids, N. & L. S. first mortgage bonds, 8's,	104,680 00	
6,500 Grand Rapids, second division, first mortgage bonds, 7's,	5,200 00	
58,000 White Pigeon and Kalamazoo first mortgage 7's,	52,200 00	
6,000 Michigan Lake Shore first mortgage bonds, 8's,	6,000 00	
6,000 Toledo, Wabash and Western sinking fund 7's,	4,895 00	
66,000 Leavenworth, (Kansas,) county bonds, 7's,	49,500 00	
30,000 Holliday Coal Company bonds, 8's,	30,000 00	
88,656 Cleveland, Tus. Valley and Wheeling bonds, 7's,	89,923 02	
		1,406,198 02
\$1,435,156 (And 5,850 Stock.)		
Sundry bond scrips—our own issues,		2,854 26
Pacific Hotel Company, Chicago,		415,712 50
Bills receivable, New York,		500,000 00
Bills receivable, Cleveland,		21,572 73
Cash in New York,		1,221,502 19
Cash in Cleveland,		77,849 55
Uncollected earnings, (collected since January 1,)		348,315 73
General office property, and other real estate,		228,071 42
Supplies, rails, fuel, &c.,		887,784 74
		\$91,450,480 99

LIABILITIES.		
Capital stock, (\$533,500—10 per cent. guaranteed),	\$50,000,000	00
Funded debt:		
Lake Shore and Michigan Southern, miles,	864.60	35,750,000 00
Detroit, Monroe and Toledo, miles,	62.29	924,000 00
White Pigeon and Kalamazoo, miles,	36.68	600,000 00
Floating debt,	None.	
December liabilities, paid in January,	595,583	38
Dividend, paid February 1, 1878,	1,016,005	00
Income, or profit and loss account,	2,564,872	61
	\$91,450,460	99

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? American, Buffalo to Cleveland, through 70 cents per 100 pounds; way, 50 and 30 cents per 100 pounds. United States, Cleveland and Chicago, \$250 per day. Union, Ashtabula and Oil City, through 60 cents per 100; way, 30.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? Money and merchandise. Take freight at our depots.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Coöperative: 1. Red Line; 2. White Line; 3. Great Western Dispatch; 4. Empire Line; 5. Merchants' Dispatch; 6. Lake Shore Crude Oil and Transportation Company. Nos. 1, 2, and 3, quota of cars contributed by each company in interest. Nos. 4, 5, and 6 own their cars, receiving mileage on them and a commission on business furnished.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? No preference shown.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? All companies or individuals shipping like character or quantities of freight are treated alike, as regards rates, facilities, &c.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No preferences.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? Erie and Pittsburgh railroad run trains over Lake Shore and Michigan Southern tracks between Girard and Erie, 17 miles. Lake Shore and Michigan Southern railway run trains over Erie and Pittsburgh tracks between Girard and Jamestown, 40 miles. Each company receives a pro rata of earnings, less fifty-five per cent., which is allowed the company that performs the train service.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each?

STATEMENT OF AMOUNTS PAID OTHER CORPORATIONS AND INDIVIDUALS, NOT OPERATING RAILROADS, FOR USE OF CARS, IN 1877.

CORPORATE NAME.	To whom reported.	Address.	Amounts.	
Hooosoo Tunnel Line,	E. S. Washburn, General Manager,	Rochester, N. Y.,	\$31,991	38
White Line,	G. Darling, General Manager,	Buffalo, N. Y.,	81,438	77
Red Line,	S. D. Caldwell, General Manager,	Buffalo, N. Y.,	7,719	97
Continental Oil Line,	G. F. Wright, Secretary,	Council Bluffs, Ia.,	876	40
Detroit, Fort Wayne and Logansport,	F. W. Hays, Secretary,	Detroit, Mich.,	1,067	44
Empire Transportation Company,	W. G. Macdowell, Auditor,	Philadelphia, Pa.,	104,459	65
Erie and Pacific Dispatch,	T. A. Lewis, Assistant General Manager,	Indianapolis, Ind.,	62	50
Great Western Dispatch,	H. C. Vilas, Secretary and Treasurer,	817 Broadway, N. Y.,	Against th	em.
Lake Shore Crude Oil Transportation Company,	L. T. Scofield, President,	Cleveland, Ohio,	36,171	19
Merchants' Dispatch,	A. D. Penfold, General Accountant,	335 Broadway, N. Y.,	89,971	93
National and Union Lines,	J. T. Denniston, Auditor,	Pittsburgh, Pa.,	87	14
National Car Company,	F. S. Stranahan, Secretary,	St. Albans, Vt.,	1,768	52
Standard Oil Company,	G. I. Vall, Auditor,	Cleveland, Ohio,	8,525	20
Union Tank Line,	J. A. Bostwick, & Co.,	141 Pearlstreet, N. Y.,	9,059	27
West Mining and Transportation Company,	G. F. Kloer, Secretary,	Terre Haute, Ind.,	79	10
Three Rivers Mills,	L. Emery, jr., Manager,	Three Rivers, Mich.,	121	65
Saginaw and Cincinnati Lumber Company,	F. H. Short, Treasurer,	Cincinnati, Ohio,	632	31
Canada Southern Line,	J. W. Musson, General Manager,	Buffalo, N. Y.,	283	35
Diamond Line,	J. W. Smith, General Manager,	Detroit, Mich.,	41	49
International Line,	J. Whitmore, General Manager,	Buffalo, N. Y.,	199	29
Blue Line,	J. B. Carson, General Manager,	Rochester, N. Y.,	112	90
Eagle Brewery,		Cincinnati, Ohio,	8	24
Elm Street Brewery,		Cincinnati, Ohio,	208	18
Anderson Refrigerator Cars,	T. A. Anderson & Co.,	Chicago, Ill.,	57	52
Wendisch, Mulhauser & Co.,	C. Windisch, Mulhauser & Co.,	Cincinnati, Ohio,	14	47
			\$324,457	86

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LAKE SHORE AND MICHIGAN SOUTHERN.

Sleeping Cars.

Do sleeping or drawing-room cars run on your road, and if so on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Yes. Owned and run by the New York Central Sleeping Car Company. They put the cars on at their own cost, and maintain the interior, receiving therefor the usual tariff for berths or seats.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Nothing.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? Main line, postal cars twice each way daily, about \$600 per mile per annum Branches, in baggage cars, \$50 to \$200 per mile per annum.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: \$533,500. Ten per cent., Michigan Southern. Assumed at consolidation, in 1869.

Amount of common stock now outstanding: \$49,466,500.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: 1870, 8 per cent., \$2,752,360; 1871, 8 per cent., \$2,874,355; 1872, 8 per cent., \$3,466,096; 1873, 4 per cent., \$1,978,040; 1874, 3½ per cent., \$1,607,661; 1875, 2 per cent., \$989,330; 1876, 3½ per cent., \$1,607,661; 1877, 2 per cent., \$989,330.

Number and per cent. of dividends, 1877: One of 2 per cent.,	\$989,330	00
Paid to sinking fund,	250,000	00
Balance for the year, or surplus,	72,485	15
Surplus at commencement of the year,	2,288,767	73
Total surplus,	2,361,252	88
Surplus invested, as follows: Other items, stocks and bonds of other companies,	2,361,252	88

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,		1	1	10	1	11
Others,			7		7	
Total,		1	8	10	8	11

Statement of each Accident.

1. February 10, 1877. Girard. A tramp fell under a train and was killed.
2. March 10, 1877. Jamestown. M. H. Wright, of Ashtabula, brakeman; coupling cars; hand crushed.
3. January 31, 1877. Erie. Jacob Harter, broke shoulder coupling cars; brakeman.
4. May 22, 1877. Sandy Lake. Thomas Hanna, a trespasser, killed while trying to board a train.
5. March 12, 1877. Erie. O. W. Wadsworth, of Westfield, Mass., fell or jumped from train in motion, at Erie; killed.
6. March 14, 1877. Erie. Fred. Gosman, brakeman, coupling cars; broke right arm.
7. April 7, 1877. Erie. Levi Schaaf, brakeman, fell from car, because brake handle gave way; hurt some.
8. May 21, 1877. Springfield. Allen McIntire, farmer, struck by train, walking on the track; killed.
9. July 16, 1877. Girard. Wm. Thompson, of Collinwood, fireman, fell from tender; four ribs broken, back injured.
10. August 22, 1877. Oil City. John Rafferty, struck by train No. 1; killed.
11. August 21, 1877. Girard. P. W. Olmstead, brakeman, fell off train; elbow fractured.
12. October 11, 1877. Erie. F. S. Mattison, brakeman, coupling; lost finger and thumb.
13. September 18, 1877. Erie. Andrew Liebel, conductor, coupling cars; three fingers jambed.
14. November 2, 1877. Erie. J. Kaldenbacher, brakeman, coupling cars; hand jambed.
15. November 1, 1877. Raymilton. W. Kelly, tramp, while intoxicated, ran into a passing train; head bruised.
16. October 14, 1877. Springfield. Wm. Cummings, trespasser, stealing a ride, fell from train, and was killed; intoxicated.
17. November 7, 1877. Erie. John G. Greiner, employé; crushed two fingers loading water meter at Erie.
18. December 22, 1877. Swanville. Wm. Van Bentheysen, fell under train and was killed.
19. December 30, 1877. Erie. Hugh Miller, brakeman, killed; fell from train.

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

Personally appeared before me, Augustus Schell, vice president, and Edwin D. Worcester, treasurer of the Lake Shore and Michigan Southern Railway Company, who being duly sworn, do depose and say that they

caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

AUGUSTUS SCHELL, *Vice President.*E. D. WORCESTER, *Treasurer.*

Sworn and subscribed before me, this ninth day of March, A. D. 1878.

S. B. GOODALE,

Commissioner of Pennsylvania, resident in New York.

LANCASTER AND READING NARROW GAUGE.

Officers.

NAMES.		Residence.	Salary.
R. W. Shenk, . . .	President,	Lancaster, Pa.,	No compensation.
W. Leaman, . . .	Secretary and Treasurer,	Lancaster, Pa.,	No compensation.

Names of Directors.

Residences.

R. W. Shenk,	Lancaster, Pa.
A. H. Peacock,	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,	Quarryville, Pa.
C. M. Hess,	Quarryville, Pa.
F. Von A. Cabeen,	Philadelphia, Pa.
W. H. Kemble,	Philadelphia, Pa.

Capital Stock.

Capital stock authorized by law, (with power to issue \$250,000 in addition for each and every road constructed,)	\$500,000 00
Capital stock authorized by votes of the company, (on Quarryville section,)	150,000 00
Capital stock, amount subscribed,	123,750 00
Capital stock paid in by last report,	82,730 00
Capital stock, total amount now paid in,	82,730 00
Capital stock, number of shares issued,	1,700
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year: No sales quoted.	

Debt.

Funded Debt.	
First mortgage bonds, (due July 1, 1894, bear interest at seven per cent., which is payable semi-annually,) amount,	\$350,000 00
Total amount now of funded debt,	\$350,000 00
Floating Debt.	
None.	

Cost.

Total cost of entire road to date, (\$30,000 paid in bonds of company,) \$142,041 43

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 Quarryville section as a railroad of the gauge of four feet eight and a half inches, 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, to take effect 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 operation on that date.

The Lancaster and Millersville railway, built under the charter of this company, and its supplements, as formerly reported, (Auditor General's Report on Railroads, &c., 1874, page 236,) is in operation under the lease of December 29, 1874. The Reading and Columbia Railroad Company pays the interest on the bonds or obligations of the Quarryville section, amounting to \$350,000, secured by mortgage, and all taxes and assessments in addition to said interest, and is also to make provision for the payment, renewal, or extension of the principal of the debt represented by the said outstanding obligations. The Reading and Columbia Railroad Company has entire control of the transportation, operation, and maintenance of the leased road, and retains seventy per cent. of the gross receipts accruing from all the trade, travel, mail service, business, and commerce of every kind, for the said purposes. The Reading and Columbia Railroad Company, after paying the interest and taxes on the obligations, amounting to \$350,000, out of the remaining thirty per cent. of the said gross receipts, is to account to the Lancaster and Reading Narrow Gauge Railroad Company for the surplus. Monthly reports of the earnings and expenditures of the road are to be made to the L. & R. N. G. R. R. Co., and settlements are to be made every six months. No surplus has been accounted for under the said terms of the lease.

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lancaster to Reading,	34	.....
Branches.		
Quarryville Branch, from Lancaster to Quarryville, length of branch,	15½	.....

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

Personally appeared before me, R. W. Shenk, president, and W. Leaman, treasurer of the Lancaster and Reading Narrow Gauge Railroad Company, who being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

R. W. SHENK, *President.*

W. LEAMAN, *Treasurer.*

Sworn and subscribed before me, this 9th day of January, 1878.

J. L. LYTE, *Notary Public.*

LAWRENCEVILLE AND EVERGREEN.

Officers.

NAMES.		Residence.	Salary.
J. J. Gillespie,	President,	Evergreen,	None.
A. C. McCallam,	Secretary and Treasurer,	Evergreen,	None.
F. M. Magee,	General Solicitor,	Evergreen,	None.

General office at 86 Wood street, Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
J. J. Gillespie,	Evergreen.
A. C. McCallam,	Evergreen.
John F. Dravo,	Beaver.
John Wilkenson,	Lawrenceville.
G. W. McCallam,	Pittsburgh.
Thomas M. Bayne,	Allegheny City.

Capital Stock.

Capital stock authorized by law,	\$25,000	00
Capital stock, amount subscribed,	15,000	00
Capital stock paid in by last report,	10,000	00
Capital stock, total amount now paid in,	10,000	00
Capital stock, number of shares issued, 300		
Capital stock, amount paid in on each share,	33	33½
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year: No sales.		

Debt.

Funded Debt.		
First mortgage bonds, (due 1878, bear interest at 7 per cent., which is payable May 1 and November 1, legality of which is disputed,) amount,	\$12,500	00
Total amount now of funded debt,	\$12,500	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, per last report, \$664 38		
Debt incurred for any other purpose, and for what: Operating road, 651 38		
The amount now of floating debt,	1,315	76
Total amount now of floating and funded debt,	\$13,815	76
Funded debt as per last report, \$12,500 00		
Floating debt as per last report, 664 38		
Total cash realized from capital stock and debt,	\$11,315	76

Cost.

Total cost of entire road to date,	\$17,139	42
Average of same per mile of road laid,	5,713	14
Proportion of same for Pennsylvania: All in the State.		
Total cost of entire equipment,	7,742	44
Average cost of equipment per mile of road operated by company,	2,580	81½
Cost of road and equipment per mile,	8,293	95
Proportion of same for Pennsylvania: All in the State.		

Characteristics of Road.

Main Line.	MILES.	
	Length in Penn'a.	Whole Length.
Length of main line—from Bennett to Evergreen,		24 1/2
Length of single main track,		2 1/2
Length of double main track, None.		
Aggregate length of main line and branches,		24 1/2
Aggregate length of sidings and other track not above enumerated, 500 feet.		

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 3
 Miles of steel rail in use, None.
 Weight of rail per yard, iron, 28 and 30 lbs.

Bridges and Trestles erected in Pennsylvania during the year.

LOCATION.	Kind.	Whether wood, stone, on iron.	Length—in feet.	When completed.
Millvale borough, . .	Culvert, . .	Stone,	25	October.

Number of bridges and trestles on whole line, 9
 Wooden bridges, number of, 8; aggregate length, . . . 159 feet.
 Stone bridges, number of, 1; aggregate length, 25 feet.
 Iron bridges, number of, None
 Wooden trestles, number of, 1; aggregate length, . . . 16 feet.

Crossings.

What railroads cross your road, at grade, in this Commonwealth, and at what locality? None.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.
 Number of crossings of highways, at grade, in this Commonwealth, 6
 Number of crossings of highways over railroad, None.
 Number of crossings of highways under railroad, None.
 Number of crossings at which gates or flagmen are maintained, None.
 Number of crossings at which there are neither gates nor flagmen, None.

Stations.

Number of stations on main road:	{ Passenger, 8 }	10
	{ Freight, 2 }	
Number of stations on branches,		None.
Number of stations on leased roads,		None.
Number of water stations on main road,		2
Number of wood and water stations on branches,		None.
Number of wood and water stations on leased roads,		None.
Number of tunnels,		None.

How is track laid, and on what foundation? Oak cross-ties.

Equipment.

	Number.	Average cost of each.	
Number of locomotives of more than 9 tons weight,	1	\$4,500	00
Number of first-class passenger cars,	1	2,148	00
Number of second-class passenger cars,	1	630	00
Number of baggage, mail, and express cars,	None.		
Number of freight cars, trucks,	1	464	44

What kind of train brake is in use on your road? Chain brake.

Average number of cars in passenger trains, including baggage cars,	1
Average number of cars in freight trains,	1
Average weight of passenger trains, including locomotive and tender, in working order,	15 tons
Average weight of freight trains, including locomotive and tender, in working order,	12 tons.

Employees.

Average number of persons regularly employed by company, including officials,	4
Same in Pennsylvania,	4

Doings of the Year.

Transportation and Total Miles run.

Number of miles run by passenger trains,	16,520
Number of miles run by freight trains,	None.
Number of miles run by coal trains,	None.
Number of through passengers for the year on main road,	No acc't kept.
Number of passengers (all classes) carried in cars,	39,303
Number of passengers carried one mile,	No acc't kept.
Number of passengers carried one mile in Pennsylvania,	No acc't kept.

Number of tons of 2,000 pounds of through freight for the year on main road,	None carried.
Number of tons of freight carried one mile,	None carried.
Number of tons of freight carried one mile in Pennsylvania,	None carried.
Gross amount of tonnage for the year, (2,000 pounds per ton,)	None carried.
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	9
Average rate of speed adopted by express trains, including stops,	None run.
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	9

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1877,	2,448	July, 1877,	4,632
February, 1877,	2,418	August, 1877,	3,223
March, 1877,	3,249	September, 1877,	4,266
April, 1877,	3,337	October, 1877,	2,750
May, 1877,	3,648	November, 1877,	2,514
June, 1877,	4,307	December, 1877,	2,508

The amount of Freight specifying the quantity in Tons of 2,000 pounds.

None.

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 cents.
For second class passengers: Same as first-class.	

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 cents.
For local freight per ton per mile,	12 cents.
For local coal per ton per mile,	12 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1877,			\$155 19
February, 1877,			156 79
March, 1877,			196 16
April, 1877,			192 23
May, 1877,			241 23
June, 1877,			206 43
July, 1877,			278 06
August, 1877,			254 06
September, 1877,			256 11
October, 1877,			166 06
November, 1877,			150 92
December, 1877,			149 32
Total,			\$2,461 72

From Transportation of Freight.

None carried.

From all Other Sources.

No earnings, except passenger.

Total passenger earnings for the year,	\$2,461	72
Total freight earnings for the year,	None.	
Total earnings from all other sources,	None.	
Total earnings for the year,	\$2,461	72

Expenditures Charged to Cost of Road and Equipment during the Year.

No equipment added since last report, (1876.)

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$758	62
New iron rails,	319	98
New steel rails,	None.	
Repairs of bridges,	233	33
Repairs of buildings and fixtures,	None.	
Repairs of fences,	None.	
Total for maintenance of way,	\$1,309	98
Cost per mile of road kept in repair,	\$436	64
Proportion for Pennsylvania,	All in the State.	

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$188	07
Repairs of machinery,	52	16
Total for maintenance of motive power and cars,	\$240	23
Cost per mile of road operated,	\$80	07
Proportion for Pennsylvania,	All in the State.	

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$741	41
Wages of switchmen, signal-men, gate-keepers, and watchmen,	238	96
Fuel—number of cords of wood,	None used.	
Fuel—number of tons of coal, cost,	328	11
Oil and waste,	168	09
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	58	75
Total miscellaneous,	\$1,570	32
Amount per mile of road operated,	\$523	44
Total expenditures for operating the road,	8,120	48
Expenses per mile of the road operated,	1,040	16
Expenses per train mile,	No separate account kept.	
Proportion for Pennsylvania,	All in State.	

Earnings.

Passenger transportation, local and through,	\$2,461	72
Total,	\$2,461	72
Operating Expenses.		
Maintenance of way and buildings,	\$1,309	93
Maintenance of motive power and cars,	240	23
Miscellaneous,	1,570	32
Total operating expenses,	3,120	43
Deficit,	\$658	76
Earnings per mile of road operated,	\$821	57
Expenses per mile of road operated,	1,040	16
Deficit,	\$318	59

General Balance Sheet, January 1, 1878.

DR.		
Construction and equipment,	\$24,681	86
Ledger balances,	5,316	53
	\$30,198	39
CR.		
Capital stock,	\$15,000	00
Funded debt, (legality of which is disputed,)	12,500	00
Unfunded debt,	1,315	76
Surplus,	1,382	63
	\$30,198	39

Stock and Dividends.

Amount of stock issued as stock dividends, and dates of issue: None issued.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

Accidents to Persons.

No accidents.

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

Personally appeared before me, J. J. Gillespie, president, and A. C. McCallam, treasurer of the Lawrenceville and Evergreen Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true,

full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

J. J. GILLESPIE, *President.*

A. C. McCALLAM, jr., *Treasurer.*

Sworn and subscribed before me, this 6th day of February, A. D. 1878.

WM. LITTLE, *Notary Public.*

LEHIGH AND LACKAWANNA.

Officers.

NAMES.		Residence.	Salary.
Charles Brodhead, . . .	President,	Bethlehem,	\$50 00
Solomon Shepherd, . . .	Secretary, } Treasurer, }	Philadelphia,	None.

General office at Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
E. W. Clark,	Philadelphia.
Francis R. Cope,	Philadelphia.
F. C. Yarnall,	Philadelphia.
John Leisnering,	Mauch Chunk.

Capital Stock.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	375,100	00
Capital stock, amount subscribed,	375,100	00
Capital stock paid in by last report,	375,100	00
Capital stock, total amount now paid in,	375,100	00
Capital stock, number of shares issued,	7,502	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	No record.	

Debt.

Funded Debt.	
First mortgage bonds, (due December 1, 1907, bear interest at 7 per cent., which is payable December 1 and June 1,) amount,	\$100,000 00
Second mortgage bonds, (due December 10, 1907, bear interest at 7 per cent, which is payable December 10 and June 10,) amount,	500,000 00
Total amount now of funded debt,	\$600,000 00
Floating Debt.	
The amount now of floating debt,	None.
Total amount now of floating and funded debt,	\$600,000 00
Funded debt as per last report,	\$300,000 00

Cost.

Total cost of entire road to date,	\$675,100 00
Total cost of entire equipment, equipment furnished by Central railroad of New Jersey.	

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Bethlehem to Stroudsburg,		36
Length of single main track,		15
Length of double main track,		None.
Aggregate length of main line and branches,		15
Aggregate length of sidings and other track not above enumerated,		1 1/2

Gauge.

What is the gauge of your lines?	4 ft., 8 1/2 in.
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Track.

Miles of iron rail in use,	16 1/4
Weight of rail per yard: Iron,	50 pounds.

Bridges and Trestles Erected in Pennsylvania during the year.

None erected.	
Wooden bridges, number of, 2; aggregate length,	100 feet.
Stone bridges, number of,	None.
Iron bridges, number of,	None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality?	None.
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Stations.

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, in Pennsylvania,	None.
Number of tunnels,	None.

How is track laid and on what foundation? Gravel ballast and wooden ties.
 Equipment furnished by Central railroad of New Jersey, and included in report of Lehigh and Susquehanna railroad.

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger, freight and coal trains, included in Lehigh and Susquehanna railroad report.	
Number of through passengers for the year on main road,	1,304
Number of passengers (all classes) carried in cars,	12,664½
Number of passengers carried one mile,	105,763
Number of passengers carried one mile in Pennsylvania, }	
Number of tons of freight carried one mile,	402,633
Number of tons of freight carried one mile in Penna.,	402,633
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	37,103
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, (miles per hour,)	15
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	15

Monthly Statement of Passengers, all classes, carried in cars.

January, 1877, 864	July, 1877, 1,126½
February, 1877, 1,174	August, 1867, 1,121
March, 1877, 1,448	September, 1877, 928½
April, 1877, 1,080½	October, 1877, 1,017
May, 1877, 1,058½	November, 1877, 780
June, 1877, 1,179½	December, 1877, 887

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal, 9,769	Agricultural products, 880
Bituminous coal, 13	Merchandise and manufactures, 416
Petroleum and other oils, 05	Live stock, 180
Other iron or castings, 130	Lumber, 310
Iron and other ores, 11,600	Other articles, 400
Stone and lime, 13,400	

The rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers,	4 and 3 cents
For first-class way passengers,	4 and 3 cents

The Rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	8 $\frac{1}{2}$ cents.
For through coal, per ton per mile,	2 $\frac{1}{2}$ cents.
For local freight, per ton per mile,	8 $\frac{1}{2}$ cents.
For local coal, per ton per mile,	2 $\frac{1}{2}$ cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
January, 1877,					\$256 74
February, 1877,					358 30
March, 1877,					430 85
April, 1877,					338 13
May, 1877,					322 51
June, 1877,					351 96
July, 1877,					301 33
August, 1877,					306 30
September, 1877,					284 50
October, 1877,					313 32
November, 1877,					231 51
December, 1877,					252 70
Total,					\$3,737 96

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.
January, 1877,					\$1,327 25
February, 1877,					2,850 71
March, 1877,					1,674 80
April, 1877,					2,243 48
May, 1877,					2,637 30
June, 1877,					2,599 95
July, 1877,					1,413 74
August, 1877,					2,631 99
September, 1877,					2,406 72
October, 1877,					3,124 83
November, 1877,					2,253 12
December, 1877,					1,948 67
Total,					\$27,112 56

From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1877,				
February, 1877,				
March, 1877,				
April, 1877,				
May, 1877,				
June, 1877,				\$19 18
July, 1877,				
August, 1877,				
September, 1877,				
October, 1877,				
November, 1877,				
December, 1877,				29 76
Total,				\$48 94
Total passenger earnings for the year,				\$3,737 95
Total freight earnings for the year,				27,112 56
Total earnings from all other sources,				48 94
Total earnings for the year,				\$30,899 45

Expenditures for Operating during the Year

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	}	\$9,433 88
New iron rails, number of tons,		
New steel rails, number of tons,		
Repairs of bridges,		
Repairs of buildings and fixtures,		
Repairs of fences,	}	9,433 88
All other expenses for maintenance of way,		
Total for maintenance of way,		628 92
Cost per mile of road kept in repair,		

Cost of Maintenance of Motive Power and Cars.

Included in Lehigh and Susquehanna railroad report.

Miscellaneous.

Total miscellaneous,	14,128 76
Amount per mile of road operated,	941 92
Total expenditures for operating the road,	23,562 64
Expenses per mile of the road operated,	1,570 84

Earnings.

Passenger transportation, local and through,		\$3,737	95
Freight transportation, local and through,		27,112	56
Express service,		48	94
Total,		\$30,899	45
Operating Expenses.			
Maintenance of way and buildings,	\$9,433	88	
Miscellaneous,	14,128	76	
Total operating expenses being 76 per cent. of earnings.		\$23,562	64
Net earnings,		\$7,336	81
Earnings per mile of road operated,		\$2,059	93
Expenses per mile of road operated,		1,570	84
Net earnings,		\$489	09

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$773 30 per annum, from July 1, 1877, to June 30, 1877.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$375,100 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

Accidents to Persons.

None.

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

Personally appeared before me, Charles Brodhead, president, and S. Shepherd, treasurer of the Lehigh and Lackawanna Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

CHARLES BRODHEAD, *President.*

S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me this second day of March, A. D. 1878.

CHARLES GIBBONS, jr., *Notary Public.*

LEHIGH AND SUSQUEHANNA.

Officers.

Same as the Lehigh Coal and Navigation Company. No separate organization, no officers, no salaries.

Capital Stock.

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 of New Jersey.

Cost.

Total cost of entire road to date, \$13,799,817 88.

Total cost of entire equipment: Equipment furnished by Central railroad of New Jersey.

Characteristics of Road.

	MILES.	
	Whole length.	Length in Penn'a.
Main Line.		
Length of main line—from Phillipsburg to Union Junction,		105
Length of single main track,		105
Length of double main track,		51 ¹ / ₂
Branches.		
Nescopec Branch, from Nescopec Junction to Upper Lehigh,	Length of branch,	10
	Length of single track,	10
Nanticoke Branch, from Ashley to Collieries,	Length of branch,	20 ³ / ₈
	Length of single track,	20 ³ / ₈
Coplay Branch, from Laubaek's to Hokendaqua,	Length of branch,	2 ¹ / ₂
	Length of single track,	2 ¹ / ₂
Lee Branch, from Lee station to Nanticoke,	Length of single track,	2
Sandy Run Branch, from Leslie's Run to Eckley,	Length of branch,	10 ¹ / ₂
	Length of single track,	10 ¹ / ₂
Pond Creek Branch, from Sandy Run to Nescopec Branch,	Length of branch,	2 ¹ / ₂
	Length of single track,	2 ¹ / ₂
South Bethlehem Branch, from South Bethlehem to Junction,	Length of branch,	4
	Length of single track,	4
Ashley Planes, from Solomon's Gap to Ashley,	Length of single track,	3
	Length of double track,	3
Leased Roads.		
Lehigh and Lackawanna Branch, from Bath to Bethlehem,	Length of road,	15
	Length of single track,	15
Nesquehoning Valley Branch, from Nesquehoning Junction to Tamawend,	Length of road,	16 ¹ / ₂
	Length of single track,	16 ¹ / ₂
	Length of double track,	8 ¹ / ₂
Trackow Branch, from Silver Brook to Audenried,	Length of road,	7 ¹ / ₂
	Length of single track,	7 ¹ / ₂

Aggregate length of main line and branches,	210 $\frac{1}{4}$
Aggregate length of leased roads,	45 $\frac{1}{4}$
Aggregate length of sidings and other track not above enumerated,	80
Aggregate length of main line, branches, leased roads, sidings, and other track,	336

Gauge.

What is the gauge of your lines ? 4 feet 8 $\frac{1}{2}$ inches.

Track.

Miles of iron rail in use,	196
Miles of steel rail in use,	140
Weight of rail per yard, { Iron,	56, 60, 62 $\frac{1}{2}$ lbs.
{ Steel,	60, 52 $\frac{1}{2}$ lbs.

Bridges and Trestles erected in Pennsylvania during the year.

None erected.

Number of bridges and trestles on whole line,	76
Wooden bridges, number of, 37; aggregate length,	3,189 feet.
Stone bridges, number of, 21; aggregate length,	250 feet.
Iron bridges, number of, 18; aggregate length,	2,878 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Lehigh Valley railroad, at Bethlehem; Lehigh Valley railroad, at Penn Haven Junction.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Lehigh Valley railroad, at Lehighon, Coalport, White Haven, Bergers, and Fairview; Belvidere Delaware railroad, at Phillipsburg.

Number of crossings of highways, at grade, in this Commonwealth,	26
Number of crossings of highways over railroad,	6
Number of crossings of highways under railroad,	3

Stations.

Number of stations on main road, branches, and leased roads: Passenger and freight,	45
Number of wood and water stations on main road, branches, and leased roads,	19
Number of tunnels, 2; aggregate length,	2,300 feet
How is track laid, and on what foundation? Gravel and stone ballast, wooden cross-ties.	

Equipment.	Number.	Average cost of each
Number of locomotives of more than forty tons weight,	90	
Number of first-class passenger cars,	15	
Number of second-class passenger cars, (combination, smoking and baggage,)	11	
Number of baggage, mail, and express cars, (pay car,)	1	
Number of freight cars,	536	
Number of coal, ore, and stone cars,	17,669	
Number of caboose cars,	11	

What kind of train brake is in use on your road? Smith's vacuum brake.

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains: Merchandise trains, 40; coal trains, 130.	
Average weight of passenger trains, including locomotive and tender, in working order,	120 tons.

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	207,600
Number of miles run by freight trains,	186,551
Number of miles run by coal trains,	1,143,218
Number of through passengers for the year on main road,	500
Number of passengers, (all classes,) carried in cars,	316,745½
Number of passengers carried one mile,	4,204,038
Number of passengers carried one mile in Pennsylvania,	
Number of tons of freight carried one mile, coal and merchandise,	207,026,109
Number of tons of freight carried one mile in Pennsylvania, coal and merchandise,	207,026,109
Gross amount of tonnage for the year, (2,000 lbs. per ton,) coal and merchandise,	3,028,446
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, (miles per hour,)	24
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1877, 29,230½	July, 1877, 27,163½
February, 1877, 25,651½	August, 1877, 23,000
March, 1877, 29,331	September, 1877, 26,172½
April, 1877, 28,550	October, 1877, 22,070½
May, 1877, 28,790	November, 1877, 22,604½
June, 1877, 27,584	December, 1877, 26,597½

The amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	2,804,237	Stone and lime,	20,178
Bituminous coal,	960	Agricultural products,	14,764
Petroleum and other oils,	586	Merchandise and manufactures,	40,710
Pig iron,	6,100	Live stock,	370
Railroad iron,	6,560	Lumber,	59,190
Other iron or castings,	8,560	Other articles,	4,020
Iron and other ores,	62,221		

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 cents.

Rate per Ton of 2,000 pounds per mile charged for Freight.

For through freight, per ton, per mile, . . . . .	.02¾ cents.
For through coal, per ton per mile, . . . . .	.08 ⁷ / ₁₆ cents.
For local freight, per ton per mile, . . . . .	.02¼ cents.
For local coal, per ton per mile, . . . . .	.08 ³ / ₁₆ cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1877,			\$5,588 50
February, 1877,			5,189 57
March, 1877,			6,458 10
April, 1877,			6,281 18
May, 1877,			6,056 69
June, 1877,			5,966 43
July, 1877,			6,852 45
August, 1877,			5,596 98
September, 1877,			7,333 90
October, 1877,			6,244 74
November, 1877,			4,314 24
December, 1877,			6,270 25
Total,			\$72,153 03

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1877,			\$127,411 89
February, 1877,			117,554 71
March, 1877,			155,411 32
April, 1877,			213,392 99
May, 1877,			218,155 46
June, 1877,			170,696 79
July, 1877,			115,232 17
August, 1877,			57,598 14
September, 1877,			113,880 10
October, 1877,			214,801 56
November, 1877,			201,154 30
December, 1877,			180,055 81
Total,			\$1,865,345 44

From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1877,				\$23 64
February, 1877,				22 50
March, 1877,				24 55
April, 1877,				21 75
May, 1877,				27 16
June, 1877,				24 23
July, 1877,				16 03
August, 1877,				22 13
September, 1877,				469 43
October, 1877,				612 08
November, 1877,				23 95
December, 1877,				748 15
Total,				\$2,035 58
Total passenger earnings for the year,				\$72,153 03
Total freight earnings for the year,				1,865,345 44
Total earnings from all other sources,				2,035 58
Total earnings for the year,				\$1,939,534 05

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road,	}	\$93,916	79
Land or land damages,			
Passenger and freight houses,			
Total,		\$93,916	79

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of road, exclusive of bridges and new rails,	}	\$207,685	12
New iron rails,			
New steel rails,			
Repairs of bridges,			
Repairs of buildings and fixtures,			
Repairs of fences,			
All other expenses for maintenance of way,			
Total for maintenance of way,		\$207,685	12
Cost per mile of road kept in repair,		\$1,243	62

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$46,120	11
Repairs of machinery,	7,417	89
Repairs of passenger, baggage, and mail cars,	1,421	64
Repairs of freight cars,	145,934	89
Total for maintenance of motive power and cars,	\$200,894	53
Cost per mile of road operated,	\$1,202	96

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,		
Salaries, wages, and incidentals chargeable to freight department,		
Wages of switchmen, signal-men, gate keepers, and watchmen,		
Fuel—wood and coal,		
Oil and waste,		
Damages for injuries to persons,		
Damages for cattle killed or injured,		
Damages for loss of goods and baggage,		
Damages to property, including damages by fire,		
Taxes,		
Insurance,		
Telegraph expenses,		
Amount paid for use of palace and sleeping cars,		
Amount paid other corporations or individuals for use of all other cars,		
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,		
Total miscellaneous,	\$640,035	70
Amount per mile of road operated,	\$3,832	55
Total expenditures for operating the road,	1,048,615	35
Expenses per mile of the road operated,	6,279	13.
Expenses per train mile,		66;

Earnings.

Passenger transportation, local and through,	\$72,153	03
Freight transportation, local and through,	1,865,345	44
Mail service,	1,751	19
Express service,	284	39
Total,	\$1,939,534	05
Operating Expenses.		
Maintenance of way and buildings,	\$207,685	12
Maintenance of motive power and cars,	200,894	53
Miscellaneous,	640,035	70
Total operating expenses being 54 per cent. of earnings,	\$1,048,615	35
Net earnings,	890,918	70
Earnings per mile of road operated,	11,613	97
Expenses per mile of road operated,	6,279	13
Net earnings,	5,334	84

General Balance Sheet, January 1, 1878.

See report of the Lehigh Coal and Navigation Company.

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Central Express Company paying regular rates, same as other parties.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? Freights taken at depots as from other shippers.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	3	. . . . .	. . . . .
Others,	5	1	. . . . .	. . . . .
Total,	5	4	. . . . .	. . . . .

Statement of each Accident.

March 12, 1877. Daniel Litts, brakeman, in setting brake on forward car of rear section of irregular train, which had broken in two, fell, badly bruising his right hip, and sustaining severe internal injuries.

March 30. A boy, named Clark, attempted to get on coal train No. 57, at Catasauqua, slipped and fell under the cars, and lost one foot.

April 4. Hugh Dugan, of Mauch Chunk, lying alongside the track near that station, was struck by engine of coal train No. 59, sustaining injuries which terminated fatally one hour after.

October 1. Patrick Rogan, of Summit Hill, lying across the track near Eckley crossing, was struck by engine 259, attached to irregular coal train, and received injuries which terminated fatally a short time afterwards. Coroner's jury rendered verdict of accidental death, and exonerated employés.

December 18. George Leidy, of Freemansburg, walking on the track near that place, was struck by engine of coal train No. 62, and received injuries which terminated fatally two hours afterwards.

October 31. Mrs. J Weiss, of White Haven, walking on the track around a curve near that station, was struck and instantly killed by engine No. 280, coal schedule No. 59.

November 16. John McDermott, ten years of age, of Sugar Notch, Pa., attempted to get on Empire coal train 250, near Ashley, slipped and fell, and was instantly killed.

December 13. Michael Glover, brakeman, coal engine 222, in dropping cars to breaker No. 5, near Audenried, thought one of the cars had left the track; was leaning forward to ascertain; was struck by trestle-work at breaker No. 1, sustaining severe, though probably not fatal injuries.

December 14. John Huny, track laborer, in attempting to cross the track directly in front of freight train No. 21, near Rockport, was struck by engine, and his left leg so badly broken and mangled that amputation was necessary.

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

Personally appeared before me, E. W. Clark, president, and Solomon Shepherd, treasurer, of the Lehigh and Susquehanna Railroad Company, who being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*

S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this twenty-seventh day of February, A. D. 1878.

CHARLES GIBBONS, jr.,
Notary Public.

LEHIGH VALLEY.

Officers.

NAMES.		Residence.	Salary.
Hon. Asa Packer, . .	President,	Mauch Chunk,	\$2,430 00
Charles Hartshorne,	Vice President,	Philadelphia, . .	6,075 00
John R. Fanshawe, .	Secretary,	Philadelphia, . .	2,835 00
Lloyd Chamberlain,	Treasurer,	Camden, N. J., . .	3,240 00
Robert H. Sayre, . .	Chief Engineer and Gen. Supt.,	Bethlehem, . . .	8,100 00
H. S. Goodwin, . . .	Ass't General Superintendent,	Bethlehem, . . .	4,050 00
Jas. I. Blakslee, . . .	L. and M. Division Superintend- ent,	Mauch Chunk,	2,835 00
H. E. Packer,	N. J. Division Superintendent,	Mauch Chunk,	2,430 00
A. G. Brodhead, . . .	B. M. Division Superintendent,	Mauch Chunk,	1,822 50
Alex. Mitchell, . . .	Wyom. Division Superintend- ent,	Wilkes Barre, . .	2,268 00

<i>Names of Directors.</i>	<i>Residences.</i>
Charles Hartshorne,	Philadelphia.
Wm. W. Longstreth,	Philadelphia.
J. Gillingham Fell,	Philadelphia.
Wm. H. Gatzmer,	Tacony, Pa.
David Thomas,	Catasauqua, Pa.
Ashbel Welch,	Lambertville, N. J.
Wm. L. Conyngham,	Wilkes-Barre, Pa.
Ario Pardee,	Hazleton, Pa.
Wm. A. Ingham,	Philadelphia.
Joseph Wharton,	Philadelphia.
George B. Markle,	Philadelphia.
Robert H. Sayre,	Bethlehem, Pa.

Capital Stock.

Capital stock authorized by law,	Unlimited.	
Capital stock, amount subscribed, (including \$255 scrip,)	\$27,228,855	00
Capital stock, paid in by last report, (including \$320 scrip,)	27,228,920	00
Capital stock, total amount now paid in, (including \$255 scrip,)	27,228,855	00
Capital stock, number of shares issued,	544,572	
Capital stock, amount paid in on each share	50	00
Capital stock, par value of each share,	50	00

Debt.

Funded Debt.		
First mortgage bonds, (due June 1, 1898, bear interest at six per cent., which is payable June 1 and December,) amount,	\$5,000,000	00
Second mortgage bonds, (due September 1, 1910, bear interest at seven per cent., which is payable March 1 and September 1,) amount,	6,000,000	00
Third or consolidated mortgage bonds, (due December 1, 1923,)	\$8,185,000	
Portion annually till 1897,	4,682,000	
Perpetual. All bear interest at six per cent., which is payable June 1 and December 1,) amount,	434,000	
	18,301,000	00
Total amount now of funded debt,	\$24,301,000	00
Floating Debt.		
The amount now of floating debt, less cash on hand,	635,813	80
Total amount now of floating and funded debt,	\$24,936,813	80
Funded debt as per last report,	\$24,186,000	00
Floating debt as per last report, less cash on hand,	460,208	14
Total cash realized from capital stock and debt,	\$290,540	66

Cost.

Total cost of entire road to date,	\$22,809,201	45
Proportion of same for Pennsylvania,	14,647,080	78
Total cost of entire equipment,	8,282,317	11

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length Penn'a.
Length of main line, from Perth Amboy, New Jersey, to Wilkes Barre, Pa.,	161	101
Length of single main track,	44.78	44.78
Length of double main track,	116.22	56.22
Branches.		
Beaver Meadow branch, from Penn Ha- ven Junction to Audenried,	{ Length of branch, Length of single track, Length of double track,	{ 17.71 6.05 11.66
Hazleton branch, from Hazle Creek bridge to Tomhicken and branches,	{ Length of branches, Length of single track, Length of double track,	{ 33.78 28.34 5.44
Lehigh Luzerne branch, from Lumber Yard to Milnesville and branches,	{ Length of branches, Length of single track, Length of double track,	{ 18.25 16.92 1.33
Mahanoy branch, from Black Creek Junction to Mt. Carmel and branches,	{ Length of branches, Length of single track, Length of double track,	{ 57.22 36.68 20.54
Slatedale branch,	{ Length of branch, Length of single track,	{ 3.30 3.30
Leased Roads.		
Pennsylvania and New York York rail- road, from Wilkes Barre to Lackawan- na Junction,	{ Length of road, Length of single track, Length of double track,	{ 9.60 7.37 2.23
Aggregate length of main line and branches,	291.26	231.26
Aggregate length of leased roads,	9.60	9.60
Aggregate length of sidings and other track not above enumerated,	188.33	146.69
Aggregate length of main line, branches, leased roads, sidings, and other track, counted as single track,	657.96	496.32

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, 363.79
Miles of steel rail in use, 270.99
Weight of rail per yard, { Iron, 58 and 66 lbs.
{ Steel, 58 and 66 lbs.

What is the relative durability, practicability of use, and value, as used on your road? Relative durability and consequent value of steel rails much greater than of iron rails. Practicability of use equal.

Bridges and Trestles erected in Pennsylvania during the Year.

LOCATION.	Kind.	Whether wood, stone, or iron.	Length in feet.	When completed.
Bridgeport,	Diag. truss,	Iron,	580	August, 1877.

Number of bridges and trestles in Pennsylvania,	59
Wooden bridges, number of, 26 ; aggregate length,	1,920 feet.
Stone bridges, number of, 5 ; aggregate length,	352 feet.
Iron bridges, number of, 26 ; aggregate length,	4,933½ feet.
Iron trestles, number of 2 ; aggregate length,	482 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Branch of Lehigh and Susquehanna railroad, at Bethlehem ; Catasauqua and Fogelsville railroad, at Catasauqua ; Lehigh and Susquehanna railroad, at Penn Haven Junction ; Lehigh and Susquehanna railroad, at Sugar Notch ; Lehigh and Susquehanna railroad, at South Wilkes Barre ; Lackawanna and Bloomsburg railroad, at Lackawanna Junction.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Lehigh and Susquehanna railroad, at Coplay, Leighton, and East Mauch Chunk, White Haven, Bridge 28, and Fairview ; Catawissa railroad, at Quakake.

Number of crossings of highways, at grade, in this Commonwealth,	88
Number of crossings of highways over railroad,	12
Number of crossings of highways under railroad,	10
Number of crossings at which gates or flagmen are maintained,	5
Number of crossings at which there are neither gates nor flagmen,	83

What regulations govern your employes in regard to these crossings? Engine bell is to be rung while approaching and passing them.

Stations.

Number of stations on main road, passenger and freight,	69
Number of stations on branches, passenger and freight,	36
Number of stations on leased roads, passenger and freight,	5
Number of water stations on main road in Pennsylvania,	23

Number of water stations on branches, 20
 Number of water stations on leased roads, 2

Not any wood stations.

Number of tunnels, one in Penna.; aggregate length, 1,023 feet.

How is track laid, and on what foundation? On oak and chestnut cross-ties; stone, gravel, and cinder ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than forty tons weight,	81	.....
Number of locomotives of more than thirty tons weight,	121	.....
Number of locomotives of more than twenty tons weight,	30	.....
Number of locomotives of more than ten tons weight,	2	.....
Number of first-class passenger cars,	72	.....
Number of second class passenger cars,	None.	.....
Number of baggage, mail, and express cars,	36	.....
Number of freight cars, { House cars, 912 }	1,755	.....
{ Trucks, 843 }		
Number of coal, ore, and stone cars,	24,705	.....
Number of caboose cars,	64	.....

What kind of train brake is in use on your road? The Westinghouse automatic air-brake.

Average number of cars in passenger trains, including baggage cars, About 4

Average number of cars in freight trains: Varies on different parts of the road from, 15 to 80

Average weight of passenger trains, including locomotive and tender, in working order, 75 tons.

Average weight of freight trains, including locomotive and tender, in working order, 150 to 1,400 tons.

Employees.

Average number of persons regularly employed by company, including officials, About 4,400

Same in Pennsylvania, About 3,600

Doings of the Year.

Transportation and Total Miles Run.

Number of passengers (all classes) carried in cars, 826,791½

Number of passengers carried one mile, 16,657,397

Number of tons of 2,000 pounds of through freight for the year on main road, 475,605,199.11

Gross amount of tonnage for the year, (2,000 lbs. per ton,) 6,838,700.60

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1876, 94,727½	June, 1877, 65,447;
January, 1877, 62,065	July, 1877, 62,123;
February, 1877, 56,696½	August, 1877, 73,339
March, 1877, 66,987½	September, 1877, 75,719;
April, 1877, 66,355	October, 1877, 70,565½
May, 1877, 69,881	November, 1877, 62,884

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	4,885,579.35	Iron and other ores,	392,487.09
Bituminous coal,	29,161.35	Stone and lime,	73,612.04
Petroleum and other oils,	306,259.94	Live stock,	26,579.61
Pig iron,	233,472.82	Lumber,	73,075.85
Railroad iron,	49,186.51	Other articles,	769,886.04

The rate of Fares for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers,	2 ¹³ / ₁₀₀ 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, average,	1 ⁴¹ / ₁₀₀ cents.
For through coal per ton per mile, average,	1 ³² / ₁₀₀ cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
December, 1876,					\$54,681	50
January, 1877,					19,070	16
February, 1877,					25,066	20
March, 1877,					28,175	42
April, 1877,					33,206	94
May, 1877,					34,814	27
June, 1877,					33,189	21
July, 1877,					28,218	62
August, 1877,					37,243	11
September, 1877,					38,422	67
October, 1877,					36,643	79
November, 1877,					30,950	63
Total,					\$399,682	52

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
December, 1876,					\$108,186	60
January, 1877,					79,024	15
February, 1877,					79,915	40
March, 1877,					91,399	35
April, 1877,					109,874	26
May, 1877,					116,120	37
June, 1877,					110,981	76
July, 1877,					75,043	85
August, 1877,					108,982	30
September, 1877,					110,746	68
October, 1877,					135,053	28
November, 1877,					177,642	69
Total,					\$1,302,970	69

From all Other Sources.

MONTHS.	Mails.		Express.		Coal.		Total.
December, 1876,	\$2,567	83	\$2,803	77	\$396,643	19	\$402,014 79
January, 1877,	1,475	39	1,961	00	291,125	12	294,561 51
February, 1877,	2,169	65	1,711	37	334,218	84	338,069 86
March, 1877,	2,169	65	2,015	76	306,377	10	310,562 51
April, 1877,	2,143	40	2,070	00	407,920	12	412,133 52
May, 1877,	2,165	90	2,321	97	446,802	29	451,290 16
June, 1877,	2,165	90	2,141	21	370,829	95	375,137 06
July, 1877,	2,165	90	1,878	01	315,453	38	319,497 29
August, 1877,	2,165	90	2,270	18	305,697	29	310,133 37
September, 1877,	2,480	00	2,322	44	491,466	92	496,269 86
October, 1877,	2,165	90	2,776	08	533,458	66	538,400 64
November, 1877,	2,165	90	3,384	55	531,732	89	536,283 34
Total,	\$26,001	32	\$27,656	34	\$4,731,725	75	\$4,784,383 41
Total passenger earnings for the year,							\$399,682 52
Total freight earnings for the year,							1,302,970 69
Total earnings from coal,							4,731,725 75
Total earnings from express and mails,							53,657 66
Total earnings for the year,							\$6,488,036 62

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road, \$810 29

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

New iron rails, number of tons, } 4,655,020.17	\$210,407 53
New steel rails, number of tons, }	1,302,970 69
All other expenses for maintenance of way, buildings and machinery,	583,681 90
Total maintenance of way,	\$794,069 42

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$308,259 29
Repairs of passenger, baggage, and mail cars,	95,139 65
Repairs of freight cars,	141,411 75
Repairs of coal cars,	551,619 67
Total for maintenance of motive power and cars,	\$1,091,430 36

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$88,974	68
Salaries, wages, and incidentals chargeable to } Freight, \$233,755 57	641,636	40
freight department, } Coal, 407,830 83		
Wages of switchmen, signal-men, gate-keepers, and watchmen, (in- cluded in maint. of way,)		
Fuel—number of cords of wood, 226; cost, }	299,202	27
Fuel—number of tons of coal, 157,761½; cost, }		
Oil and waste,	93,160	50
Damages for injuries to persons,	4,939	27
Damages for cattle killed or injured,	452	50
Damages for loss of goods and baggage,	3,758	83
Damages to property, including damages by fire,	800	01
Taxes,	101,833	61
Telegraph expenses,	29,731	79
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items,	181,502	09
Total miscellaneous,	\$1,456,046	90
Total expenditures for operating the road,	\$3,182,822	06

Earnings.

Passenger transportation, local and through,	\$399,682	52
Coal transportation,	4,731,725	75
Freight transportation, local and through,	1,302,970	69
Mail service,	26,001	32
Express service,	27,656	34
Rents,	6,774	30
All other sources of income,	606,408	02
Total,	\$7,100,218	91
Operating Expenses.		
Total operating expenses being 50 1/10 per cent. of earnings,	3,182,822	06
Net earnings,	\$3,937,396	88

General Balance Sheet, November 30, 1877.

DR.		
Railroad,	\$14,647,080	78
Equipment,	8,282,317	11
Real estate, stocks, and bonds owned by company,	22,784,411	45
Cash, bills receivable, &c.,	9,386,675	73
	\$55,100,485	07
CR.		
Capital stock,	\$27,228,855	00
Funded debt,	24,301,000	00
Unfunded debt,	2,172,000	00
Other debts, liabilities, balances due corporations and individuals, un- claimed dividends, &c.,	752,177	88
Profit and loss,	646,452	19
	\$55,100,485	07

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Central Express Company. In cars furnished by railroad company.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? General express business, and they receive freights at their own offices.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? The P. R. R. and A. V. R. R. Oil Line, the Empire Transportation Company, the Erie and Western Transportation Company; in cars furnished by themselves.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? They use cars furnished by themselves, and no preference is given them in speed or order of transportation.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? None.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? None as far as we know.

What running arrangements have you with other railroad companies? What are the details of the contract? General arrangements with all other connecting roads, to transport their cars at regular rates of mileage or car service of 20 per cent. for coal cars and $\frac{3}{4}$ cent per mile for freight cars, rated as 4-wheels.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each?

Great Western Dispatch, . . .	\$1,778 14	Canada So. Line,	309 00
Commercial Express,	82 34	Red Line Transit,	1,133 22
Erie and North Shore Line, . .	1,948 27	Blue Line Transit,	19 81
Diamond Line,	306 45	White Line Transit,	465 48
U. S. Rolling Stock Company, .	145 06	Erie and Pacific Dispatch Line,	8 68
Merchants' Dispatch Trans. Co.,	335 27	Great Eastern Dispatch Line, .	168 05
West Branch Lumber Co., . . .	88 46	Erie and Chi. Car Company, .	486 37
National Car Company,	8 91	Hoosac Tunnel Line,	2 96
Erie and North Shore Dispatch,	1,527 92		
Star Union Line,	1 58	Total,	\$14,948 09
Union Tank Line,	6,088 02		

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Pullman sleeping cars, owned by P. P. C. Co. We keep the cars in repair, and pay them nothing. They make their own charges, which are not known to us.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Nothing.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$2,-026 35 per month, or \$24,316 20 per annum. We to carry mails on any train, when requested by the department.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: 2,126 shares, par value \$50, rate, 10 per cent. per annum—\$106,300.

Amount of common stock now outstanding: 542,446 shares, par value \$50—\$27,122,300; also, unconverted scrip, \$255.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies:

	Common stock.	Preferred stock.
January 15, 1877, rate,	2 per cent.,	2½ per cent.
April 15, 1877, rate,	1½ per cent.,	2½ per cent.
July 15, 1877, rate,	1 per cent.,	2½ per cent.
October 15, 1877, rate,	1 per cent.,	2½ per cent.

Number and per cent. of dividends:

	Common stock.	Preferred stock.		
Jan. 15, 1877, 2 per cent.,	\$542,446 00	2½ per cent., \$2,657 50		
April 15, 1877, 1½ per cent.,	408,834 50	2½ per cent., 2,657 50		
July 15, 1877, 1 per cent.,	271,223 00	2½ per cent., 2,657 50		
Oct. 15, 1877, 1 per cent.,	271,223 00	2½ per cent., 2,657 50		
	\$1,491,726 50	\$10,630 00	\$1,502,356	50
Amount paid in dividends, including arrears,			1,506,923	00
Balance for the year or surplus,			61,289	60

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	1
Employees,	7	8
Others,	22	18
Total,	30	27

Statement of each Accident.

The passenger killed was riding on platform of baggage car, and fell off while train was in motion, named John Boyle, 17 years old. The accident occurred May 19, near Stockton.

The passenger injured was in baggage car, thrown from the track by running over a cow; injury slight; named Henry Mead, coal miner. The accident occurred at Hazleton, September 11.

The seven employés were killed in the following manner: Three by jumping or falling from their trains; two struck on track by train or engine in motion; two while coupling cars.

The eight employés were injured in the following manner: Four while coupling cars; one by falling from train in motion; one by explosion of engine; one while working under train; one by carelessness, in handling brakes.

The twenty-two others were killed as follows: Eight while riding on coal trains, contrary to the rules of the company; ten while walking on the track; one while crossing track ahead of trains; three while intoxicated, and sitting or lying on track.

The eighteen others were injured as follows: Twelve while riding on coal trains, contrary to the rules of the company; two while walking on the track; three while crossing track ahead of trains; one while intoxicated, and lying on the track.

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

Personally appeared before me Charles Hartshorne, vice president, and Lloyd Chamberlain, treasurer of the Lehigh Valley Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

CHAS HARTSHORNE,
Vice President.
L. CHAMBERLAIN,
Treasurer.

Affirmed and subscribed before me, this ninth day of February, A. D. 1878.

W. C. ALDERSON, *Notary Public.*

LIGONIER VALLEY.

Officers.

NAMES.		Residence.	Salary.
S. H. Baker,	President,	Latrobe, Pa., . . .	None.
Jno. Murdock,	Secretary and Treasurer,	Ligonier, Pa., . . .	None.
Hon. Thos. Mellon,	General Solicitor,	Pittsburgh, Pa., . . .	None.
R. B. Mellon,	General Manager,	Pittsburgh, Pa., . . .	None.
T. A. Mellon,	General Superintendent,	Pittsburgh, Pa., . . .	None.

General office at Ligonier, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
R. M. Graham,	Ligonier, Pa.
W. A. Bear,	Ligonier, Pa.
J. M. Breniser,	Ligonier, Pa.
A. A. Johnson,	Youngstown, Pa.
W. H. Covode,	Ligonier, Pa.
N. M. Marker,	Ligonier, Pa.
Dr. W. D. McGowan,	Ligonier, Pa.

Capital Stock.

Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company,	61,000	00
Capital stock, amount subscribed,	61,000	00
Capital stock paid in by last report,	50,123	86
Capital stock, total amount now paid in,	50,123	86
Capital stock, number of shares issued,	1,220	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	None sold.	

Debt.

Funded Debt.			
None.			
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$49,460	65	
Debt incurred for any other purpose, and for what,	None.		
The amount now of floating debt,	\$49,460	65	
Total amount now of floating and funded debt,	\$49,460	66	
Floating debt as per last report,	\$1,801	00	
Total cash realized from capital stock and debt,	None.		

Cost.

Total cost of entire road to date,	About	\$107,976	80
Average of same per mile of road laid,	About	10,283	43
Proportion of same for Pennsylvania,		10,283	43
Total cost of entire equipment,	Not completed.		
Average cost of equipment per mile of road operated by company,	Not completed.		
Cost of road and equipment per mile,	About	10,283	43
Proportion of same for Pennsylvania,		10,283	43

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penna.
Length of main line, from Latrobe to Ligonier,	About, 10½	10½
Length of single main track,	About, 10½	10½
Length of double main track,	None.	
Aggregate length of main line and branches,	About, 10½	10½
Aggregate length of leased roads,	None.	
Aggregate length of sidings and other track not above enumerated,	Not completed.	
Aggregate length of main line, branches, leased roads, sidings, and other track,	11	11
Length of track laid, if not completed,	All reported, 11	11

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 11
 Miles of steel rail in use, None.
 Weight of rail per yard, { Iron, 35
 { Steel, None.

What is the relative durability, practicability of use, and value, as used on your road? Cannot report.

Bridges and Trestles erected in Pennsylvania during the year.

LOCATION.	Kind.	Whether wood, stone, or iron.	Length—in feet.	When completed.
Mill Creek,	Wood,	Wood,	120	During Nov. and Dec. 1877.
Coal Pitt,	Wood,	Wood,	60	
No name,	Wood,	Wood,	10	
Rock Hollow,	Wood,	Wood,	96	
No name,	Wood,	Wood,	19	
No name,	Wood,	Wood,	32	
No name,	Wood,	Wood,	32	

Number of bridges and trestles on whole line,	7
Wooden bridges, number of, 7; aggregate length,	359 feet.
Stone bridges,	None.
Iron bridges,	None.
Wooden trestles,	None.

Crossings.

What railroads cross your road at grade in this Commonwealth and at what locality?	None.
What railroads cross your road, either over or under your grade in this Commonwealth, and where?	None.
Number of crossings of highways at grade in this Commonwealth,	7
Number of crossings of highways over railroad,	None.
Number of crossings of highways under railroad,	None.
Number of crossings at which gates or flagmen are maintained,	None.
Number of crossings at which there are neither gates nor flagmen,	7

Stations.

Number of stations on main road, passenger and freight,	9
Number of wood and water stations on main road,	3
Value of real estate held by the Company, exclusive of roadway, in Pennsylvania,	None.
Number of tunnels,	None.
How is track laid and on what foundation? On wooden cross-ties, broken stone, &c.	

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than forty tons weight,	None.		
Number of locomotives of more than thirty tons weight,	None.		
Number of locomotives of more than twenty tons weight,	None.		
Number of locomotives of more than ten tons weight,	1 12-ton.	\$36,000	00
Number of first-class passenger cars,	1	1,544	00
Number of second-class passenger cars,	1	500	00
Number of baggage, mail and express cars,	1	500	00
Number of freight cars: House cars, 2; trucks, 4; total,	6	275	00
Number of caboose cars,	1	200	00

What kind of train brake is in use on your road? Common brake.	
Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains: Not yet reported.	
Average weight of passenger trains, including locomotive and tender, in working order,	No report.

Average weight of freight trains, including locomotive and tender, in working order, No report

Employees.

Average number of persons regularly employed by Company, including officials, No report
 Same in Pennsylvania, No report

Doings of the Year.

No report.

Expenditures Charged to Cost of Road and Equipment during the Year.

Total, \$49,460 65

Cost of Maintenance of Way and Buildings.

New iron rails, number of tons, About 626

General Balance Sheet, January 1, 187-.

We cannot make out a balance sheet, inasmuch as our road is still in the contractors' hands, and uncompleted, hence the omissions and incompleteness of our report.

Correct accounts are being kept from January 1, 1878, and a complete and full report will be submitted next year.

The general superintendent was only elected on second Monday of January, 1878; therefore, he did not attest this report.

Stock and Dividends.

Amount of common stock now outstanding, \$61,000 00

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

Personally appeared before me, S. H. Baker, president, and John Murdock, treasurer of the Ligonier Valley Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

S. H. BAKER, *President.*

JNO. MURDOCK, *Treasurer.*

Sworn and subscribed before me this 12th day of February, A. D. 1878.

H. BLACK, *J. P.*

ROBERT F. KNOX, *J. P.*

LITTLE SAW MILL RUN.

Officers.

NAMES.		Residence.	Salary.
Jno. S. Hollingshead,	President,	Pittsburgh, Pa., .	Nothing.
Chas. S. Fetterman,*	Secretary,	Pittsburgh, Pa.	
Jacob Henrici,	Treasurer,	Economy, Pa., . .	Nothing.
Chas. S. Fetterman, .	Gen. Soli'c'r, and use of office to meet in,	Pittsburgh, Pa., .	\$100 per annum.
Jno. S. Hollingshead,	General Manager, .	Pittsburgh, Pa., .	1,200 per year.

* For each day's attendance at directors' meeting, \$2 50.

Names of Directors.	Residences.
Jacob Henrici,	Economy, Beaver county, Pa.
Jonathan Lenz,	Economy, Beaver county, Pa.
Jehu Haworth,	Pittsburgh, Pa.
George Gray,	Pittsburgh, Pa.
William Espy,	Pittsburgh, Pa.
Jacob Painter,	Pittsburgh, Pa.

Capital Stock.

Capital stock authorized by law,	\$250,000	00
Capital stock authorized by votes of the company,	100,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock, paid in by last report,	100,000	00
Capital stock, total amount now paid in,	100,000	00
Capital stock, number of shares issued,	2,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	No sales.	

Debt.

Funded Debt.		
First mortgage bonds, (due A. D. 1884, bear interest at 7 percent. which is payable semi-annually,) amount,	\$80,000	00
Total amount now of funded debt,	80,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$8,000	00
Debt incurred for any other purpose, and for what? Quarterly bills,	506	15
The amount now of floating debt,	8,506	15
Total amount now of floating and funded debt,	88,506	15
Funded debt as per last report,	\$80,000	00
Floating debt as per last report,	2,592	94
Total cash realized from capital stock and debt	7,830	67

Cost.

Estimated value of entire road,	\$90,475	00
Average of same per mile of road laid,	30,158	33
Proportion of same for Pennsylvania,	90,475	00
Estimated value of entire equipment,	29,175	00
Estimated value of equipment per mile of road operated by company,	9,725	00
Proportion of same for Pennsylvania,	29,175	00
Value of road and equipment per mile,	39,883	33
Proportion of same for Pennsylvania,	119,650	00

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line—from Pittsburgh to Banksville,	3	3
Length of single main track,	3	3
Aggregate length of main line and branches,	3	3
Aggregate length of leased roads, None.		
Aggregate length of sidings and other track not above enumerated,	1	1
Aggregate length of main line, branches, leased roads, sidings, and other track,	4	4

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, 3½
 Miles of steel rail in use, ½
 Weight of rail per yard, { Iron, 53 and 56
 { Steel, 56

What is the relative durability, practicability of use, and value, as used on your road? No data from which to make a report.

Bridges and Trestles erected in Pennsylvania.

None.
 Number of bridges and trestles on whole line, 4
 Wooden bridges, number of, 4; aggregate length, 300 feet.
 Stone bridges, None.
 Iron bridges, None.
 Wooden trestles, number of, 4; aggregate length, 1,860 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pittsburgh, Cincinnati and St. Louis railroad, at Pittsburgh, (over.)

Number of crossings of highways, at grade, in this Commonwealth,	5
Number of crossings of highways over railroad,	None.
Number of crossings of highways under railroad,	3
Number of crossings at which gates or flagmen are maintained,	None.
Number of crossings at which there are neither gates nor flagmen,	8

What regulations govern your employes in regard to these crossings? Whistle must be sounded and bell rung at all crossings at grade. At Chestnut street crossing, in Pittsburgh, and Township road crossing, in Banksville, the train must be under full control of the engineer.

Stations.

Number of stations on main road, (one regular station at each end, and stop anywhere, same as street car lines,) passenger,	2
Number of stations on branches,	None.
Number of stations on leased roads,	None.
Number of water stations on main road,	1
Number of water stations on branches,	None.
Number of water stations on leased roads,	None.
Value of real estate held by the Company, exclusive of roadway, in Pennsylvania,	\$54,850 00
Number of tunnels,	None.

How is track laid and on what foundation? Oak cross-ties, laid on stone, earth, and coal slack.

Equipment.	Number.	Av. cost of each.	
Number of locomotives of more than 40 tons weight,	None.		
Number of locomotives of more than 30 tons weight,	None.		
Number of locomotives of more than 20 tons weight,	1	\$7,000	00
Number of locomotives of more than 10 tons weight,	2	6,000	00
Number of passenger cars,	1	2,000	00
Number of second class passenger cars,	None.		
Number of baggage, mail, and express cars,	None.		
Number of freight cars: House cars and trucks,	None.		
Number of coal cars,	73	158	00
Number of caboose cars,	None.		

What kind of train brake is in use on your road? On passenger car we use an ordinary brake, worked from either platform, and taking effect on each wheel. On coal dumps, by lever from one end of car only, and taking effect on one wheel of each pair.

Average number of cars in passenger trains, including baggage cars, 1

Average number of cars in coal trains,	About 25
Average weight of passenger trains, including locomotive and tender, in working order,	About 35 tons.
Average weight of coal trains, including locomotive and tender, in working order,	About 200 tons.

Employees.

Average number of persons regularly employed by company, including officials,	27
Same in Pennsylvania,	27

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	7,500
Number of miles run by coal trains,	10,000
Number of through passengers for the year on main road,	17,271
Number of passengers (all classes) carried in cars, . . .	17,271
Number of passengers carried one mile,	51,813
Number of passengers carried one mile in Pennsylvania, .	51,813
Number of tons (of 2,000 pounds) of through freight for the year on main road,	119,251
Number of tons of freight carried one mile,	357,753
Number of tons of freight carried one mile in Pennsylvania,	357,753
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	119,251
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	} No regular speed adopted—say from 5 to 10 miles.
Average rate of speed adopted by express trains, including stops, (miles per hour,)	
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	

Monthly Statement of Passengers (all classes) carried in cars.

January, 1877,	1,223	July, 1877,	1,188
February, 1877,	1,243	August, 1877,	1,193
March, 1877,	1,468	September, 1877,	1,249
April, 1877,	2,046	October, 1877,	2,041
May, 1877,	1,394	November, 1877,	1,279
June, 1877,	1,309	December, 1877,	1,638

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	None.	Stone and lime,	None.
Bituminous coal,	119,251	Other articles,	3,000
Petroleum and other oils,	None.		

The Rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers, } 10 cts. per trip, or 13 tickets for \$1.
 For first-class way passengers, . . . }

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through coal per ton per mile, (including car service
 and all charges for handling,) 7 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1877,	\$111	25	.	.	\$111	25
February, 1877,	106	90	.	.	106	90
March, 1877,	140	25	.	.	140	25
April, 1877,	185	50	.	.	185	50
May, 1877,	119	60	.	.	119	60
June, 1877,	117	55	.	.	117	55
July, 1877,	106	35	.	.	106	35
August, 1877,	108	60	.	.	108	60
September, 1877,	106	90	.	.	106	90
October, 1877,	180	15	.	.	180	15
November, 1877,	115	55	.	.	115	55
December, 1877,	149	95	.	.	149	95
Total,	\$1,548	55	.	.	\$1,548	55

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1877,	\$1,526	40	.	.	\$1,526	40
February, 1877,	2,827	20	.	.	2,827	20
March, 1877,	3,015	91	.	.	3,015	91
April, 1877,	2,852	38	.	.	2,852	38
May, 1877,	1,279	66	.	.	1,279	66
June, 1877,	790	68	.	.	790	68
July, 1877,	1,030	20	.	.	1,030	20
August, 1877,	723	05	.	.	723	05
September, 1877,	1,974	32	.	.	1,974	32
October, 1877,	3,766	31	.	.	3,766	31
November, 1877,	2,098	26	.	.	2,098	26
December, 1877,	3,082	14	.	.	3,082	14
Total,	\$24,966	51	.	.	\$24,966	51

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
January, 1877,	\$281	50	\$331 50
February, 1877,	111	10	111 10
March, 1877,	19	00	19 00
April, 1877,	12	00	12 00
May, 1877,	315	25	315 25
June, 1877,	56	79	56 79
July, 1877,	1,234	67	1,234 67
August, 1877,	10	00	10 00
September, 1877,	6	90	6 90
October, 1877,	20	00	20 00
November, 1877,	99	42	99 42
December, 1877,			
Total,					\$2,166	63	\$2,166 63
Total passenger earnings for the year,							\$1,548 55
Total freight earnings for the year,							24,966 51
Total earnings from all other sources,							2,166 63
Total earnings for the year,							\$28,681 19
Total receipts from all sources on whole length of line,							\$28,681 69
Proportion of earnings in Pennsylvania to earnings of whole line,							28,681 69

Expenditures Charged to Cost of Road and Equipment during the Year.

Nothing.

Expenditures for Operating during the year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$2,633 63
New iron rails, (number of tons,) 10,	400 00
New steel rails, (number of tons,) 20½,	908 62
Repairs of bridges and trestle work,	477 51
Repairs of buildings and fixtures and fence,	715 42
Total for maintenance of way,	\$5,135 18
Cost per mile of road kept in repair,	\$1,711 73
Proportion for Pennsylvania,	5,135 18

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$2,616 36
Repairs of machinery and tools,	459 59
Repairs of passenger, baggage, and mail cars,	19 97
Repairs of coal cars,	2,092 29
Total for maintenance of motive power and cars,	\$5,188 13
Cost per mile of road operated,	\$1,739 37
Proportion for Pennsylvania,	5,188 13

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, }	\$5,911	21
Salaries, wages, and incidentals chargeable to freight department, }		
Fuel—number of cords of wood,	None.	
Fuel—number of tons of coal, 250; cost,	400	35
Oil and waste, sand and water,	620	99
Damages for injuries to persons,	Nothing.	
Damages for loss of coal,	25	13
Damages to property, including damages by fire,	Nothing.	
Taxes,	1,238	68
Insurance,	Nothing.	
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	3,156	10
Total miscellaneous,	\$11,352	46
Amount per mile of road operated,	\$3,784	15
Proportion for Pennsylvania,	11,352	46
Total expenditures for operating the road,	21,675	76
Expenses per mile of the road operated,	7,225	25
Expenses per mile of single track operated, not including sidings,	7,225	25
Expenses per train mile,	4	20
Proportion for Pennsylvania,	21,675	76

Earnings.

Passenger transportation, local and through,	\$1,548	55
Freight transportation, local and through,	24,966	51
Rents,	1,682	17
All other sources of income,	484	46
Total,	\$28,681	69
Operating Expenses.		
Maintenance of way and buildings,	\$5,135	18
Maintenance of motive power and cars,	5,188	12
Miscellaneous,	11,352	46
Total operating expenses, being 75½ per cent. of earnings,	\$21,675	76
Net earnings,	\$7,005	93
Earnings per mile of road operated,	\$9,560	56
Expenses per mile of road operated,	7,225	25
Net earnings per mile of road operated,	\$2,335	31

General Balance Sheet, January 1, 1878.

DR.		
Real estate and improvements,	\$54,850	00
Construction,	90,475	00
Equipment,	29,175	00
Pittsburgh and Lake Erie railroad stock,	6,000	00
Coal, (unmined,)	5,000	00
Balances, (due from others,)	5,940	19
Cash on hand,	805	40
	\$192,245	59

CR.	
Capital stock,	\$104,245 59
Mortgage bonds,	80,000 00
Bills payable,	8,000 00
	\$192,245 59

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? None.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? None.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? No.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? No.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? None.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? Nothing.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

What is the total amount paid by your Company to palace or sleeping car companies, to what companies, and the amount paid to each? Nothing.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Nothing.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding: \$100,000.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: 5 per cent., January 1, 1877.

Number and per cent. of dividends: One dividend, 5 per cent.		
Amount paid in dividends,	\$5,000	00
Balance for year, or surplus,	2,005	93
Surplus at commencement of the year,	3,500	62
Total surplus,	5,506	55
Surplus invested as follows:		
Cash and loans,	805	40
Balance of accounts due company,	4,701	15

Accidents to Persons.

None.

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

Personally appeared before me, John S. Hollingshead, president, and Jacob Henrici, treasurer of the Little Saw Mill Run Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending ———, A. D. 1878, according to the best of their knowledge and belief.

(Signed,)

JOHN S. HOLLINGSHEAD,

President.

JACOB HENRICI,

Treasurer.

Sworn and subscribed before me, this fourth day of February, A. D. 1878.

JOSEPH BREIL, *Notary Public.*

OFFICE OF THE LITTLE SAW MILL RUN RAILROAD,
PITTSBURGH, *February 4, 1878.*

Hon. WILLIAM McCANDLESS:

DEAR SIR: The financial year of the Little Saw Mill Run Railroad Company ends on April 30. Our books are closed only temporarily at this time, for the purpose of making this report.

Yours very respectfully,

JOHN S. HOLLINGSHEAD,

President.

LITTLE SCHUYLKILL NAVIGATION RAILROAD AND COAL.

The railroad of this company is leased to the Philadelphia and Reading Railroad Company for a term of ninety-three years, from July 7, 1868. The lessees pay a fixed annual rental for the use of the whole work, operating it as a part of their system, and make no detail reports.

Officers.

NAMES.		Residence.	Salary.
Alex. J. Derbyshire, . . .	President,	Philadelphia,	\$1,200 00
Joseph Lapsley Wilson,	Secretary and Treasurer,	Philadelphia,	1,500 00

General office at 410 Walnut street, Philadelphia.

<i>Names of Managers.</i>	<i>Residences.</i>
Adolph E. Borie,	Philadelphia.
Samuel J. Reeves,	Philadelphia.
Daniel R. Bennett,	Jenkintown, Montgomery co.
Joseph H. Trotter,	Philadelphia.
Samuel F. Ashton,	Philadelphia.
George W. Steever,	Philadelphia.

Capital Stock.

Capital stock authorized by votes of company,	Unlimited.
Capital stock, amount subscribed,	\$2,646,100 00
Capital stock paid in by last report,	2,646,100 00
Capital stock, total amount now paid in,	2,646,100 00
Capital stock, number of shares issued,	52,922
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	39 75

Debt.

Funded Debt.		
First mortgage bonds, (due October 1, 1882, [bear interest at 7 per cent., which is payable April 1, and October 1,] amount,		\$492,000 00
Total amount now of funded debt,		\$492,000 00
Floating Debt.		
The amount now of floating debt,	None.	
Total amount now of floating and funded debt,		\$492,000 00
Funded debt as per last report,	\$715,500 00	
Floating debt as per last report,	None.	

Cost.

Total cost of entire road to date, (expended by Little Schuylkill N. R.R. & C. Co.,)	\$1,416,187	50
Average of same per mile of road laid, about,	50,000	00
Total cost of entire equipment: No equipment.		

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Port Clinton to Catawissa railroad junction,		28 ² / ₁₀
Length of single main track,		28 ² / ₁₀
Length of double main track,	None.	
Branches.		
Panther Creek branch, from Tamaqua to Greenwood,	Length of single track,	1 ⁵ / ₁₀
	Length of double track,	None.
Wabash Creek branch, from Tamaqua to Newkirk,	Length of single track,	1 ⁵ / ₁₀
	Length of double track,	None.
Leased Roads.		
East Mahanoy branch, from East Mahanoy junction to Wash House run,	Length of single track,	7 ⁵ / ₁₀
	Length of double track,	None.
Aggregate length of main line and branches,		31 ² / ₁₀
Aggregate length of leased roads,		7 ⁵ / ₁₀
Aggregate length of sidings and other track not above enumerated,		27 ² / ₁₀
Aggregate length of main line, branches, leased roads, sidings, and other track,		65 ² / ₁₀

Gauge.

What is the gauge of your lines? 4 feet 8 ¹/₂ inches.

Track.

Miles of iron rail in use, 65 ²/₁₀
 Miles of steel rail in use, None.
 Weight of rail per yard, { Iron, 64 pounds.
 { Steel, None.

What is the relative durability, practicability of use, and value, as used on your road? Cannot answer.

Bridges and Trestles in Pennsylvania.

Wooden bridges, number of, 33; aggregate length, 2,666 ¹/₂ feet.
 Stone bridges, None.
 Iron bridges, number of, 2; aggregate length, 173 feet.
 Wooden trestles, None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Number of crossings at which gates or flagmen are maintained? One at Tamaqua.

What regulations govern employes in regard to these crossings? Do not know.

Stations.

Number of stations on main road: Passenger and freight,	9
Number of stations on branches: Passenger and freight,	2
Number of stations on leased roads: Passenger and freight,	5
Number of wood and water stations on main road,	5
Number of wood and water stations on leased roads,	2
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	\$10,000
Number of tunnels, 1; aggregate length,	900 feet.

How is track laid, and on what foundation? Wooden cross-ties, broken stone, and coal dirt.

Equipment.

None.

Earnings.

Total,	\$267,232 88
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Operating Expenses.

Net earnings,	\$189,494 04
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General Balance Sheet, November 30, 1877.

DR.			
Railroad and lands,		\$2,411,003	40
Little Schuylkill N. R. R. and C. Co.'s stock,	\$158,250 00		
East Mahanoy R. R. Co.'s stock,	50,400 00		
Roberts, McKean, and Ingham mortgage,	492,000 00		
Tamaqua bond and mortgage,	1,146 60		
Individual accounts,		702,196	60
		219,496	52
		\$3,332,696	53
CR.			
Capital stock,		\$2,846,100	00
Seven per cent. mortgage loan,		492,000	00
Bills payable,	\$75,000 00		
Unclaimed dividends,	1,215 25		
Unclaimed interest,	146 19		
State tax,	9,067 28		
Profit and loss,		93,448	72
		101,147	80
		\$3,332,696	53

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued, None.
 Amount of common stock now outstanding, total capital, \$2,646,100
 Amount of stock in the name of the company on which no dividends are declared, 158,250
\$2,487,850 00
 Amount of stock issued as stock dividends, and dates of issue, None.
 Rate and date of all cash dividends on stock of original and consolidated companies: Jan. 1, 1877, 3½ per cent. on \$2,487,850; July 2, 1877, 3½ per cent. on \$2,487,850.

Number and per cent. of dividends,	Two of 3¼ per cent each.		
Amount paid in dividends,		\$174,149	50
Paid to sinking fund,	No sinking fund.		
Balance for the year, or surplus,	No surplus fund.		
Surplus at commencement of the year,	No surplus fund.		
Total surplus,	No surplus fund.		

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

Personally appeared before me, Alexander J. Derbyshire, president, and Joseph Lapsley Wilson, treasurer of the Little Schuylkill Navigation, Railroad and Coal Company, who being duly sworn and affirmed, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed) ALEX. J. DERBYSHIRE, *President.*
 JOS. LAPSLEY WILSON, *Treasurer.*

Affirmed and sworn and subscribed before me, this 21st day of January, A. D. 1878.

JOHN RODGERS, *Notary Public.*

LITTLESTOWN.

Officers.

NAMES.		Residence.	Salary.
William McSherry,	President,	Littlestown, Adams	\$50 00
Geo. Stonesifer, . .	Secretary and Treasurer, .	co., Pa.,	

Names of Directors.		Residences.
W. Latimer Small,		York, Pa.
Alex. J. Frey,		York, Pa.
Geo. D. Klinefelter,		Hanover, York co., Pa.
Jno. H. Young,		Hanover, York co., Pa.
Joseph L. Shorb,		Littlestown, Adams co., Pa.
George Stonesifer,		Littlestown, Adams co., Pa.

Capital stock authorized by law,	\$75,000	00
Capital stock authorized by votes of company,	40,000	00
Capital stock, amount subscribed originally,	53,750	00
Capital stock, paid in by last report,	34,850	00
Capital stock, total amount now paid in,	34,850	00
Capital stock, number of shares issued,	697	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	No sales.	

Debt.

Funded Debt.		
First mortgage bonds, (due 1st of June, 1890, bear interest at seven per cent., which is payable June 1, December 1 of each year,) amount,		\$40,000 00
Total amount now of funded debt,		\$40,000 00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$10,848 15	
Debt incurred for any other purpose, and for what? For interest due and unpaid on mortgage bonds,	6,198 50	
The amount now of floating debt,		16,546 65
Total amount now of floating and funded debt,		\$56,546 65
Funded debt as per last report,	\$40,000	

Cost.

Total cost of entire road to date of lease to Penna. R. R. Co.,	\$115,816	00
Average of same per mile of road laid,	12,170	00
Proportion of same for Pennsylvania, (entire road in Penna.)		
Total cost of entire equipment, (equipment owned by Penna. R. R. Co.,)		

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Hanover, York county, Pa., to Maryland and Pennsylvania State line,	9½	9½
Length of double main track,	None.	

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 9½ miles.
 Weight of rail per yard, iron, 55 and 60

Bridges and Trestles erected in Pennsylvania during the Year.

None erected during the year.

Wooden bridges, number of, 5; aggregate length, 176 feet.
 Stone bridges, None.
 Iron bridges, None.
 Wooden trestles, None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.
 Number of crossings of highways at grade in this Commonwealth, None.
 Number of crossings of highways over railroad, 1
 Number of crossings of highways under railroad, None.
 Number of crossings at which gates or flagmen are maintained, 2
 Number of crossings at which there are neither gates nor flagmen, 7

What regulations govern your employes in regard to these crossings?
 These employes act under the orders of the Pennsylvania Railroad Company.

Stations.

Number of stations on main road: { Passenger, 6 } 6
 { Freight, 3 }
 Number of stations on branches, None.
 Number of stations on leased roads, None.
 Number of wood and water stations on main road, 1 water station.

Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$2,000
 Number of tunnels, None.

How is track laid, and on what foundation? On cross-ties of wood, resting on ballast of earth and stone, with splice joints.

Equipment.

All are owned by Pennsylvania Railroad Company.

Doings of the Year.

Have no reports by which these interrogatories can be answered at this office.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1877,	\$251	71				
February, 1877,	299	73				
March, 1877,	360	77				
April, 1877,	347	11				
May, 1877,	357	33				
June, 1877,	457	60				
July, 1877,	428	13				
August, 1877,	493	32				
September, 1877,	523	88				
October, 1877,	537	63				
November, 1877,	290	83				
December, 1877,	313	68				
Total,	\$4,661	76			\$4,661	76

The returns from the Pennsylvania railroad make no distinction as to the through or local earnings on passengers or freight.

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1877,	\$609	41				
February, 1877,	730	57				
March, 1877,	989	99				
April, 1877,	1,061	73				
May, 1877,	1,313	00				
June, 1877,	839	14				
July, 1877,	576	83				
August, 1877,	1,207	12				
September, 1877,	1,167	27				
October, 1877,	1,041	01				
November, 1877,	1,063	86				
December, 1877,	1,169	74				
Total,	\$11,789	67			\$11,789	67

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1877, . . .	\$33	75	\$12	44	.	.	.	.
February, 1877, . . .	33	75	12	44	.	.	.	.
March, 1877, . . .	.	.	12	44	.	.	.	.
April, 1877, . . .	.	.	12	44	.	.	.	.
May, 1877, . . .	.	.	12	44	.	.	.	.
June, 1877, . . .	.	.	12	44	.	.	.	.
July, 1877, . . .	.	.	12	44	.	.	.	.
August, 1877, . . .	.	.	12	44	.	.	.	.
September, 1877, . . .	.	.	12	44	.	.	.	.
October, 1877, . . .	38	33	12	44	.	.	.	.
November, 1877, . . .	.	.	12	44	.	.	.	.
December, 1877, . . .	.	.	12	44	.	.	.	.
Total,	\$105	88	\$149	38	.	.	\$255	11

Total passenger earnings for the year,	\$4,661	76
Total freight earnings for the year,	11,789	67
Total earnings from all other sources,	255	11
Total earnings for the year,	\$16,706	54
Total receipts from all sources on whole length of line,	\$16,706	54

Expenditures Charged to Cost of Road and Equipment during the year.

Cost of transportation, charged by Pennsylvania Railroad Company,	\$3,671	27
Interest on equipmennt, by Pennsylvania Railroad Company,	732	18
Total,	\$4,403	45

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Total for maintenance of way,	\$7,769	17
Cost per mile of road kept in repair,	817	72

Cost of Maintenance of Motive Power and Cars.

Repairs of passenger, baggage and mail cars,	\$302	50
All other expenses for maintenance of motive power and cars,	3,760	52

Total for maintenance of motive power and cars,	\$4,063	02
Cost per mile of road operated,	427	58

Miscellaneous.

Total expenditures for operating the road,	16,235	74
Expenses per mile of the road operated,	1,709	09

Earnings.

Passenger transportation, local and through,		\$4,661	76
Freight transportation, local and through,		11,789	67
Mail service,		105	83
Express service,		149	28
Total,		\$16,706	54
Operating Expenses.			
Maintenance of way and buildings,	\$7,769	19	
Maintenance of motive power and cars,	4,063	02	
Miscellaneous,	4,403	45	
Total operating expenses,		16,235	74
Net earnings,		470	80
Earnings per mile of road operated,		1,758	58
Expenses per mile of road operated,		1,709	09
Net earnings,		49	49

General Balance Sheet, January 1, 1878.

DR.			
Cost of road,		\$115,616	00
Real estate,		2,000	00
		\$117,616	00
CR.			
To 697 shares of stock, at \$50 per share,	\$84,850	00	
First mortgage bonds,	40,000	00	
Floating debt,	16,546	65	
Profit and loss,	26,219	35	
		\$117,616	00

NOTE.—The Littlestown railroad, on the first day of May, 1875, was leased to the Pennsylvania Railroad Company for 999 years.

By the terms of the lease, the Pennsylvania Railroad Company has the entire control and management of all the operations of this railroad, furnishing the equipment, for which interest is charged, making all necessary repairs, improvements, and betterments, and, indeed, exercising all the rights of ownership.

After the payment of all expenses connected with its operations, and keeping the same in good condition, all earnings are to be paid over to the Littlestown Railroad Company. Thus far the earnings have not been sufficient to pay the outlay for necessary repairs and improvements.

All interrogatories not answered by this return, will doubtless be fully answered by the proper officers of the Pennsylvania Railroad Company. This railroad forms a portion of the Frederick division of the Pennsylvania railroad.

Respectfully,

WM. McSHERRY,
President Littlestown Railroad Company.

Sleeping Cars.

All the foregoing interrogatories will be answered by Pennsylvania Railroad Company. We cannot answer.

United States Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Contract between the United States Government and Pennsylvania Railroad Company.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding: 697 shares, at \$50 — \$34,850.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

Number and per cent. of dividends: None.

Accidents to Persons.

None.

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

Personally appeared before me, Wm. McSherry, president, and George Stonesifer, treasurer of the Littlestown Railroad Company, who being duly sworn, does depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

WM. McSHERRY,
President.
GEO. STONESIFER,
Treasurer.

Sworn and subscribed before me, this 26th day of January, A. D. 1878.

JOSEPH L. SHORB,
Justice of the Peace.

LYKENS VALLEY RAILROAD AND COAL.

Officers.

NAMES.		Residence.	Salary.
Geo. E. Hoffman, . . .	President,	Philadelphia, . . .	None.
F. A. Platt,	Secretary and Treasurer,	New York,	\$500 00

General offices at No. 13 William street, Corn Exchange buildings, New York.

<i>Names of Directors.</i>	<i>Residences.</i>
W. L. Cogswell,	New York.
W. A. Falls,	New York.
A. M. Lawrence,	New York.
W. L. Chamberlain,	New York.
A. H. Grant,	New York.
F. A. Platt,	New York.
Geo. Dayton, (deceased,)	Peekskill, N. Y.

Capital Stock.

Capital stock authorized by law,	\$300,000 00
Capital stock, amount subscribed,	600,000 00
Capital stock paid in by last report,	600,000 00
Capital stock, total amount now paid in,	600,000 00
Capital stock, number of shares issued,	80,000
Capital stock, amount paid in on each share,	20 00
Capital stock, par value of each share,	20 00
Capital stock, average market value during the year,	20 00

Debt.

None.

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Millersburg to Williamstown,	20	20
Length of single main track,	20	20
Length of double main track: Refer to Summit Branch Railroad Company, lessees.		
Branches.		
One branch, from main line to Lykens Valley Coal Company breaker—length of branch, about,	2	1
Aggregate length of main line and branches,	20½	20½

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Refer to Summit Branch Railroad Company, lessees.

Earnings.

Rents,	\$62,500	00
All other sources of income,	382	03
Total,	\$62,882	03
Operating Expenses.		
Miscellaneous, \$1,541 77		
Total expenses,	1,541	77
Net earnings,	\$61,340	26

General Balance Sheet, January 1, 1878.

The Lykens Valley railroad is leased to the Summit Branch Railroad Company for \$62,500 a year, and all taxes and assessments, except United States income tax.

DR.			
Construction account,	\$569,739	62	
Depot at Millersburg,	4,012	85	
Locomotives,	17,000	00	
Shop, engine house, &c.,	5,014	77	
Cash in bank and demand loans,	8,580	87	
	\$604,348	11	
CR.			
Capital stock,	\$600,000	00	
Profit and loss,	4,348	11	
	\$604,348	11	

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued :
None.

Amount of common stock now outstanding: \$600,000.

Rate and date of all cash dividends on stock of original and consolidated companies: 2½ per cent, quarterly—January, April, July, and October.

Number and per cent. of dividends: Four dividends, 2½ per cent. each.		
Amount paid in dividends,	\$80,000	00
Balance for the year, or surplus,	1,340	26
Surplus at commencement of the year,	8,007	85
Total surplus,	4,348	11
Surplus invested as follows: Cash and loans,	4,348	11

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

Personally appeared before me, George E. Hoffman, president, and Frederick A. Platt, treasurer, of the Lykens Valley Railroad and Coal Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

GEO. E. HOFFMAN, *President.*

F. A. PLATT, *Treasurer.*

Sworn and subscribed before me, this 25th day of January, A. D. 1878.

EDWIN F. COREY,

Commissioner for the State of Pennsylvania in New York.

McKEAN AND BUFFALO.

Officers.

NAMES.		Residence.	Salary.
B. D. Hamlin,	President,	Smethport, Pa., . . . . .	. . . . .
Wm. H. Glenny,	Vice President,	Buffalo, N. Y., . . . . .	. . . . .
G. Macfarlane,	Secretary,	Clermont, Pa., . . . . .	. . . . .
W. T. Wilson,	Treasurer,	Buffalo, N. Y.,	\$1,600 00
S. V. Godden,	General Superintendent,	Smethport, Pa.,	1,200 00
			\$2,800 00

<i>Names of Directors.</i>	<i>Residences.</i>
B. D. Hamlin,	Smethport, Pa.
D. R. Hamlin,	Smethport, Pa.
G. Macfarlane,	Clermont, Pa.
A. Pardee,	Hazleton, Pa.
G. J. Magee,	Watkins, N. Y.
W. H. Glenny,	Buffalo, N. Y.
G. T. Williams,	Buffalo, N. Y.

Capital Stock.

Capital stock authorized by law,	\$400,000	00
Capital stock authorized by votes of company,	400,000	00
Capital stock, amount subscribed,	390,000	00
Capital stock, paid in by last report,	387,600	00
Capital stock, total amount now paid in,	387,600	00
Capital stock, number of shares issued,	7,731	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	No sales.	

Debt.

Funded Debt.		
First mortgage bonds, (due January 1, 1905, bear interest at 7 per cent., which is payable semi-annually,) amount,	\$398,000	00
Total amount now of funded debt,	\$398,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$43,528	84
Debt incurred for any other purpose, and for what? Interest and expense,	19,895	70
The amount now of floating debt,	\$63,424	54
Total amount now of floating and funded debt,	\$461,424	54
Funded debt as per last report,	\$398,000	00
Floating debt as per last report,	63,424	54

Cost.

Total cost of entire road to date, and telegraph line,	\$802,015	95
Average of same per mile of road laid,	36,244	50
Proportion of same for Pennsylvania,	36,244	50
Total cost of entire equipment,	27,112	89
Average cost of equipment per mile of road operated by company,	1,224	06
Proportion of same for Pennsylvania,	1,224	06
Cost of road and equipment per mile,	37,468	56
Proportion of same for Pennsylvania,	37,468	50

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line—from Larabees, Pa., to Clermont, Pa.,	22.15	22.15
Length of single main track,	22.15	22.15
Aggregate length of sidings and other track not above enumerated,	4.65	4.65
Aggregate length of main line, branches, leased roads, sidings, and other track,	21.60	24.60

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, 4.65

Miles of steel rail in use, 22.15

Weight of rail per yard: { Iron, 56 lbs.
 { Steel, 62 lbs.

What is the relative durability, practicability of use, and value, as used on your road? Main line all steel; unable to answer above question.

Bridges and Trestles erected in Pennsylvania during the year.

LOCATION.	Kind.	Whether wood, stone, or iron.	Length in feet.	When completed.
Hamlin,	Trestle,	Wood,	14	July.

Number of bridges and trestles on whole line, 22

Wooden bridges, number of, 19; aggregate length, 1,323 feet.

Wooden trestles, number of, 3; aggregate length, 656 feet

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Number of crossings of highways at grade in this Commonwealth, 16

What regulations govern your employés in regard to these crossings? One long and two short whistles.

Stations.

Number of stations on main road, { Passenger, 6. } 7
 { Freight, 1. }

Number of wood and water stations on main road, 3

Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$1,200 00

Number of tunnels, None.

How is track laid, and on what foundation? Timber crossings, ballasted with gravel.

Equipment.	Number.	Av. cost of each.
Number of locomotives of more than thirty tons weight,	1	
Number of first class passenger cars,	1	\$3,300 00
Number of baggage, mail, and express cars,	1	3,000 00
Number of coal, ore, and stone cars,	4	400 00

What kind of train brake is in use on your road? Hand brake.

Average number of cars in passenger trains, including baggage cars, . . .	} No exclusive passenger trains. }	. . .	2
Average number of cars in freight trains, . . . . .				15

Employees.

Average number of persons regularly employed by company, including officials,	27
Same in Pennsylvania,	25

Doings of the Year

Transportation and Total Miles Run:

Number of miles run by passenger trains,	} No exclusive passenger trains.	. . . . .
Number of miles run by freight trains,			
Number of miles run by coal trains,			29,016
Number of through passengers for the year on main road,			1,293
Number of passengers (all classes) carried in cars,			12,826
Number of passengers carried one mile,			126,405
Number of passengers carried one mile in Pennsylvania,			126,405
Number of tons (of 2,000 pounds) of through freight for the year on main road,			71,773
Number of tons of freight carried one mile,			1,637,806
Number of tons of freight carried one mile in Pennsylvania,			1,637,806
Gross amount of tonnage for the year, (2,000 pounds per ton,)			75,982
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, (miles per hour,)			15

Monthly Statement of Passengers, all classes, carried in cars.

January, 1877,	450	July, 1877,	844
February, 1877,	896	August, 1877,	901
March, 1877,	975	September, 1877,	1,845
April, 1877,	819	October, 1877,	1,026
May, 1877,	994	November, 1877,	1,212
June, 1877,	1,124	December, 1877,	1,740

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	234	Agricultural products,	129,833 ³³ / ₁₀₀₀
Bituminous coal,	71,153	Merchandise and manufactures,	1,468,817 ⁵⁷ / ₁₀₀₀
Stone and lime,	188,488 ⁸⁸ / ₁₀₀₀	Lumber,	2,808,158 ⁵⁸ / ₁₀₀₀

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 cents.

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	4 cents.
For through coal, per ton per mile,	2 ⁷ / ₁₀ cents.

For local freight, per ton per mile, 6½ cents.
 For local coal, per ton per mile, 3 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1877,	\$11	60	\$103	27	\$114	87
February, 1877,	30	77	245	67	276	44
March, 1877,	25	16	310	71	335	87
April, 1877,	20	59	250	56	271	15
May, 1877,	32	33	274	82	307	15
June, 1877,	102	94	321	09	424	03
July, 1877,	41	51	226	49	268	00
August, 1877,	27	15	239	55	266	70
September, 1877,	45	64	383	23	428	87
October, 1877,	25	56	316	93	342	49
November, 1877,	54	69	363	55	418	24
December, 1877,	41	92	506	30	548	22
Total,	\$459	86	\$3,542	17	\$4,002	03

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1877,	\$2,899	38	\$105	55	\$3,004	96
February, 1877,	4,527	45	140	78	4,668	23
March, 1877,	5,647	67	143	59	5,791	26
April, 1877,	4,251	86	162	91	4,414	77
May, 1877,	3,370	35	154	05	3,524	40
June, 1877,	2,409	24	249	84	2,658	06
July, 1877,	2,008	19	210	36	2,218	55
August, 1877,	3,456	52	250	29	3,706	81
September, 1877,	3,010	27	283	03	3,293	30
October, 1877,	3,337	66	315	33	3,652	99
November, 1877,	3,272	43	205	99	3,478	42
December, 1877,	3,356	33	189	07	3,545	40
Total,	\$41,547	35	\$2,410	79	\$43,958	14

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1877,	\$235	91	\$99	73	\$130	23	\$465	87
February, 1877,					23	86	23	86
March, 1877,					126	51	126	51
April, 1877,	235	91	104	68	81	74	422	33
May, 1877,					409	53	409	53
June, 1877,	101	30			60	48	161	78
July, 1877,	134	62	115	96	54	82	304	90
August, 1877,					107	87	107	87
September, 1877,	193	60	116	05	90	39	345	04
October, 1877,					82	80	82	80
November, 1877,	110	58			587	71	696	29
December, 1877,					159	94	159	94
Total,	\$956	92	\$436	42	\$1,914	88	\$3,307	72

Total passenger earnings for the year,	\$4,002	03
Total freight earnings for the year,	43,958	14
Total earnings from all other sources,	3,307	72
Total earnings for the year,	\$51,267	89
Total receipts from all sources on whole length of line,	\$51,267	89
Proportion of earnings in Pennsylvania to earnings of whole line, . . .	All in Penn'a.	

Expenditures Charged to Cost of Road and Equipment during the Year

Any other expenditures chargeable to this account, (right of way and ties,	\$1,290	97
Total,	\$1,290	97

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of buildings and fixtures,	\$71	78
All other expenses for maintenance of way,	6,323	95
Total for maintenance of way,	\$6,395	73
Cost per mile of road kept in repair,	\$288	75
Proportion for Pennsylvania,	All.	

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$144	09
Repairs of passenger, baggage, and mail cars,	375	15
Repairs of freight cars,	434	18
Total for maintenance of motive power and cars,	\$953	42
Cost per mile of road operated,	\$43	04
Proportion for Pennsylvania,	All.	

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	} No exclusive passenger train.	\$6,783	91
Salaries, wages, and incidentals chargeable to freight department,			
Fuel—number of cords of wood, 88; cost,		61	38
Fuel—number of tons of coal, 896 $\frac{3}{100}$; cost,		1,212	18
Oil and waste,		250	62
Damages to property, including damages by fire,		185	00
Taxes,		118	66
Telegraph expenses,		473	96
Amount paid other corporations or individuals for use of all other cars,		3,257	09
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,		2,254	43
Total miscellaneous,		\$14,597	23
Amount per mile of road operated,		\$659	01
Proportion for Pennsylvania,		All.	

Total expenditures for operating the road,	\$22,225	93
Expenses per mile of the road operated,	1,003	43
Expenses per mile of single track operated, not including sidings,	1,003	43
Proportion for Pennsylvania,	All	

Earnings.

Passenger transportation, local,	\$3,542 17	} Total,	\$4,002	03
Passenger transportation, through,	459 86			
Freight transportation, local,	2,419 79	} Total,	43,958	14
Freight transportation, through,	41,547 35			
Mail service,			956	92
Express service,			436	42
Rents,			888	00
All other sources of income,			1,026	33
Total,			\$51,267	89
Operating Expenses.				
Maintenance of way and buildings,	\$6,395 73			
Maintenance of motive power and cars,	953 42			
Miscellaneous,	14,597 23			
Total operating expenses, (being 42½ per cent of earnings,)			21,946	23
Net earnings,			\$29,321	51
Earnings per mile of road operated,			\$2,314	53
Expenses per mile of road operated,			990	80
Net earnings,			29,321	51

General Balance Sheet, January 1, 1878.

DR.			
Rolling stock,		\$24,689	37
Telegraph line,		3,183	95
Construction,		796,823	00
Machine shop,		533	78
Dwelling house,		1,196	53
Tools,		693	21
Oil and waste on hand,		126	48
Cash on hand,		22	16
Collectible balances,		947	94
Profit and loss,		18,799	13
CR.		\$849,024	54
Capital stock,		\$337,600	00
Bonds,		398,000	00
Bills payable,		52,289	00
Balances due corporations, &c.,		11,135	54
		\$849,024	54

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? American. One and one half first-class rates.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? General express business. Freight received at offices of express company at our depots.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? None.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$996 75, from April 1, 1877, to April 1, 1878, payable quarterly.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding, \$386,800 00.

Amount of stock issued as stock dividends, and date of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: No dividends.

Accidents to Persons.

None.

STATE OF NEW YORK.

County of Erie, City of Buffalo, } ss:

Personally appeared before me, Wm. H. Glenny, vice president, and W. T. Wilson, treasurer of the McKean and Buffalo Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

W. H. GLENNY, *Vice President.*

W. T. WILSON, *Treasurer.*

Sworn and subscribed before me, this 21st day of January, A. D. 1878.

LYMAN P. PERKINS,

Commissioner for the State of Pennsylvania, in New York residing, at the city of Buffalo. Witness my official seal.

MINE HILL AND SCHUYLKILL HAVEN.

Officers.

NAMES.		Residence.	Salary.
Samuel Mason,	President,	Germantown,	\$1,000 00
William Biddle,	Secretary,	Germantown,	1,000 00
John W. Biddle,	Treasurer,	Philadelphia,	2,000 00

Office at 220 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
John Livezey,	Philadelphia.
Alexander J. Derbyshire,	Philadelphia.
Frederick Fraley,	Philadelphia.
James H. Cresson,	Philadelphia.
Charles H. Hutchinson,	Philadelphia.
Samuel M. Bines,	Philadelphia.
John W. Biddle,	Philadelphia.
Benjamin H. Shoemaker,	Philadelphia.
William Haoker,	Philadelphia.
Alfred Jones,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$4,022,500 00
Capital stock authorized by votes of company,	4,022,500 00
Capital stock, amount subscribed,	4,022,500 00
Capital stock paid in by last report,	4,022,500 00
Capital stock, total amount now paid in,	4,022,500 00
Capital stock, number of shares issued,	80,450
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year, from	41 to 49 00

Debt.

No debt of any kind.

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Schuylkill Haven to Locust Gap,	42	24
Length of double main track,	24	68
Aggregate length of main line and branches,	66	71
Aggregate length of sidings and other track not above enumerated,	71	157
Aggregate length of main line, branches, leased roads, sidings, and other track,	157	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Weight of rail per yard, iron, 64 and 68 lbs.

Lease.

The engines, car shops, and road of this company were transferred to the Philadelphia and Reading Railroad Company, under lease of 12th of 5th Month, (May,) 1864, for a period of 999 years. All payments for maintaining the road, and for working the same, for the repairs of engines and machinery, for salaries and wages connected therewith, are made by the Philadelphia and Reading Railroad Company, by which company no report respecting the numerous particulars queried after is furnished this company.

JNO. W. BIDDLE,
Treasurer.

Bridges in Pennsylvania.

Wooden bridges, number of, 78; aggregate length, 2,114 feet.
 Stone bridges, number of, 2; aggregate length, 32 feet.
 Iron bridges, number of, 1; aggregate length, 90 feet.

Earnings.

Rent of the road paid by the Philadelphia and Reading,
 8 per cent. on capital stock, \$321,800

General Balance Sheet, January 1, 1878.

DR.			
Construction account,	\$3,977,808	41	
Contingent fund account,	46,324	71	
Cash,	2,414	93	
	\$4,026,548	05	
CR.			
Capital stock,	\$4,022,500	00	
Unpaid dividends,	4,045	00	
Philadelphia and Reading Railroad Company,	3	05	
	\$4,026,548	05	

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued, None.
 Amount of common stock now outstanding, 80,450 shares.
 Amount of stock issued as stock dividends, and dates of issue, None.

Rate and date of all cash dividends on stock of original and consolidated companies: The Mine Hill and Schuylkill Haven Railroad Company has paid during the year 1877, two dividends of 3½ per cent. each, in First Month, (January,) and Seventh Month, (July,) each time, . . . \$140,787 50
 Number and per cent. of dividends: Two dividends of 3½ per cent. each, 281,575 00

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

Personally appeared before me, Samuel Mason, president, and John W. Biddle, treasurer of the Mine Hill and Schuylkill Haven Railroad Company, who being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending 31st of Twelfth Month, (December,) A. D. 1877, according to the best of their knowledge and belief.

(Signed) SAMUEL MASON,
President.
 JNO. W. BIDDLE,
Treasurer.

Affirmed and subscribed before me, this 4th day of First Month, (January,) A. D. 1878.

HENRY HAINES, *Notary Public.*

MILL CREEK AND MINE HILL NAVIGATION.

Officers.

NAMES.		Residence.	Salary.
Franklin B. Gowen, . . .	President,	Philadelphia, . . .	\$200 00
Peter C. Hollis,	Secretary and Treasurer,	Philadelphia, . . .	200 00

Names of Directors.		Residences.
A. E. Borie,		Philadelphia.
H. P. McKean,		Philadelphia.
John Ashhurst,		Philadelphia.
Henry Lewis,		Philadelphia.
A. Hewson,		Philadelphia.
Geo. F. Tyler,		Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$323,375	00
Capital stock, amount subscribed,	323,375	00
Capital stock, total amount now paid in,	323,375	00
Capital stock paid in by last report,	323,375	00
Capital stock, number of shares issued,	12,935	
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year, (no sales reported at stock board,)		

Cost.

Total cost of entire road to date, \$323,045 00

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penna.
Length of main line, from Palo Alto to New Castle,		3 ¹ / ₁₀
Length of double main track,		3 ¹ / ₁₀
Branches.		
Crow Hollow branch, from Crow Hollow junction to Colliery No. 12,	Length of branch,	7,000 feet.
North America branch, from Mill Creek to North America colliery,	Length of single track,	7,000 feet.
Jones branch, from St. Clair siding to Collieries Nos. 13 and 14,	Length of branch,	2,862 feet.
	Length of single track,	2,862 feet.
	Length of branch,	5,625 feet.
	Length of single track,	5,625 feet.
Leased Roads.		
Aggregate length of main line and branches,		6 ⁷ / ₁₀
Aggregate length of sidings and other track not above enumerated,		13 ² / ₁₀
Aggregate length of main line, branches, leased roads, sidings, and other track,		19 ⁹ / ₁₀

Gauge.

What is the gauge of your lines? 4 ft. 8 ¹/₂ in.

Track.

Miles of iron rail in use, 23 ¹/₁₀
 Miles of steel rail in use, ¹/₁₀
 Weight of rail per yard, { Iron, 68 lbs.
 { Steel, 68 lbs.

Bridges and Trestles Erected in Pennsylvania during the year.

None.
 Number of bridges and trestles on whole line, 17
 Wooden bridges, number of, 10; aggregate length, 489 feet.
 Stone bridges, number of, None.
 Iron bridges, number of, 2; aggregate length, 140 feet.
 Wooden trestles, number of, 5; aggregate length, 407 feet.

Crossings.

Number of crossings of highways, at grade, in this Commonwealth,	24
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	None.
Number of crossings at which gates or flagmen are maintained,	5
Number of crossings at which there are neither gates nor flagmen,	21

This road is leased to the Philadelphia and Reading Railroad Company; date of lease, July 25, 1861; term, 999 years; rental, \$33,000.

Stations.

Number of stations on main road: Passenger, 5; freight, 2; total,	7
Number of wood and water stations on main road,	2
How is track laid, and on what foundation? Cross-ties; coal dirt ballast.	

General Balance Sheet, January 1, 1878.

DR.			
Railroad,	\$321,632 02		
Real estate,	1,412 98		
Philadelphia and Reading Railroad Company,		\$323,045	00
Cash,		18,763	63
		2,237	04
		\$344,045 67	
CR.			
Capital stock,		\$323,375	00
Dividends unpaid,		483	75
State taxes,		2,263	63
Revenue account,		17,923	29
		\$344,045 67	

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding: \$323,375.

Rate and date of all cash dividends on stock of original and consolidated companies: 1877—January 16, 5 per cent.; July 18, 5 per cent.

Number and per cent. of dividends: 2 of 5 per cent. each.

Amount paid in dividends: \$32,337 50.

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

Personally appeared before me, F. B. Gowen, president, and P. C. Hollis, treasurer of the Mill Creek and Mine Hill Navigation and Railroad Company, who being duly sworn, or affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

FRANKLIN B. GOWEN, *President.*

P. C. HOLLIS, *Treasurer.*

Sworn, or affirmed, and subscribed before me, this 31st day of January, A. D. 1878.

J. Y. HUMPHREY, *Notary Public.*

MONONGAHELA INCLINED PLANE.

Officers.

NAMES.		Residence.	Salary.	
Samuel Harper,	President and Supt.,	Pittsburgh,	\$200	00
John L. Awl,	Secretary and Treas.,	Pittsburgh,	200	00

General offices at Pittsburgh.

Names of Directors.

Residences.

Wm. M. Lyon,	Pittsburgh.
James M. Bailey,	Pittsburgh.
Withrow Douglass,	Pittsburgh.
John S. McMillin,	Pittsburgh.
Wm. Halpin,	Pittsburgh.
Geo. W. Beltzhoover,	Pittsburgh.
John L. Awl,	Pittsburgh.

Capital Stock.

Capital stock authorized by law,	\$20,000	00
Capital stock authorized by votes of company,	75,000	00
Capital stock, amount subscribed,	75,000	00
Capital stock paid in by last report,	75,000	00
Capital stock, total amount now paid in,	75,000	00
Capital stock, number of shares issued, 1,500		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	50	00

	Debt.	
	Funded Debt.	
None.		
	Floating Debt.	
None.		
	Cost.	
Total cost of entire road to date,		\$81,567 09
Proportion of same for Pennsylvania,		All in Penn'a.

Characteristics of Road.

Length of plane, 640 feet, double track.

Branches.

None.

Leased Roads.

None.

Gauge.

What is the gauge of your lines?	5 feet.
Weight of rail per yard, iron	45 pounds.

Bridges and Trestles erected in Pennsylvania, during the year.

None.

Number of bridges and trestles on whole line: One iron bridge, balance of road trestle.

Iron bridges, number of, 1; aggregate length, 280 feet.

Wooden trestles, aggregate length, 360 feet.

Crossings.

What railroads cross your road, at grade, in this Commonwealth, and at what locality? None

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pittsburgh, Cincinnati and St. Louis railroad, at Pittsburgh, under.

Number of crossings of highways, at grade, in this Commonwealth, None.

Number of crossings of highways over railroad, None.

Number of crossings of highways under railroad, None.

Number of crossings at which gates or flagmen are maintained, None.

Number of crossings at which there are neither gates nor flagmen, None.

Stations.

Number of stations on main road, passenger, 3

Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$4,500 00

Number of tunnels, None.

How is track laid, and on what foundation? On the iron bridge it is laid on cross-ties, the other part on wooden stringers, supported by wooden trestles, built on stone foundations.

Equipment.

Stationary engines, 2
 Number of first-class passenger cars, 2; average cost of each, \$1,500 00

Employees.

Average number of persons regularly employed by company, including officials, 9
 Same in Pennsylvania, 9

Doings of the Year.

Transportation and Total Miles run.

Number of passengers (all classes) carried in cars, 334,604

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1876,	26,353	June, 1877,	29,492
December, 1876,	25,956	July, 1877,	30,187
January, 1877,	25,369	August, 1877,	27,417
February, 1877,	23,770	September, 1877,	29,327
March, 1877,	26,453	October, 1877,	28,673
April, 1877,	27,665	November, 1877,	26,150
May, 1877,	30,692	December, 1877,	29,509

The amount of Freight specifying the quantity in Tons of 2,000 pounds.

None.

The rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers, 6 cents.
 Tickets in packages of five, 5 cents each.
 Monthly tickets for adults, 60 trips each, \$1 50
 Monthly tickets for children over 5 years and under 16 years, 1 00

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
	Dollars	Cents	Dollars	Cents	
November, 1876,	\$1,154	18			\$1,154 18
December, 1876,	1,154	89			1,154 89
January, 1877,	1,102	15			1,102 15
February, 1877,	1,095	36			1,095 36
March, 1877,	1,197	29			1,197 29
April, 1877,	1,297	50			1,297 50
May, 1877,	1,413	15			1,413 15
June, 1877,	1,354	02			1,354 02
July, 1877,	1,397	20			1,397 20
August, 1877,	1,228	21			1,228 21
September, 1877,	1,393	17			1,393 17
October, 1877,	1,330	50			1,330 50
November, 1877,	1,167	80			1,167 80
December, 1877,	1,337	67			1,337 67
Total,	\$17,623	09			\$17,623 09

From Transportation of Freight.

None.

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
November, 1876,					\$6	35	\$6	35
December, 1876,					99	34	99	34
January, 1877,					7	30	7	30
February, 1877,						70		70
March, 1877,					32	50	32	50
April, 1877,					3	50	3	50
May, 1877,					1	20	1	20
June, 1877,					42	15	42	15
July, 1877,					4	95	4	95
August, 1877,					2	30	2	30
September, 1877,					24	60	24	60
October, 1877,					46	71	46	71
November, 1877,					2	20	2	20
December, 1877,								
					\$273	80	\$273	80
Total passenger earnings for the year,							\$15,314	02
Total earnings from all other sources,							168	11
							\$15,482	13

Expenditures for Operating during the Year.

Do not keep these accounts.

Miscellaneous.

Salaries, wages, incidentals, repairs, &c.,	\$7,311	81
Coal,	399	50
Oil, waste, and supplies,	157	85
Taxes,	711	71
Total miscellaneous,	\$8,580	87

Earnings.

All other sources of income,	\$15,482	13
Total,	\$15,482	13
Operating Expenses.		
Miscellaneous,	\$8,580	87
Total operating expenses, \$8,580 ⁸⁷ / ₁₀₀ , being 55 ⁴³ / ₁₀₀ per cent. of earnings.	8,580	87
Net earnings,	\$6,901	26

General Balance Sheet, January 1, 1878.

DR.			
Construction account,		\$75,000	00
Improvement account,		6,567	09
Cash account,		7,960	61
		\$89,527	70
CR.			
Capital stock account,		\$75,000	00
Contingent fund account,		11,527	70
Dividend account, (January, 1878,)		8,000	00
		\$89,527	70

Stock and Dividends.

Amount of common stock now outstanding: \$75,000.

Amount of stock issued as stock dividends, and dates of issue: None.

Number and per cent. of dividends, 1877: 2d July, '77, 8½ per cent. ;			
January, '78, 4 per cent.,	\$5,625	00	
Amount paid in dividends,	5,625	00	
Balance for the year, or surplus,	1,278	26	
Surplus at commencement of the year,	10,251	44	
Total surplus,	11,527	70	
Cash,	4,960	61	
Surplus invested, as follows: Improvement account,	6,567	09	
Total,	11,527	70	

Accidents to Persons.

None.

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

Personally appeared before me, Samuel Harper, president, and John L. Awl, secretary and treasurer of the Monongahela Inclined Plane Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

SAM'L HARPER, *President.*

JOHN L. AWL, *Treasurer.*

Sworn and subscribed before me, this 31st day of January, 1878.

C. E. MILLIKEN, *Alderman.*

MONT ALTO.

Officers.

NAMES.		Residence.	Salary.
I. S. Waterman, . . .	President,	Philadelphia, Pa., . . .	None.
William J. Barr, . . .	Secretary, }	Philadelphia, Pa., . . .	
	Treasurer, }		
Geo. B. Wiestling, . . .	Chief Engineer,		
	General Manager,		
	General Superintendent		

General office at Mont Alto, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
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.
Ed. B. Wiestling,	Mont Alto, Pa.

Capital Stock.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	110,000	00
Capital stock paid in by last report,	110,000	00
Capital stock, total amount now paid in,	110,000	00
Capital stock, number of shares issued,	4,400	
Capital stock, par value of each share,		25 00
Capital stock, average market value during the year,	None in	market.

Debt.

Funded Debt.			
First mortgage bonds, (due 1st December 1896, bear interest at 7 per cent., which is payable 1st June and December,) amount,		\$125,000	00
Total amount now of funded debt,		\$125,000	00
Floating Debt.			
None.			
Total amount now of floating and funded debt,		\$125,000	00
Funded debt as per last report,	\$125,000	00	
Floating debt as per last report,	None.		
Total cash realized from capital stock and debt,		\$125,000	00

Cost.

Total cost of entire road to date,	\$217,799	02
Average of same per mile of road laid,	18,410	74
Proportion of same for Pennsylvania,	18,410	74
Total cost of entire equipment,	17,200	98
Average cost of equipment per mile of road operated by company,	1,454	01
Proportion of same for Pennsylvania,	1,454	01
Cost of road and equipment per mile,	19,864	75
Proportion of same for Pennsylvania,	19,864	75

Characteristics of Road.

Main Line.	MILES.	
	Length in Penn'a.	Whole Length.
Length of main line—from Mont Alto to Junction,	10½	10½
Length of single main track,	10½	10½
Aggregate length of main line and branches,	10½	10½
Aggregate length of sidings and other track not above enumerated,	1,100	1,100
Aggregate length of main line, branches, leased roads, sidings, and other track,	11,100	11,100

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 11.83 miles.

Weight of rail per yard, iron, 50 pounds.

What is the relative durability, practicability of use, and value, as used on your road? Our iron rails, laid in 1872, have not needed renewal.

Bridges and Trestles erected in Pennsylvania during the year.

None.

Number of bridges and trestles on whole line, 4

Wooden bridges, number of, 4; aggregate length, 290 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Number of crossings of highways at grade in this Commonwealth, 6

Number of crossings at which gates or flagmen are maintained, None.

Number of crossings at which there are neither gates nor flagmen, 6

What regulations govern your employes in regard to these crossings? The engine bell must be rung for one fourth of a mile before reaching all public road crossings, and the whistle sounded where the view is obstructed; and great care taken to prevent accidents at such places. In approaching Mont Alto, a long blast of the whistle must be sounded one half mile from the station, and the train kept under perfect control, so as to be readily stopped in case of necessity.

Stations.

Number of stations on main road : { Passenger, 7 } 12
 { Freight, 5 }
 Number of wood and water stations on main road, 1
 Number of tunnels, None.

How is track laid, and on what foundation? Fish joints; oak cross ties on stone and cinder ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 20 tons weight, 60,000 lbs.,	1	\$12,767 00
Number of first-class passenger cars, baggage, mail, and express cars,		3,850 00
Number of freight cars, house cars, trucks,	None.	
Number of coal, ore, and stone cars,	2	100 00
Number of caboose cars,	None.	

What kind of train brake is in use on your road? Hand brake.

Average number of cars in passenger trains, including baggage cars, 1
 Average weight of passenger trains, including locomotive and tender, in working order, No account.
 Average weight of freight trains, including locomotive and tender, in working order, No account.

Employees.

Average number of persons regularly employed by company, including officials, 11
 Same in Pennsylvania, 11

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains, }
 Number of miles run by freight trains, } Mixed trains, 16,136
 Number of miles run by coal trains, }
 Number of through passengers for the year on main road, 28,679
 Number of passengers (all classes) carried in cars, . . . 33,894
 Number of passengers carried one mile, 315,278
 Number of passengers carried one mile in Pennsylvania, . 315,278

Number of tons of 2,000 pounds of through freight for the year on main road,	4,931
Number of tons of freight carried one mile,	59,702
Number of tons of freight carried one mile in Pennsylvania,	59,702
Gross amount of tonnage for the year, (2,000 pounds per ton,)	6,174
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	12 miles.
Average rate of speed adopted by express trains, including stops, (miles per hour,)	12 miles.
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12 miles.

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1876,	534	June, 1877,	1,357
January, 1877,	353	July, 1877,	9,863
February, 1877,	318	August, 1877,	16,776
March, 1877,	547	September, 1877,	1,781
April, 1877,	403	October, 1877,	1,032
May, 1877,	494	November, 1877,	366

The amount of Freight, specifying the Quantity in Tons of 2,000 pounds.

Anthracite coal,	2,204	Iron and other ores,	447
Bituminous coal,	292	Agricultural products,	678
Pig iron,	280	Merchandise and manufactures,	523
Other iron or castings,	1,608	Lumber,	142

The Rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers,	4 cents.
For first-class way passengers,	4 cents.

The rate per Ton of (2,000 pounds,) per mile charged for Freight.

For through freight per ton per mile,	}	About 4 cents.
For through coal per ton per mile,		
For local freight, per ton per mile,		
For local coal per ton per mile,		

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
December, 1876,					\$175	67
January, 1877,					103	16
February, 1877,					92	18
March, 1877,					156	40
April, 1877,					115	57
May, 1877,					138	42
June, 1877,					375	41
July, 1877,					1,350	41
August, 1877,					2,436	86
September, 1877,					353	57
October, 1877,					130	89
November, 1877,					89	50
Total,					\$5,518	04

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.
December, 1876,	\$152	87	\$75	89	\$228 76
January, 1877,	269	09	45	23	314 32
February, 1877,	104	43	125	47	229 90
March, 1877,	214	27	66	02	280 29
April, 1877,	172	42	24	38	196 80
May, 1877,	133	80	27	36	161 16
June, 1877,	250	96	19	78	270 74
July, 1877,	138	21	1	00	139 21
August, 1877,	254	56	48	13	302 69
September, 1877,	312	11	38	73	350 84
October, 1877,	269	66	56	97	326 63
November, 1877,	154	07	49	86	203 93
Total,	\$2,426	45	\$578	82	\$3,005 27

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
December, 1876,	\$129	64					\$129 64
February, 1877,	98	08					98 08
March, 1877,	34	21					34 21
May, 1877,	24	00					24 00
June, 1877,	7	72					7 72
July, 1877,	98	54					98 54
September, 1877,	101	03					101 03
October, 1877,	33	60					33 60
Total,	\$526	77					\$526 77

Total passenger earnings for the year,	\$5,518	04
Total freight earnings for the year,	3,005	27
Total earnings from all other sources,	536	77
Total earnings for the year,	\$9,050	08
Total receipts from all sources on whole length of line,	\$9,050	08
Proportion of earnings in Pennsylvania to earnings of whole line,	9,050	08

Expenditures Charged to Cost of Road and Equipment during the Year.

None.

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$2,801	33
New iron rails,	None.	
New steel rails,	None.	
Repairs of bridges,	485	80
Repairs of buildings and fixtures,	44	65
Total for maintenance of way,	\$3,331	78
Cost per mile of road kept in repair,	\$281	64
Proportion for Pennsylvania,	281	64

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	}	\$215	29
Repairs of machinery,			
Repairs of passenger, baggage, and mail cars,			
Repairs of freight cars,			
Total for maintenance of motive power and cars,		\$265	29
Cost per mile of road operated,		\$22	42
Proportion for Pennsylvania,		22	42

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	}	\$2,487	84
Salaries, wages, and incidentals chargeable to freight department,			
Wages of switchmen, signal-men, gate-keepers, and watchmen: None.			
Fuel—number of cords of wood, 351; cost,		1,015	15
Fuel—number of tons of coal, 197 09; cost,		867	46
Oil and waste,		259	03
Damages for injuries to persons,	Nothing.		
Damages for cattle killed or injured,		15	00
Damages for loss of goods and baggage,	None.		
Damages to property, including damages by fire,	None.		
Telegraph expenses,		48	34
Amount paid for use of palace and sleeping cars,	Nothing.		
Amount paid other corporations or individuals for use of all other cars:	Nothing.		
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items:	None.		
Total miscellaneous,		\$4,692	82
Amount per mile of road operated,		\$396	69
Proportion for Pennsylvania,		396	69
Total expenditures for operating the road,		8,239	89
Expenses per mile of the road operated,		700	75
Expenses per mile of single track operated, not including sidings,		789	51
Expenses per train mile,			51
Proportion for Pennsylvania,			51

Earnings.

Passenger transportation, local,	}	\$5,518	04
Passenger transportation, through,			
Freight transportation, local, \$2,428 45	}	3,005	27
Freight transportation, through, 578 82			
Mail service,		528	77
Total,		\$9,050	08
Operating Expenses.			
Maintenance of way and buildings,		\$3,331	78
Maintenance of motive power and cars,		265	29
Miscellaneous,		4,692	82
Total operating expenses,		\$8,289	89
Net earnings,		760	19
Earnings per mile of road operated,		\$861	91
Expenses per mile of road operated,		789	51
Net earnings,		760	19

General Balance Sheet, November 30, 1877.

DR.			
Construction,		\$217,799	02
Equipment,		17,200	98
		\$235,000	00
CR.			
Capital stock,		\$110,000	00
Funded debt,		125,000	00
		\$235,000	00

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? None.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? Our trains run over $3\frac{1}{2}$ miles of Cumberland Valley railroad, under contract made with them, they allowing it in part consideration of the benefit they receive from the construction of our road.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? Nothing.

Sleeping Cars.

None.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$597 $\frac{3}{100}$ per year, carrying mail once each way per day.

Accidents to Persons.

No accidents.

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

Personally appeared before me, I. S. Waterman, president, and Wm. J. Barr, treasurer of the Mont Alto Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

I. S. WATERMAN, *President.*

WM. J. BARR, *Treasurer.*

Sworn and subscribed before me, this 18th day of February, A. D. 1878.

E. H. BAILEY, *Notary Public.*

MONTROSE.

Officers.

NAMES.		Residence.	Salary.	
James I. Blackslee,	President,	Mauch Chunk,	\$600	00
Charles L. Brown,	Secretary,	Montrose,	100	00
Wm. H. Cooper,	Treasurer,	Montrose,	500	00
Felix Ansart,	Chief Engineer,			

Names of Directors.

Residences.

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.
Wm. J. Mulford,	Montrose, Pa.
Saml. Stark,	Tunkhannock, Pa.
G. E. Palen,	Tunkhannock, Pa.
Benj. F. Blackslee,	Lynn, Pa.
Sylvanus Tyler,	Dimock, Pa.
Saml. H. Sayre,	Montrose, Pa.
Asor Lathrop,	Montrose, Pa.

Capital Stock.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	319,700	00
Capital stock paid in by last report,	305,213	58
Capital stock, total amount now paid in,	305,533	85
Capital stock, number of shares issued,	6,012	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	2	00

Debt.

Funded Debt.		
First mortgage bonds, (due 1892, bear interest at 7 per cent., which is payable April 1 and October 1,) amount,	\$44,900	00
Total amount now of funded debt,	\$44,900	00
Floating Debt.		
The amount now of floating debt,	None.	
Total amount now of floating and funded debt,	44,900	00
Funded debt as per last report,	\$44,900	00
Floating debt as per last report,	None.	
Total cash realized from capital stock and debt,	\$345,993	85

Cost.

Total cost of entire road to date,	\$331,280	80
Average of same per mile of road laid,	\$11,831	45
Proportion of same for Pennsylvania,	11,831	45
Total cost of entire equipment,	37,840	00
Average cost of equipment per mile of road operated by company,	\$1,351	43
Proportion of same for Pennsylvania,	1,351	43
Cost of road and equipment per mile,	13,182	88
Proportion of same for Pennsylvania,	13,182	88

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Montrose to Tunkhannock,	28	28
Length of double main track,	None.	
Branches.		
None.		
Leased Roads.		
None.		
Aggregate length of main line and branches,	28	28
Aggregate length of main line, branches, leased roads, sidings, and other track,	28	28

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 28
 Miles of steel rail in use, None.
 Weight of rail per yard, iron, 40 pounds.
 Weight of rail per yard, steel, None.

Bridges and Trestles erected in Pennsylvania during the year.

None.
 Number of bridges and trestles on whole line, 4
 Wooden bridges, number of, 4; aggregate length, 500 feet.
 Stone bridges, None.
 Iron bridges, None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Stations.

Number of stations on main road, passenger and freight, 13
 Number of wood and water stations on main road, 3
 Number of tunnels, None.
 How is track laid, and on what foundation? Gravel, and gravel ballast.

Equipment.

	Number.	Average cost of each.	
Number of locomotives of more than 10 tons weight,	2		
Number of first-class passenger cars,	1	\$8,000	00
Number of second class passenger cars,	1	2,500	00
Number of baggage, mail, and express cars,	1	2,000	00
Number of freight cars, { House cars, 3, }	14	400	00
{ Trucks, 11, }		250	00

What kind of train brake is in use on your road? Ordinary.
 Average number of cars in passenger trains, including baggage and freight cars, (run mixed trains,) 3

Employees.

Average number of persons regularly employed by company, including officials, 22

Doings of the Year.

Transportation and Total Miles Run.

Number of through passengers for the year on main road,	} Not kept separate. }	12,104 00
Number of passengers (all classes) carried in cars,		
Number of passengers carried one mile,		177,314 00
Number of passengers carried one mile in Pennsylvania,		177,314 00
Number of tons, of 2,000 pounds, of through freight for the year on main road,		517.46
Gross amount of tonnage for the year, (2,000 lbs. per ton,)		7,463.34
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, (miles per hour,)		10
Average rate of speed adopted by freight trains, including stops, (miles per hour,)		10

Monthly Statement of Passengers, (all classes,) carried in Cars.

December, 1876,	664	June, 1877,	816½
January, 1877,	276	July, 1877,	1,300
February, 1877,	754	August, 1877,	3,522½
March, 1877,	691	September, 1877,	964
April, 1877,	858½	October, 1877,	832½
May, 1877,	788	November, 1877,	615

The amount of Freight, specifying the Quantity in Tons of 2,000 pounds.

Anthracite coal,	3,453.73	Other articles, miscellaneous,	2,412.46
Lumber,	1,079.69		

The Rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers, about	3½ cents.
For first-class way passengers, about	3½ cents.
For second-class through passengers,	None.
For second-class way passengers,	None.

The rate per Ton of (2,000 pounds) per mile charged for Freight.

For through freight per ton per mile, about	4½ cents.
For through coal per ton per mile, about	4½ cents.
For local freight per ton per mile, about	4½ cents.
For local coal per ton per mile, about	4 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
December, 1876,					\$408	95
January, 1877,					174	85
February, 1877,					487	65
March, 1877,					409	40
April, 1877,					494	80
May, 1877,					441	90
June, 1877,					474	88
July, 1877,					612	45
August, 1877,					1,255	70
September, 1877,					577	95
October, 1877,					537	55
November, 1877,					376	95
Total,					\$6,202	98

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
December, 1876,	\$83	15	\$1,245	71	\$1,328	86
January, 1877,	42	02	1,013	82	1,055	84
February, 1877,	83	79	1,006	24	1,090	03
March, 1877,	60	28	489	15	549	43
April, 1877,	51	39	609	31	660	70
May, 1877,	157	49	658	33	815	82
June, 1877,	149	95	535	93	685	88
July, 1877,	42	85	333	74	376	59
August, 1877,	54	04	534	27	588	31
September, 1877,	68	12	619	33	682	45
October, 1877,	52	35	1,345	90	1,398	25
November, 1877,	54	88	1,467	93	1,522	31
Total,	\$894	81	\$9,859	66	\$10,754	47

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1876,			\$71	55				
January, 1877,	\$374	19	22	11				
February, 1877,			24	21				
March, 1877,			30	24				
April, 1877,			52	56				
May, 1877,	466	94	90	81	\$10	00		
June, 1877,			105	52	55	00		
July, 1877,			75	72	58	20		
August, 1877,	44	55	94	71	170	00		
September, 1877,			97	78	8	50		
October, 1877,			119	15	37	50		
November, 1877,	44	40	150	63				
Total,	\$980	08	\$934	99	\$839	20	\$2,204	27

Total passenger earnings for the year,	\$6,202	98
Total freight earnings for the year,	10,754	47
Total earnings from all other sources,	2,204	27
Total earnings for the year,	\$19,161	72
Total receipts from all sources on whole length of line,	\$25,559	23

Expenditures Charged to Cost of Road and Equipment during the Year.

Land or land damages,	\$1,221	63
Passenger and freight houses,	307	79
Any other expenditures chargeable to this account, legal expenses,	10	00
Total,	\$1,539	42

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$6,347	79
Repairs of buildings and fixtures,		30
Total for maintenance of way,	\$6,347	90
Cost per mile of road kept in repair,	\$226	70
Proportion for Pennsylvania,	226	70

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, and cars, (not kept separate,)	\$504	89
Total for maintenance of motive power and cars,	\$504	89
Cost per mile of road operated,	\$18	03
Proportion for Pennsylvania,	18	03

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	}	\$5,281	21
Salaries, wages, and incidentals chargeable to freight department,			
Wages of switchmen, signal-men, gate-keepers, and watchmen,		1,001	47
Fuel, number of cords of wood, . . . ; cost,		302	57
Oil and waste,		12	06
Damages for loss of goods and baggage,		2	00
Damages to property, including damages by fire,		30	00
Insurance,		1,200	00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,			
Total miscellaneous,		\$7,900	90
Amount per mile of road operated,		\$282	49
Proportion for Pennsylvania,		282	49
Total expenditures for operating the road,		14,763	73
Expenses per mile of the road operated,		527	34
Proportion for Pennsylvania,		527	34

Earnings.

Passenger transportation, local,	\$6,202	98
Passenger transportation, through,		
Freight transportation, local,	10,754	47
Freight transportation, through,		
Mail service,	980	08
Express service,	984	99
All other sources of income,	339	20
Total,	\$19,161	72
Operating Expenses.		
Maintenance of way and buildings,	\$6,847	99
Maintenance of motive power and cars,	504	89
Miscellaneous,	7,909	90
Total operating expenses,	\$14,762	78

General Balance Sheet, November 30, 1877.

DR.			
Construction,	\$331,280	60	
Equipment,	87,840	09	
Cash,	8,100	57	
	\$372,221	26	
CR.			
Capital stock, full paid,	\$800,600	00	
Funded debt,	44,900	00	
Part paid stock,	4,988	85	
Profit and loss,	21,737	41	
	\$872,221	26	

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Central Express Company. One sixth gross receipts.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? Usual express business. Received at depot.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? None.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$1,262 25 per annum, from July 1, 1877. Daily service.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued. None.

Amount of common stock now outstanding, \$6,012 shares.

Amount of stock issued as stock dividends, and dates of issue. None.

Rate and date of all cash dividends on stock of original and consolidated companies. None.

Number and per cent. of dividends. None.

Amount paid in dividends. None.

Paid to sinking fund. None.

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	None.	None.	None.	None.	None.	None.
Employés,	None.	None.	None.	None.	None.	None.
Others,	None.	None.	None.	None.	None.	None.
Total,	None.	None.	None.	None.	None.	None.

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

Personally appeared before me, James I. Blakslee, president, and Wm. H. Cooper, treasurer of the Montrose Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

JAMES I. BLAKSLEE, *President.*
 WM. H. COOPER, *Treasurer.*

Sworn and subscribed before me, this 19th day of February, A. D. 1878, (as to James I. Blakslee, president.)

FREDERICK BERTOLETTO,
Notary Public.

Sworn and subscribed before me, this 18th day of February, A. D. 1878, (as to Wm. H. Cooper, treasurer.)

JOSEPH H. WILLIAMS,
Notary Public.

MOUNT CARBON AND PORT CARBON.

Officers.

NAMES.		Residence.	Salary.
F. B. Gowen, . . .	President,	Philadelphia, . .	\$200 00
P. C. Hollis, . . .	Secretary and Treasurer,	Philadelphia, . .	250 00

<i>Names of Directors.</i>	<i>Residences.</i>
A. E. Borie,	Philadelphia.
H. P. McKean,	Philadelphia.
John Ashhurst,	Philadelphia.
Henry Lewis,	Philadelphia.
A. Hewson,	Philadelphia.
Geo. F. Tyler,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$282,350 00
Capital stock, amount subscribed,	282,350 00
Capital stock, paid in by last report,	282,350 00
Capital stock, total amount now paid in,	282,350 00
Capital stock, number of shares issued,	5,647
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year. None sold at stock board.	

Debt.

None.

Cost.

Total cost of entire road to date,	\$282,815 45
Total cost of entire equipment,	None.

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Mount Carbon to Port Carbon,	2½	2½
Length of double main track,	2½	2½
Branches.		
None.		
Aggregate length of main line and branches,	2½	
Aggregate length of sidings and other track not above enumerated,	15,177	
Aggregate length of main line, branches, leased roads, sidings, and other track,	18,177	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use,	17,177
Miles of steel rail in use,	1½
Weight of rail per yard, { Iron,	68 lbs.
{ Steel,	68 lbs.

Bridges and Trestles Erected in Pennsylvania during the year.

None.

Number of bridges and trestles on whole line,	9
Wooden bridges, number of, 8; aggregate length,	594 feet.
Stone bridges, number of 1; aggregate length,	12 feet.
Iron bridges, number of,	None.
Wooden trestles, number of,	None.
Number of crossings of highways at grade in this Commonwealth,	4

Number of crossings of highways over railroad, 1
 Number of crossings of highways under railroad, None.
 Number of crossings at which gates or flagmen are maintained, 2
 Number of crossings at which there are neither gates nor flagmen? 3
 This road is leased to the Philadelphia and Reading Railroad Company.
 Date of lease, March 5, 1860. Term, 50 years. Rental, \$36,250 per annum.

Stations.

Number of stations on main road: Passenger, 2
 Number of wood and water stations on main road, 2
 How is track laid, and on what foundation? Cross ties and coal dirt ballast.

Equipment.

None.

General Balance Sheet, January 1, 1878.

DR.			
Railroad,	\$261,186 30		
Real estate,	21,629 15	\$282,815	45
Cash,		2,985	12
		\$285,750	57
CR.			
Capital stock,		\$282,350	00
Dividends unpaid,		487	13
State taxes,		2,308	21
Revenue account,		605	23
		\$285,750	57

Stocks and Dividends.

Rate and date of all cash dividends on stock of original and consolidated companies: 1877, January 16, 5 $\frac{1}{4}$ per cent; 1877, July 18, 6 per cent.
 Number and per cent. of dividends, two, 11 $\frac{1}{4}$ per cent.
 Amount paid in dividends, \$33,176 12

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

Personally appeared before me, F. B. Gowen, president, and Peter C. Hollis, treasurer of the Mount Carbon and Port Carbon Railroad Company, who being duly sworn or affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them

to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

FRANKLIN B. GOWEN, *President.*

P. C. HOLLIS, *Treasurer.*

Sworn or affirmed and subscribed before me, this thirty-first day of January, A. D. 1878.

J. Y. HUMPHREY, *Notary Public.*

MOUNT OLIVER INCLINE.

Officers.

NAMES.		Residence.	Salary.
C. J. Schultz,	President,	Pittsburgh, Pa., . . .	None.
John P. Beech,	Secretary,	Pittsburgh, Pa., . . .	} \$100 00
John P. Beech,	Treasurer,	Pittsburgh, Pa., . . .	

<i>Names of Directors.</i>	<i>Residences.</i>
C. J. Schultz,	Pittsburgh, Pa.
John P. Beech,	Pittsburgh, Pa.
Joseph Keelling,	Pittsburgh, Pa.
P. Haberman,	Pittsburgh, Pa.
Wm. Mitternorl,	Pittsburgh, Pa.
John Musser,	Pittsburgh, Pa.
Ferdinand Benz,	Pittsburgh, Pa.

Capital Stock.

Capital stock authorized by law	\$100,000 00
Capital stock, amount subscribed,	83,200 00
Capital stock paid in by last report,	24,330 00
Capital stock, total amount now paid in,	26,480 00
Capital stock, number of shares issued,	1,664
Capital stock, amount paid in on each share,	16 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year: No sales recorded.	

Debt.

Funded Debt.		
First mortgage bonds, (due March, 1882, bear interest at 8 per cent.,)	\$47,500	00
Second mortgage bonds, (due Jan., 1878, bear interest at 8 per cent.,)	9,500	00
Total amount now of funded debt,	\$57,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what, }	\$5,312 38	
Taxes, insurance, bills payable, etc. }		
The amount now of floating debt,	5,312	38
Total amount now of floating and funded debt,	\$62,312	38
Funded debt as per last report,	\$57,000	00
Floating debt as per last report,	4,579	78
Total cash realized from capital stock and debt,	\$83,480	00

Cost.

Total cost of entire road to date,	\$82,215 53
Average of same per mile of road laid: Road only 1,600 feet long.	
Proportion of same for Pennsylvania: All in Pennsylvania.	

Characteristics of Road.

Length of main line, all in Pennsylvania,	1,600 feet.
Length of double main track, all in Pennsylvania,	1,600 feet.

Branches.

None.

Leased Roads.

None.

Gauge.

What is the gauge of your lines? 5 feet.

Track.

Miles of iron rail in use,	None.
Miles of steel rail in use, 1,600 feet double track.	
Weight of rail per yard, steel,	20 pounds.

Bridges and Trestles erected in Pennsylvania during the year.

None.

Wooden bridges, number of, 1; aggregate length,	115 feet.
Stone bridges,	None.
Iron bridges, number of, 4; aggregate length,	45
Wooden trestles. The whole road is on trestle.	

Crossings.

What railroads cross your road, at grade, in this Commonwealth, and at what locality? None.	
What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pitts., V. and Charleston railroad, at Manor street. Under.	
Number of crossings of highways at grade in this Commonwealth,	None.

Stations.

Number of stations on main road, passenger, 2
 How is track laid, and on what foundation? On trestle.

Equipment.

First-class passenger cars, 2

Employees.

Average number of persons regularly employed by company, including officials, 7
 Same in Pennsylvania, 7

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains, About 23,000
 Number of miles run by freight trains, None.
 Number of miles run by coal trains, None.
 Number of through passengers for the year on main road, 185,354
 Number of passengers (all classes) carried in cars, . . . 185,354
 Number of passengers carried one mile. Road not one mile long.
 Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 6½ miles.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1877,	13,112	July, 1877,	21,071
February, 1877,	11,329	August, 1877,	15,450
March, 1877,	13,189	September, 1877,	16,655
April, 1877,	15,525	October, 1877,	15,064
May, 1877,	17,101	November, 1877,	13,742
June, 1877,	17,223	December, 1877,	15,883

The Rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers, 5 cents.
 For first-class way passengers, None.

The rate per Ton, of 2,000 pounds, per mile charged for Freight.

Carry no freight.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
	\$	Cts.	\$	Cts.	
January, 1877,	800	70			
February, 1877,	535	10			
March, 1877,	623	20			
April, 1877,	744	65			
May, 1877,	820	50			
June, 1877,	825	25			
July, 1877,	1,027	05			
August, 1877,	749	00			
September, 1877,	813	75			
October, 1877,	722	60			
November, 1877,	660	20			
December, 1877,	782	10			
Total,	\$8,884	10			

From Transportation of Freight.

Carry no freight.

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1877,		95	.	.
February, 1877,	\$1	00	.	.
March, 1877,		55	.	.
April, 1877,	1	40	.	.
May, 1877,	1	25	.	.
June, 1877,	1	95	.	.
July, 1877,	1	55	.	.
August, 1877,	1	10	.	.
September, 1877,	2	15	.	.
October, 1877,		95	.	.
November, 1877,	1	05	.	.
December, 1877,		90	.	.
Total,					\$14	80		
Total passenger earnings for the year,							\$8,884	10
Total freight earnings for the year,							14	6
Total earnings from all other sources,							6	6
Total earnings for the year,							\$8,905	59

Expenditures Charged to Cost of Road and Equipment during the Year.

None.

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$350	61
Total for maintenance of way,	\$350	61

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	None.	
Repairs of machinery,	Done by engineers.	
Repairs of passenger, baggage, and mail cars,	None.	
Repairs of freight cars,	None.	
All other expenses for maintenance of motive power and cars,	None.	

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$4,038	00
Salaries, wages, and incidentals chargeable to freight department: None.		
Wages of switchmen, signal-men, gate-keepers, and watchmen; None.		
Fuel, number of cords of wood,	None.	
Fuel, number of tons of slack, cost,	560	79
Oil and waste,	148	05
Damages for injuries to persons,	None.	
Damages for cattle killed or injured,	None.	
Damages for loss of goods and baggage,	None.	
Damages to property, including damages by fire,	None.	
Taxes,	368	54
Insurance,	144	00
Telegraph expenses,	18	00
Amount paid for use of palace and sleeping cars,	None.	
Amount paid other corporations or individuals for use of all other cars,	None.	
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items,	237	39
Total miscellaneous,	\$5,512	77
Total expenditures for operating the road,	\$5,863	38

Earnings.

Passenger transportation, through,	\$8,884	10
Freight transportation, through,	14	80
All other sources of income,	6	69
Total,	\$8,905	59
Operating Expenses.		
Maintenance of way and buildings,	\$350	61
Miscellaneous,	5,512	77
Total operating expenses,	\$5,863	38
Net earnings,	5,173	95
Deficit,	\$688	43

General Balance Sheet, January 1, 1878.

DR.		
To cost of plane,		\$82,215 53
To wages paid,		4,138 00
To discount paid,		220 64
To interest paid,		3,511 00
To expenses paid,		1,725 28
To Jacob Dressel,		83 87
To cash on hand,		29 97
To profit and loss,		3,747 37
		\$95,671 76

CR.	
By capital stock paid in,	\$26,480 00
By first mortgage bonds,	47,500 00
By second mortgage bonds,	9,500 00
By mortgage on real estate,	833 33
By bills payable,	2,300 00
By Jos. Keeling & Co.,	152 84
By earnings,	8,905 59
	\$85,671 76

Express Companies.

None.

Transportation Companies.

None.

Sleeping Cars.

None.

U. S. Mail.

None.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding, paid in,	\$26,480 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.
Number and per cent of dividends,	None.
Amount paid in dividends,	None.
Paid to sinking fund,	None.
Balance for the year, or surplus,	None.
Surplus at commencement of the year,	None.
Total surplus,	None.

Accidents to Persons.

None.

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

Personally appeared before me, C. J. Schultz, president, and John P. Beech, treasurer of the Mount Oliver Incline Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

C. J. SCHULTZ, *President.*
 JOHN P. BEECH, *Treasurer.*

Sworn and subscribed before me this 25th day of January, A. D. 1878.
 CHAS. EVANS, *Notary Public.*

MOUNT PLEASANT AND BROAD FORD.

Officers.

NAMES.	Residence.	Salary.	
Charles Donnelly, . . .	President,	Pittsburgh, Pa., . . .	None.
Welty McCullogh, . . .	Secretary and Treasurer, . . .	Greensburg, Pa., . . .	None.

General offices at Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
John King, junior,	Baltimore, Md.
William Keyser,	Baltimore, Md.
Mendes Cohen,	Baltimore, Md.
Hugh Sisson,	Baltimore, Md.
Charles Webb,	Baltimore, Md.
Geo. R. Dennis,	Frederick, Md.
E. K. Hyndman,	Connellsville, Pa.
Daniel Shupe,	Mount Pleasant, Pa.
William S. Bissell,	Pittsburgh, Pa.
William Baldwin,	Pittsburgh, Pa.
G. B. Rathfon,	Pittsburgh, Pa.
J. B. Washington,	Pittsburgh, Pa.

Capital Stock.

Capital stock authorized by law,	\$600,000	00
Capital stock, amount subscribed,	152,050	00
Capital stock paid in by last report,	150,625	00
Capital stock, total amount now paid in,	150,625	00
Capital stock, number of shares issued,	3,011	
Capital stock, amount paid in on each share: 3,011 paid in full, 3 paid in part, and 27 non-paid.		
Capital stock, par value of each share,		50 00
Capital stock, average market value during the year, about,		45 00

Debt.

Funded Debt.	
None.	
Floating Debt.	
Total amount now of floating and funded debt,	None.
Funded debt as per last report,	None.
Floating debt as per last report,	\$38,198 83

Cost.

Total cost of entire road to date,	\$201,669 69
Average of same per mile of road laid,	21,007 26

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Broad Ford to Mount Pleasant, . . .	9 ⁶ / ₁₀	9 ⁶ / ₁₀
Length of single main track,	9 ⁶ / ₁₀	9 ⁶ / ₁₀
Length of double main track,	None.	
Branches.		
None.		
Leased Roads.		
None.		
Aggregate length of main line and branches,	9 ⁶ / ₁₀	9 ⁶ / ₁₀
Aggregate length of leased roads,	None.	
Aggregate length of sidings, and other track not above enumerated,	1 to 2	1 to 2
Aggregate length of main line, sidings, and other track,	10 ⁶ / ₁₀ to 11 ⁶ / ₁₀	10 ⁶ / ₁₀ to 11 ⁶ / ₁₀
Length of track laid, if not completed,	None.	

Gauge.

What is the gauge of your lines? 4 ft. 8¹/₂ inches.

Track.

Miles of iron rail in use, 10⁶/₁₀ to 11⁶/₁₀
 Miles of steel rail in use, None.
 Weight of rail per yard, { Iron, 45 to 56 lbs
 { Steel, None

Bridges and Trestles erected in Pennsylvania during the year.

None erected during the year.

Number of bridges and trestles on whole line, 16
 Wooden bridges, number of, 16; aggregate length, about 180 feet.
 Stone bridges, None.
 Iron bridges, None.
 Wooden trestles, None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? South-West Pennsylvania railroad, at Fountain Mills.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? South-West Pennsylvania railroad, at Fountain Mills.

Number of crossings of highways, at grade, in this Commonwealth, 1
 Number of crossings of highways over railroad, None.
 Number of crossings of highways under railroad, None.
 Number of crossings at which gates or flagmen are maintained, 1

Stations.

Number of stations on main road, passenger and freight,	8
Number of stations on branches, passenger and freight,	None.
Number of stations on leased roads, passenger and freight,	None.
Number of wood and water stations on main road,	1
Number of wood and water stations on branches,	None.
Number of wood and water stations on leased roads,	None.
Value of real estate held by the company, exclusive of road-way in Pennsylvania,	None.
Number of tunnels,	None.

How is track laid and on what foundation? On wooden cross-ties, bedded in broken stones.

Equipment.

Our road is being operated by the Pittsburgh and Connellsville Railroad Company, under a lease dated January 2, 1871. Consequently, questions under this head must be answered by them, and also all questions under following headings, not answered by us.

Balance Sheet, October 31, 1877.

DR.			
Construction,	\$201,669	69	
Balance open accounts,	1,303	81	
Pittsburgh and Connellsville Railroad Company,	96,628	53	
	\$299,602	08	
CR.			
Capital stock,	\$150,625	00	
Lease account,	148,977	03	
	\$299,602	03	

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	3,011 shares.
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.
Number and per cent. of dividends,	None.
Paid to sinking fund,	None.

Article of Agreement

Made and concluded this 2d day of January, A. D. 1871, by and between the Mount Pleasant and Broad Ford Railroad Company, a corporation of

the State of Pennsylvania, party of the first part, and the Pittsburgh and Connelleville Railroad Company, party of the second part.

Witnesseth: That the said party of the first part, for and in consideration of the rent and the covenants hereinafter mentioned and contained, to be paid, kept, and performed on the part of the party of the second part, have demised and let, and by these presents do demise and let unto the said party of the second part, their successors and assigns, all that certain railroad of the first party of the first part, extending from Mount Pleasant, in the county of Westmoreland, to Broad Ford, in the county of Fayette, together with all the appurtenances, rights, franchises, powers, and privileges necessary or convenient for the maintenance, regulation, control, and operation of said railroad.

To have and to hold the same for and during the term of ninety-nine years, from and after the 2d day of January, A. D. 1871, and the party of the second part, for and in consideration of the foregoing demise, do hereby covenant and agree with the party of the first part, that they, the said party of the second part, shall and will make and pay for a subscription to the capital stock of said party of the first part, to the amount of \$10,000. That they shall and will account for and pay unto the said party of the first part, semi-annually, on the 1st days of January and July, during the continuance of said terms, one third of the gross earnings of said railroad, so as above demised, from all sources whatsoever derived, passengers, freights, and mails carried and transported over the said railroad demised as aforesaid.

That they, the said party of the second part, do covenant and guarantee that the amount of the said one third of the gross earnings, so as aforesaid, payable unto the said party of the first part, shall not be less than six per cent. per annum on the capital stock paid in, of the said party of the first part, and that they, the said party of the second part, shall and will make good any deficiency, so that the share of the earnings of the said party of the first part shall always equal said six per cent. on their stock.

That they, the said party of the second part, will furnish said road, demised to them as aforesaid, with an adequate amount of motive power and rolling stock, and that they will renew and increase the same, from time to time, as increase in the trade and travel may render necessary.

That they will at once, upon the completion of said road, put on and maintain at least one train each way per day on said road, and put additional trains thereon as soon as and whenever the same are rendered necessary by the trade, travel, and business of said road. That the rates established for freight and passengers carried on said road shall be no lower than those established in similar cases upon the main road of the party of the second part, and the road hereby demised to them shall be apportioned between them, according to the distance carried on either road, one third of the gross earnings on said demised road to be paid to the said party of the first part semi-annually, as hereinbefore mentioned. The said party

of the second part doth further agree to keep the said road hereby leased in good repair, order, and condition during the continuance of said lease, and surrender the same at the end thereof in like good order and condition. And it is further understood and agreed, that the said party of the second part take the said road subject to all conditions, reservations, and agreements between the said party of the first part and Morgan & Company relative to about one mile of said road, which was bought by said party of the first part from said Morgan & Company, which fully appears by the article of agreement between.

In case of a failure of the said party of the second part to comply with their covenants herein contained, and to pay over the rent hereinbefore reserved for a period of sixty days from and after the same or any installment thereof shall have become due, then such failure may, at the option of the party of the first part, be deemed and treated as good cause for forfeiting and determining said lease and term, and the said party of the first part may take possession of the railroad, so as aforesaid demised, this right to that failure of payment as a ground for forfeiture, not to prevent the said party of the first part of availing themselves of any and all legal remedies by action or otherwise. The possession of the said party of the second part and their control of the road as a thoroughfare shall be assumed immediately upon its completion by the said party of the first part, but the party of the second part may take possession and operate that portion of the contiguous to their main road as fast as the same shall be, from time to time, completed.

It is further hereby provided that the said party of the second part shall and will lease any branch or extension of the road of the said party of the first part upon the same terms herein provided for that portion of the road between Mount Pleasant and Broad Ford.

It is further provided and agreed, that any subscription to the capital stock of the said party of the first part, obtained by W. O. Hughart, president of the Pittsburgh and Connellsville Railroad Company, from third parties, and from any other claim, present or future, that the said party of the second part may have against the party of the first part for transportation, supplies, or in any other shape, are to be regarded and accepted as part and on account of the subscription of ten thousand dollars worth of capital stock of the said party of the first part, to be made as hereinbefore provided by the said party of the second part.

It is further provided, that the earnings upon road or stock of the party of the first part, shall commence to accrue, upon opening of business, on any part thereof.

In witness whereof, the parties of both parts have hereunto caused their corporate seals to be affixed, and attested by the hands of the presidents of both parties, the day and year first above written

(Signed)

A. O. TINSTMAN,

President Mt. Pleasant and Broad Ford R. R. Co.

Witness :

JOSEPH REST,

H. CLAY FRICK.

STATE OF PENNSYLVANIA, }
 County of Allegheny, } ss :
 City of Pittsburgh, }

Personally appeared before me, Charles Donnelly president, and Welty McCullogh, treasurer of the Mount Pleasant and Broad Ford Railroad Company, who being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

CHAS. DONNELLY, *President.*

WELTY McCULLOGH, *Treasurer.*

Sworn and subscribed before me, this 19th day of February, A. D. 1878.

J. J. McCORMICK, *Notary Public.*

MUNCY CREEK.

Officers.

NAMES.		Residence.	Salary.
Hon. B. S. Bentley,	President,	Williamsport, Pa.,	None fixed. } \$1,200 00
Michael Meylert,	Vice President,	Laporte, Pa.,	
Jas. K. Boak,	Secretary,	Hughesville, Pa.,	
Wm. Meylert,	Treasurer,	Laporte, Pa.,	
B. S. Bentley, jr.,	General Solicitor,	Williamsport, Pa.,	
H. R. Merhling,	General Superintendent,		

General offices at Hughesville, Pa., and Laporte, Pa.

Names of Directors.

Residences.

B. M. Ellis,	Wolf township, Lycoming co., Pa.
Wm. Trump,	Wolf township, Lycoming co., Pa.
Hon. A. H. Hill,	Hughesville, Pa.
Hon. Thos. J. Ingham,	Laporte, Pa.
R. Bruce Ricketts,	Wilkes Barre, Pa.

Capital Stock.

Capital stock authorized by law,	\$2,000,000	00
Capital stock, amount subscribed,	129,450	00
Capital stock paid in by last report,	124,450	00
Capital stock, total amount now paid in,	124,450	00
Capital stock, number of shares issued, (2,533 entitled to vote.)		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	No sale.	

Debt.

Funded Debt.		
First mortgage bonds, (due September 1, 1891, bear interest at 7 per cent., which is payable semi-annually,) amount authorized by board of directors,	\$1,000,000	00
Total amount now of funded debt, (used of the \$1,000,000 authorized,)	\$175,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$30,000	
Debt incurred for any other purpose, and for what? Interest on funded debt, &c.,		
The amount now of floating debt,	30,000	00
Total amount now of floating and funded debt,	\$205,000	00
Funded debt as per last report,	\$150,000	
Floating debt as per last report,	45,000	
Total cash realized from capital stock and debt,	\$329,450	00

Cost.

Total cost of entire road to date, (including lands, about,)	\$329,450	00
Proportion of same for Pennsylvania, (all in Pennsylvania,)		
Total cost of entire equipment,	12,500	00
Average cost of equipment per mile of road operated by company,	2,083	33
Proportion of same for Pennsylvania, (all in Pennsylvania,)		

Characteristics of Road.

	MILES.	
	Whole length.	Length in Penn'a.
Main Line.		
Length of main line—from Halls to Bernice,	40	40
Length of single main track,	7 1/2 miles.	
Length of double main track,	None.	
Branches.		
None.		

Leased Roads.		
None.		
Aggregate length of main line and branches,	7½ miles.	
Aggregate length of leased roads,	None.	
Aggregate length of sidings and other track not above enumerated,	½ mile	
Aggregate length of main line, branches, leased roads, sidings, and other track,	8	
Length of track laid, if not completed,	7½	7½

Gauge.

What is the gauge of your lines? 4 ft. 8½ in.

Track.

Miles of iron rail in use, 6½

Miles of steel rail in use, None.

Weight of rail per yard, { Iron, 36, 40, 50, 56
 { Steel, None.

What is the relative durability, practicability of use, and value, as used on your road? Not tested.

Bridges and Trestles erected in Pennsylvania during the year.

No bridges completed during the year 1877.

Wooden bridges, number of, 4; aggregate length, 295 feet.

Stone bridges, number of, None.

Iron bridges, number of, None.

Wooden trestles, None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Number of crossings of highways, at grade, in this Commonwealth, 17

Number of crossings of highways over railroad, None.

Number of crossings of highways under railroad, None.

Number of crossings at which gates or flagmen are maintained, None.

Number of crossings at which there are neither gates nor flagmen, 17

What regulations govern your employés in regard to these crossings? Ring a bell or blow the whistle at all crossings.

Stations.

Number of stations on main road: Passenger, 4

Number of stations on branches, None.

Number of stations on leased roads, None.

Number of wood and water stations on main road, 2

Number of wood and water stations on branches, None.

Number of wood and water stations on leased roads, None.
 Value of real estate held by the company, exclusive of
 roadway, in Pennsylvania, \$100,000 00
 Number of tunnels, None.

How is track laid, and on what foundation? Oak and chestnut sills;
 ballasted track.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than forty tons weight,	None.	
Number of locomotives of more than thirty tons weight,	None.	
Number of locomotives of more than twenty tons weight,	2	{ \$3,000 00 5,400 00
Number of locomotives of more than ten tons weight,	None.	
Number of first-class passenger cars,	1	2,500 00
Number of second class passenger cars,	1	1,400 00
Number of baggage, mail, and express cars,	None.	
Number of freight cars,	None.	
{ House cars,	}	
Trucks,		
Number of coal, ore, and stone cars,	None.	
Number of caboose cars,	None.	

What kind of train brake is in use on your road? Ordinary
 brake; not Westinghouse.

Average number of cars in passenger trains, (including bag-
 gage cars,) and freight trains, (no separate trains,) About 6 cars.

Employees.

Average number of persons regularly employed by com-
 pany, including officials, 13
 Same in Pennsylvania: All in Pennsylvania.

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains, 7,513
 Number of miles run by freight or coal trains: No train
 specially for freight or coal.
 Number of passengers (all classes) carried in cars, 6,064
 Number of passengers carried one mile, 36,384
 Number of passengers carried one mile in Pennsylvania:
 All in Pennsylvania.
 Number of tons of 2,000 pounds of through freight for
 the year on main road, 13,187
 Number of tons of freight carried one mile, 79,123
 Number of tons of freight carried one mile in Pennsylvan-
 ia: All in Pennsylvania.
 Gross amount of tonnage for the year, (2,000 lbs. per ton,) 13,187
 Average rate of speed adopted by ordinary passenger trains,
 including stops, (miles per hour,) 13

Average rate of speed adopted by express trains, including stops, (miles per hour)	12
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers, all classes, carried in cars.

January, 1877,	101 + 360	August, 1877,	126 + 573
February, 1877,	118 + 298	September, 1877,	83 + 435
March, 1877,	160 + 483	October, 1877,	69 + 445
April, 1877,	108 + 348	November, 1877,	89 + 409
May, 1877,	92 + 435	December, 1877,	102 + 206
June, 1877,	115 + 417		
July, 1877,	90 + 402		1,253 + 4,811

The amount of Freight specifying the quantity in Tons of 2,000 pounds.

Iron and other ores,	None.	Bark,	3,629
Lumber,	7,574		18,187
Other articles,	1,984		

The rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers,	4 ¹ / ₈ cents.
For first-class way passengers,	4 ¹ / ₈ cents.
For second-class through passengers,	None.
For second-class way passengers,	None.

The Rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	7 cents.
For through coal, per ton per mile,	6 ² / ₃ cents.
For local freight, per ton per mile,	7 cents.
For local coal, per ton per mile,	6 ² / ₃ cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1877,	\$94	90	\$25	35	\$120	25
February, 1877,	79	40	29	41	108	81
March, 1877,	129	05	39	90	168	95
April, 1877,	93	10	27	05	120	15
May, 1877,	111	45	23	05	134	50
June, 1877,	111	58	28	65	140	23
July, 1877,	106	40	22	55	128	95
August, 1877,	166	13	31	35	197	48
September, 1877,	101	45	20	85	122	30
October, 1877,	119	95	17	15	137	10
November, 1877,	108	25	22	25	130	50
December, 1877,	126	75	25	55	152	30
Total,	\$1,348	41	\$313	11	\$1,661	52

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.
January, 1877,	\$350	15	\$100	06	\$450 21
February, 1877,	329	67	81	94	411 61
March, 1877,	591	19	96	59	687 78
April, 1877,	847	51	142	78	490 37
May, 1877,	678	19	170	39	848 38
June, 1877,	646	55	125	01	771 36
July, 1877,	297	18	103	87	401 05
August, 1877,	472	69	194	38	667 06
September, 1877,	310	59	178	68	489 25
October, 1877,	280	89	199	44	480 33
November, 1877,	397	71	153	16	550 37
December, 1877,	276	84	147	27	424 11
Total,	\$4,974	16	\$1,693	51	\$6,667 67

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.	Total.
January, 1877,	\$19	44	\$8	52		\$27 96
February, 1877,	19	44	9	60		29 04
March, 1877,	19	44	10	28		29 73
April, 1877,	19	44	9	45		28 89
May, 1877,	19	44	10	30		29 74
June, 1877,	19	44	18	58		38 02
July, 1877,			8	50		8 50
August, 1877,			8	83		8 83
September, 1877,			7	72		7 72
October, 1877,			9	09		9 09
November, 1877,			10	36		10 36
December, 1877,			12	64		12 64
Total,	\$116	64	\$123	87		\$240 51

Total passenger earnings for the year,	\$1,661 53
Total freight earnings for the year,	6,667 67
Total earnings from all other sources,	240 51

Total receipts from all sources on whole length of line, \$8,569 70

Proportion of earnings in Pennsylvania to earnings of whole line, All in Penna.

Expenditures Charged to Cost of Road and Equipment during the Year.

Land or land damages,	\$134 29
Passenger and freight houses,	63 00
Engine-houses, car sheds, wood and coal sheds, and water tanks, leather shed,	54 15
Any other expenditures chargeable to this account,	4 06
Total,	\$256 29

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of road, exclusive of bridges and new rails,		
New iron rails, number of tons About four tons.		
New steel rails,		
Repairs of bridges,		
Repairs of buildings and fixtures,		
Repairs of fences,		
All other expenses for maintenance of way,	\$32	89
Total for maintenance of way,	\$32	89
Cost per mile of road kept in repair, No separate account.		
Proportion for Pennsylvania, All in Pennsylvania.		

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$61	61
Repairs of passenger, baggage, and mail cars,	11	64
Total for maintenance of motive power and cars,	\$73	25
Cost per mile of road operated, No separate account.		
Proportion for Pennsylvania, All in Pennsylvania.		

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	} No separate account kept, all pay roll account.	\$434	18
Salaries, wages, and incidentals chargeable to freight department,			
Wages of switchmen, signal-men, gate-keepers, and watchmen,			
Fuel, number of cords of wood, cost,			
Fuel, number of tons of coal, cost,		20	62
Oil and waste,		367	59
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,		47	90
Total miscellaneous,		41	47
Total miscellaneous,		\$5,935	66
Proportion for Pennsylvania, All in Pennsylvania.			
Expenses per mile of the road operated,	} No separate account.		
Expenses per mile of single track operated, not including sidings,			
Expenses per train mile,			
Proportion for Pennsylvania, All in Pennsylvania.			

Earnings.

Passenger transportation, local, \$313 11	} Total, . .	\$1,661	52
Passenger transportation, through, 1,348 41			
Freight transportation, local, 1,693 51	} Total, . .	6,667	67
Freight transportation, through, 4,974 16			
Mail service,		116	64
Express service,		123	87
Total,		\$8,569	70

Operating Expenses.			
Maintenance of way and buildings,	\$82 89		
Maintenance of motive power and cars,	73 25		
Miscellaneous,	5,935 66		
Road and equipment,	256 20		
Total operating expenses, \$6,298, being 73½ per cent. of earnings, . .		\$6,298	00
Net earnings,		\$2,271	70
Earnings per mile of road operated,		\$1,428	28
Expenses per mile of road operated,		1,049	68
Net earnings,		378	62

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Philadelphia and Reading. They pay Muncy Creek railway one fifth of gross receipts.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? General business. We take their freights at Hall's, junction of the Philadelphia and Reading railroad with Muncy Creek railway.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Does your Company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? None.

Is any officer, agent, or employé of your Company interested in any contract for the furnishing of material or supplies for the Company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? None.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

What is the total amount paid by your Company to palace or sleeping car companies, to what companies, and the amount paid to each? Nothing.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? At rate of one sixth of \$1,400 for first six months. Last six months not arranged.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

Number and per cent. of dividends: None.

Amount paid in dividends: Nothing.

Paid to sinking fund: Nothing.

Accidents to Persons.

None.

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

Personally appeared before me, Michael Meylert, vice president of the Muncy Creek Railway Company, who being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct approximate statement of the condition and affairs of said company, for the financial year ending December 31, A. D., 1877, according to the best of his knowledge and belief.

(Signed,) MICHAEL MEYLERT, *Vice President.*

Sworn and subscribed before me, this 9th day of March, A. D. 1878.

ULYSSES MERCUR,
Judge of Supreme Court of Pennsylvania.

NESQUEHONING VALLEY.

Officers.

NAMES.		Residence.	Salary.
J. B. Moorhead,	President,	Philadelphia, .	\$1,000 00
C. F. Howell,	Treasurer,	Philadelphia, .	500 00

General offices at Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
George Whitney,	Philadelphia.
Samuel Mason,	Philadelphia.
Francis R. Cope,	Philadelphia.
E. W. Clark,	Philadelphia.
Charles Wheeler,	Philadelphia.
Fisher Hazard,	Mauch Chunk.
P. C. Garrett,	Philadelphia.
A. J. Derbyshire,	Philadelphia.
I. V. Williamson,	Philadelphia.
George F. Tyler,	Philadelphia.
T. Charlton Henry,	Philadelphia.
Henry Handy,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$2,000,000	00
Capital stock authorized by votes of the company,	1,300,000	00
Capital stock, amount subscribed,	1,300,000	00
Capital stock paid in by last report,	1,300,000	00
Capital stock, total amount now paid in,	1,300,000	00
Capital stock, number of shares issued, 28,000		
Capital stock, amount paid in on each share	50	08
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	47	00

Debt.

None.

Cost.

Total cost of entire road to date, \$1,394,615 08

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Tamanend to Mauch Chunk,		16½
Length of single main track,		16½
Length of double main track,		6½
Branches.		
Tunnel Branch, from Hauto to Lansford, length of single track,		1½
Aggregate length of main line and branches,		24½
Aggregate length of main line, branches, leased roads, sidings, and other track,		24½

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

None.

Bridges and Trestles erected in Pennsylvania during the year.

Wooden bridges, number of, 12; aggregate length, 1,532 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Stations.

Number of stations on main road: Passenger and freight, 12
 Number of wood and water stations on main road, 4
 Number of tunnels, 1; aggregate length, 3,800 feet
 How is track laid, and on what foundation? Ordinary track, on ballast.

Equipment.

Furnished by Central Railroad of New Jersey, lessees.
 What kind of train brake is in use on your road? Smith's vacuum brake.
 Average number of cars in passenger trains, including baggage cars, 3
 Average number of cars in freight trains: Merchandise trains, 40; coal trains, 130.
 Average weight of passenger trains, including locomotive and tender, in working order, 120 tons.

Monthly Earnings for the Year.

From all Other Sources.

Rental annual, paid by the Lehigh Coal and Navigation Company, as per terms of lease, \$130,000.

Miscellaneous.

Operating Expenses.

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, and leased to the Central Railroad of New Jersey.

General Balance Sheet, January 1, 1878.

DR.			
Construction account,		\$1,395,531	48
Cash on hand,		252	61
		\$1,395,784	09
CR.			
Capital stock,		\$1,300,000	00
Due the Lehigh Coal and Navigation Company,		95,396	59
Dividends due and unpaid,		387	50
		\$1,395,784	09

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$1,300,000
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies: 10 per cent. per annum.	
Number and per cent. of dividends: 14 dividends, 5 per cent. each, amount paid in dividends,	\$885,774 58

Accidents to Persons.

Included in report of Lehigh and Susquehanna railroad.

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

Personally appeared before me, J. B. Moorhead, president, and C. F. Howell, treasurer of the Nesquehoning Valley Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

J. B. MOORHEAD, *President.*

C. F. HOWELL, *Treasurer.*

Sworn and subscribed before me, this 27th day of February, A. D. 1878.

CHARLES GIBBONS, jr., *Notary Public.*

NEW CASTLE AND BEAVER VALLEY.

Officers.

NAMES.		Residence.	Salary.
A. L. Crawford,	President,	New Castle, Pa., . . .	\$1,200 00
J. S. Crawford,	Secretary and Treasurer,	New Castle, Pa., . . .	1,000 00

<i>Names of Directors.</i>	<i>Residences.</i>
Wm. L. Scott,	Erto, Pa.
Wm. Harbaugh,	Sewickley, Pa.
R. W. Cunningham,	New Castle, Pa.
Wm. Patterson,	New Castle, Pa.
G. W. Crawford,	New Castle, Pa.
J. D. Layng,	Pittsburgh, Pa.

Capital Stock.

Capital stock as authorized by law,	\$700,000	00
Capital stock authorized by votes of company,	700,000	00
Capital stock, amount subscribed,	700,000	00
Capital stock paid in by last report,	605,000	00
Capital stock, total amount now paid in,	605,000	00
Capital stock, number of shares issued, 14,000.		
Capital stock, amount paid in on each share: 12,000 shares full paid, 2,000 shares five per cent. paid.		
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	50	00

Debt.

Funded Debt.

None.

Cost.

Total cost of entire road to date,	\$828,120	29
Average of same per mile of road laid,	55,312	44

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from New Castle to Homewood,	14.97	14.97
Length of single main track,	14.97	14.97
Length of double main track,	None.	
Aggregate length of sidings and other track not above enumerated,	4	4
Aggregate length of main line, sidings, and other track,	18, ²⁷ / ₁₀₀	18, ²⁷ / ₁₀₀

Gauge.

What is the gauge of your lines, 4 ft. 9 ¹/₂ in.

Track.

Miles of iron rail in use, 18, ⁹⁷/₁₀₀
 Weight of rail per yard, iron, 56 lbs.

Bridges and Trestles erected in Pennsylvania during the year.

None.

Number of bridges, 8
 Wooden bridges, number of, 6; aggregate length, 1,070 feet.
 Stone bridges, number of, 2; aggregate length, 50 feet.
 Iron bridges, number of, None.
 Wooden trestles, number of, None.

Crossings.

What railroads cross your road, at grade, in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

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 interrogatories not herein answered.

By the terms of the lease, the N. C. and B. V. Railroad Company receives 40 per cent. of the gross earnings of the road.

Stations.

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, in Pennsylvania, None.
 Number of tunnels, None.

How is track laid and on what foundation? Oak cross ties, with gravel ballast.

Miscellaneous.

Taxes,	\$7,965	00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	2,579	20
Total miscellaneous,	\$10,544	20

Earnings.

Rent of road for ten months, ending October 31, 1877,*	\$97,233	03
All other sources of income,	4,035	20
Total,	\$101,267	23

*The Pennsylvania company report to this company the monthly earnings of this road, but they are not able to make exact reports until about two months after the close of each month to be reported. Consequently, at this date, we have not received reports for months of November and December, 1877, the rental for which will probably approximate \$19,000 for the two months.

General Balance Sheet, January 1, 1878.

DR.		
Construction,	\$828,120	20
Cash,	20,546	00
Bills receivable,	97,044	10
Accounts receivable,	97,083	94
Railroad stock of other companies,	55,358	18
	\$1,098,101	00
CR.		
Capital stock,	\$700,000	00
Income under lease,	398,101	00
	\$1,098,101	00

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$700,000 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies: January 1, April 2, July 2, and October 1, each 3½ per cent.	
Number and per cent. of dividends: Four, at 3½ per cent.	
Amount paid in dividends,	\$98,000 00

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

Personally appeared before me, A. L. Crawford, president, and J. A. Crawford, treasurer of the New Castle and Beaver Valley Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed,) A. L. CRAWFORD, *President.*
 J. A. CRAWFORD, *Treasurer.*

Sworn and subscribed before me, this 19th day of January, A. D. 1878.
 GEORGE W. VEACH, *Notary Public.*

NEW CASTLE AND FRANKLIN.

Officers.

NAMES.		Residence.	Salary.
Cyrus Clarke,	President and Treasurer,	New Castle, . . .	\$2,000 00
George C. Reis,	Vice President,	New Castle, . . .	
John M. Power,	Secretary and Auditor,	New Castle, . . .	1,000 00
A. Vandivort,	Chief Engineer and General Supt.,	New Castle, . . .	1,500 00

General office at New Castle, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
H. L. Crawford,	New Castle, Pa.
R. W. Cunningham,	New Castle, Pa.
David Sankey,	New Castle, Pa.
Wm. Y. Greer,	New Castle, Pa.
S. R. Mason,	Mercer, Pa.
B. Magoffin, jr.,	Mercer, Pa.
J. Bonner,	Stoneboro, Pa.

Capital Stock.

Capital stock authorized by law, with privilege to increase,	\$150,000	00
Capital stock authorized by votes of company, None.		
Capital stock, amount subscribed, \$312,050; for construction, \$56,935,	369,015	00
Capital stock paid in by last report,	335,150	00
Capital stock, total amount now paid in,	339,414	87
Capital stock, number of shares issued, 6,635		
Capital stock, amount paid in on each share, average,	45	99
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year. No market value established.		

Debt.

Funded Debt.		
First mortgage bonds, (due August 1, 1902, bear interest at 7 per cent., which is payable semi-annually,) amount,	\$554,000	00
Total amount now of funded debt,	\$554,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$161,368 34		
Debt incurred for any other purpose, and for what? Int., 37,935 00		
The amount now of floating debt,	\$199,303	34
Total amount now of floating and funded debt,	\$753,303	34
Funded debt as per last report, \$484,000 00		
Floating debt as per last report, 215,419 18		

Cost.

Total cost of entire road to date,	\$1,010,598	29
Average of same per mile of road laid,	26,594	69
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment,	52,254	69
Average cost of equipment per mile of road operated by company,	1,375	12
Proportion of same for Pennsylvania, All.		
Cost of road and equipment per mile,	27,969	81

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penna.
Length of main line, from New Castle, Pa., to Stoneboro, Pa.,	36½	36½
Length of single main track,	36½	36½
Length of double main track,	None.	
Branches.		
Jackson Coal branch, from main line at } Length of branch,	1½	1½
Garvins to Jackson coal mines, . . . } Length of single track,	1½	1½
Leased Roads.		
None.		
Aggregate length of main line and branches,	38	38
Aggregate length of sidings and other track not above enumerated,	1 ⁷ / ₁₀	1 ⁷ / ₁₀
Aggregate length of main line, branches, leased roads; sidings, and other track,	39 ⁷ / ₁₀	39 ⁷ / ₁₀

Gauge.

What is the gauge of your lines? 4⁹/₁₆ feet.

Track.

Miles of iron rail in use, 39⁷/₁₀ miles.
 Miles of steel rails in use, None.
 Weight of rail per yard, iron, 56 pounds.

Bridges and Trestles erected in Pennsylvania during the year.

None.
 Number of bridges and trestles on whole line, 8
 Wooden bridges, number of, 7; aggregate length, 931 feet.
 Stone bridges, None.
 Iron bridges, None.
 Wooden trestles, 1; aggregate length, 120 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Shenango and Allegheny railroad at Mercer, Pa. Mercer Iron and Coal Company's railroad, near Stoneboro', Pa.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.
 Number of crossings of highways, at grade, in this Commonwealth, 86
 Number of crossings of highways over railroad, 1
 Number of crossings of highways under railroad, 1
 Number of crossings at which gates or flagmen are maintained, 1
 Number of crossings at which there are neither gates nor flagmen, 37

What regulations govern your employes in regard to these crossings? Sound the whistle two short, and one long blasts, at a point one fourth of a mile from highway.

Stations.

Number of stations on main road, passenger and freight,	19
Number of stations on branches: Passenger, none; freight,	1
Number of stations on leased roads,	None.
Number of wood and water stations on main road, . . .	3
Number of wood and water stations on branches,	None.
Number of wood and water stations on leased roads, . .	None.
Value of real estate held by the company, exclusive of road-way, in Pennsylvania: Embraced in construction.	
Number of tunnels,	None.
How is track laid, and on what foundation? On oak ties, with gravel ballast.	

Equipment.	Number.	Average cost of each
Number of locomotives of more than forty tons weight,	None.	
Number of locomotives of more than thirty tons weight,	1	\$12,750 00
Number of locomotives of more than twenty tons weight,	2	10,000 00
Number of locomotives of more than ten tons weight,	None.	
Number of first-class passenger cars,	1	4,250 00
Number of second class passenger cars,	1	3,850 00
Number of baggage, mail, and express cars,	None.	
Number of freight cars: House cars and trucks,	None.	
Number of coal cars,	15	580 00
Number of caboose cars,	1	672 00

What kind of train brake is in use on your road?	Hand brake.
Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	4
Average weight of passenger trains, including locomotive and tender, in working order,	80 tons.
Average weight of freight trains, including locomotive and tender, in working order,	70 tons.

Employees.

Average number of persons regularly employed by company, including officials,	40
Same in Pennsylvania,	40

Doings of the Year.

Transportation and Total Miles run.

Number of miles run by passenger trains,	26,937
Number of miles run by freight trains,	25,116

Number of miles run by coal trains,	None.
Number of through passengers for the year on main road,	4,149
Number of passengers, (all classes,) carried in cars,	44,432
Number of passengers carried one mile,	699,132
Number of passengers carried one mile in Pennsylvania,	699,132
Number of tons of 2,000 lbs. of through freight for the year on main road,	30,003
Number of tons of freight carried one mile,	1,426,702
Number of tons of freight carried one mile in Pennsylvania,	1,426,702
Gross amount of tonnage for the year, (2,000 pounds per ton,)	42,562
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,)	None.
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	14

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1876, 2,960	June, 1877, 2,854
December, 1876, 3,115	July, 1877, 3,003
January, 1877, 1,866	August, 1877, 3,339
February, 1877, 2,858	September, 1877, 5,707
March, 1877, 3,403	October, 1877, 2,990
April, 1877, 2,953	November, 1877, 2,763
May, 1877, 2,844	December, 1877, 3,777

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal, None.	Stone and lime, None.
Bituminous coal, 17,525	Agricultural products, 1,400
Petroleum and other oils, 426	Merchandise and manufactures, 3,966
Pig iron, 674	Live stock, 208
Railroad iron, None.	Lumber, 6,337
Other iron and nails, 7,499	Other articles, (ice,) 109
Iron and other ores, 4,418	

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 cents.
For second-class through passengers,	None.
For second-class way passengers,	None.

Rate per Ton of 2,000 pounds per mile charged for Freight.

For through freight, per ton, per mile,	1 ⁵ / ₁₀ cents.
For through coal, per ton per mile,	1 ⁶ / ₁₀ cents.
For local freight, per ton per mile,	2 ⁷ / ₁₀ cents.
For local coal, per ton per mile,	2 ⁷ / ₁₀ cents.

Amount per mile of road operated,	\$542	87
Proportion for Pennsylvania,	542	87
Total expenditures for operating the road,	30,363	30
Expenses per mile of the road operated,	799	04
Expenses per mile of single track operated, not including sidings,	799	04
Expenses per train mile,		58

Earnings.

Passenger transportation, local,	\$19,525 47	} Total,	\$24,255 47
Passenger transportation, through,	4,730 00		
Freight transportation, local,	9,232 48	} Total,	25,555 18
Freight transportation, through,	16,322 70		
Mail service,			1,885 50
Express service,			309 47
Total, November 1, 1876, to December 31, 1877, (14 months,)			\$52,005 71
Operating Expenses.			
Maintenance of way and buildings,	\$7,183 83		
Maintenance of motive power and cars,	2,550 51		
Miscellaneous,	20,628 96		
Total operating expenses for 14 months being 58 $\frac{1}{2}$ per cent. of earnings,			\$30,363 30
Net earnings,			\$21,642 41
Earnings per mile of road operated,			\$1,368 57
Expenses per mile of road operated,			799 03
Net earnings,			\$569 54

General Balance Sheet, January 1, 1878.

DR.		
Construction,		\$1,010,598 29
Equipment,		50,376 04
Tools,		1,878 65
Personal accounts,		13,681 05
Profit and loss,		29,865 23
CR.		\$1,106,339 26
Capital stock,		\$339,414 87
First mortgage bonds,		554,000 00
Bills payable,		159,365 06
Personal accounts,		15,684 33
Coupon interest due February 1, 1877,	\$18,650 00	
Coupon interest due August 1, 1877,	19,285 00	
		37,935 00
		\$1,106,339 26

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Union Express; fifty per cent. over freight rates, by weight.

What kind of business is done by them, and do you take their freights

at the depot, or at the office of such express companies: First. Cannot answer. Second. We receive their freights delivered on cars.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? We do not.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? Not that we know of.

What running arrangements have you with other railroad companies? What are the details of the contract? We prorate with the L. S. & M. S. R'y Co. for freight, as per schedule agreed upon.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? U. S. Rolling Stock Co., of New York, for combination car, \$465 57; L. S. & M. S. R'y Co., of Cleveland, O., for mileage on freight cars, \$1,076 10.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? They do not.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? About \$410 50 per quarter; regulated by weight of mails.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued. No preferred stock.

Amount of common stock now outstanding, (see Capital Stock.)

Amount of stock issued as stock dividends, and dates of issue. None.

Rate and date of all cash dividends on stock of original and consolidated companies. None.

Accidents to Persons.

None.

STATE OF PENNSYLVANIA, }
 City of New Castle, County of Lawrence, } ss :

Personally appeared before me, Cyrus Clarke, president, and Cyrus Clarke, treasurer of the New Castle and Franklin Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year (fourteen months) ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

CYRUS CLARKE, *President.*

CYRUS CLARKE, *Treasurer.*

Sworn and subscribed before me this 6th day of March, A. D. 1878.

J. P. LESLIE, *Alderman.*

NEW CASTLE RAILROAD AND MINING.

Officers.

NAMES.		Residence.	Salary.
Joshua Rhodes, . . .	President,	Pittsburgh, Pa., . . . . .	. . . . .
George Pearson, . . .	Vice President,	New Castle, Pa., . . . . .	. . . . .

Names of Directors.

Residences.

Joshua Rhodes,	Pittsburgh, Pa.
George C. Reis,	New Castle, Pa.
Daniel Kissenger,	New Castle, Pa.
R. H. Peebles,	New Castle, Pa.
George Pearson,	New Castle, Pa.

Capital Stock.

Capital stock authorized by law,	\$100,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock paid in by last report,	100,000	00
Capital stock, total amount now paid in,	100,000	00
Capital stock, number of shares issued,	2,000	
Capital stock, amount paid in on each share,		50 00
Capital stock, par value of each share,		50 00
Capital stock, average market value during the year,	No sales.	

Debt.

Funded Debt.	
No bonded debt.	-
Floating Debt.	
The amount now of floating debt,	\$7,200 00
Total amount now of floating and funded debt,	\$7,200 00

Cost.

Total cost of entire road to date, with equipment,	\$100,000 00
Average of same per mile of road laid,	26,666 00
Proportion of same for Pennsylvania,	26,666 00

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line—from New Castle, Pa., to Coal Mines,	3 $\frac{3}{4}$	3 $\frac{3}{4}$
Length of double main track,	None.	. . . . .

Gauge.

What is the gauge of your lines? 3 feet 6 inches.

Track.

Miles of iron rail in use, 3 $\frac{3}{4}$
 Miles of steel rail in use, None.
 Weight of rail per yard, iron, 35 pounds.

Bridges and Trestles erected in Pennsylvania.

Number of bridges and trestles on whole line, 12
 Wooden trestles, number of, 12; aggregate length, (estimated,) 900 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Number of crossings of highways at grade in this Commonwealth, 10

Number of crossings of highways under railroad, 1

Number of crossings at which gates or flagmen are maintained, 1

Number of crossings at which there are neither gates nor flagmen, 10

What regulations govern your employés in regard to these crossing?

The whistle and bell. Reduced rate of speed.

Stations.

Number of stations on main road, passenger and freight, None.
 Number of wood and water stations on main road, 1
 Value of real estate held by the Company, exclusive of roadway, in Pennsylvania, (estimated,) \$4,500 00
 Number of tunnels, None.
 How is track laid and on what foundation? Oak ties, with slack ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than ten tons weight,	3	\$6,000 00
Number of first-class passenger cars,	None.	
Number of coal, ore, and stone cars,	80	130 00

Doings of the Year.

Transportation and Total Miles Run.

Gross amount of tonnage for the year, (2,000 lbs. per ton,) 4,860
 Average rate of speed adopted by freight trains, including stops, (miles per hour,) 6 miles.

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Bituminous coal, 4,860

Miscellaneous.

The New Castle Railroad and Mining Company is a company for mining coal—the railroad being merely an appendage to their business—consequently the expense of maintaining, operating, and repairs of machinery, &c., are all run into coal account, as well as all earnings.

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

Personally appeared before me, George Pearson, vice president and treasurer of the New Castle Railroad and Mining Company, who being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D 1877, according to the best of his knowledge and belief.

(Signed,)

GEORGE PEARSON,
Vice President and Treasurer.

Affirmed and subscribed before me, this fourteenth day of February, A. D. 1878.

J. B. REYNOLDS, Alderman

NEWRY.

Officers.

NAMES.		Residence.	Salary.
Joseph Fichtner,	President,	Newry, Pa.,	None.
Alexander Knox,	Secretary,	Newry, Pa.,	None.
Francis McCoy,	Treasurer,	Newry, Pa.,	None.

General offices at Newry, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Alexander Knox,	Newry, Pa.
Francis McCoy,	Newry, Pa.
Jonathan Conrad,	Newry, Pa.
John Hoover,	Newry, Pa.
James Conrad,	Newry, Pa.
James Stevons,	Martinsburg, Pa.
David Cassidy,	Newry, Pa.
Henry McIntosh,	Newry, Pa.
Adam Hoover,	Newry, Pa.
H. N. Buroughs,	Philadelphia, Pa.
William Smith,	Hollidaysburg, Pa.
John Musselman,	Duncansville, Pa.

Capital Stock.

Capital stock authorized by law, (with power to increase)	\$15,000	00
Capital stock authorized by votes of company: No definite amount fixed by vote of company.		
Capital stock, amount subscribed, (issued stock,)	11,925	00
Capital stock paid in by last report, (we made an error in this item in last report; should have been \$11,925, instead of \$11,150.)	11,150	00
Capital stock, total amount now paid in,	11,925	00
Capital stock, number of shares issued,	477*	
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year: Stock not in market.		

* We made an error in last year's report, in the number of shares issued; should have been 447 shares, instead of 446, which is corrected in this report.

Debt.

Funded Debt.		
None.		
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, (exclusive of interest,)	\$10,810 06	
Debt incurred for any other purpose, and for what, (excess of expenses in operating road by lessee, as far as known to us,)	11,929 45	
The amount now of floating debt, (exclusive of interest,)		\$20,773 71
Total amount now of floating and funded debt, (no funded debt,)		\$20,773 71
Funded debt as per last report,	None.	
Floating debt as per last report, (did not include in last report excess of expenses,)		\$10,778 99
Total cash realized from capital stock and debt,		14,729 45

Cost.

Total cost of entire road to date, (exclusive of interest, and excluding excess of expenses, with the exception of six months, ending December 31, 1872,)	\$35,508 16
Average of same per mile of road laid,	35,508 16
Proportion of same for Pennsylvania,	All in Penn'a.
Total cost of entire equipment: Own no equipment; equipment furnished by lessee.	
Cost of road and equipment per mile, (no equipment owned by this company,)	23,578 71
Proportion of same for Pennsylvania,	All in Penn'a.

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from the point connecting with railroad of Pennsylvania Railroad Company, formerly Portage railroad, to Newry, about,	1	1*
Length of single main track,	1	1
Branches.		
Own no branches.		
Leased Roads.		
None.		
Aggregate length of main line and branches, (no branches,) about,	1	1
Aggregate length of leased roads,	None.	None.
Aggregate length of sidings and other track not above enumerated, (sidings,) about,	878 feet.	878 feet.
Aggregate length of main line, branches, leased roads, sidings, and other track, (main line and sidings,) about,	1,878 feet	1,878

* Heretofore we reported length of main line of road 1 1-10 mile, which included about one tenth of a mile of Portage railroad, owned by the Pennsylvania Railroad Company, which company reports the same. We, therefore, have dropped in this report one tenth of a mile.

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, exclusive of 878 feet of sidings, 1
 Miles of steel rail in use, None.
 Weight of rail per yard, { Iron, 45 pounds.
 { Steel, None.

What is the relative durability, practicability of use, and value, as used on your road? Don't know.

Bridges and Trestles erected in Pennsylvania during the year.

None.
 Number of bridges and trestles on whole line, no bridges; trestle, 1
 Wooden bridges, None.
 Stone bridges, None.
 Iron bridges, None.
 Wooden trestles, number of 1; aggregate length, Don't know.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
 What railroads cross your road, either over or under your grade in this Commonwealth, and where? None.
 Number of crossings of highways at grade in this Commonwealth, including Allegheny street, at southern terminus of road, 2
 Number of crossings of highways over railroad, None.
 Number of crossings of highways under railroad, None.
 Number of crossings at which gates or flagmen are maintained, None.
 Number of crossings at which there are neither gates nor flagmen, 2
 What regulations govern your employes in regard to these crossings? Have no employes.

Stations.

Number of stations on main road, { Passenger, 1. } 1
 { Freight, . 1. }
 Number of wood and water stations on main road. None in use at this time.
 Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$393 25
 Number of tunnels, None.
 How is track laid and on what foundation? On oak cross-ties, resting partly on broken stone and partly on gravel ballast.

Equipment.

Own no equipment.	
Average number of cars in passenger trains, including baggage cars,	1
Average number of cars in freight trains,	Don't know.
Average weight of passenger trains, including locomotive and tender, in working order,	Don't know.
Average weight of freight trains, including locomotive and tender, in working order,	Don't know.

Employees.

Average number of persons regularly employed by Company, including officials. Have no employes.

General Balance Sheet, January 1, 1878.

DR.		
To partly grading road and trestle work,	\$12,283 00	
To right of way,	523 15	
To real estate purchased,	393 25	
		\$13,199 40
To partly grading road and superstructure by Pennsylvania Railroad Company, exclusive of interest, (don't know when interest commenced, work was done in 1868-69,)		10,374 31
To excess of expenses over earnings, as operated by lessee, from December 31, 1869, to December 31, 1876, (excepting six months ending December 31, 1872, of which we have no account,)		11,929 45
		\$35,503 16
CR.		
By stock issued,	\$11,925 00	
By assessment and partial payment on subscription, &c.,	838 65	
		\$12,763 65
By credit, February 18, 1870, on account with Pennsylvania Railroad Company, (being net earnings of road to December 31, 1869,)		1,965 80
Deficit to balance,		20,773 71
		\$35,503 16

The road of this company is operated by the Pennsylvania Railroad Company, under a lease for ten years, from August 3, 1868, with the provision, however, that if the cost of the completion (the cost of superstructure and of partly grading the road) is not fully paid to the lessee at the time of the expiration of the said term of ten years, then the term of the lease, and all its provisions, shall, without further writing for that purpose, be extended until such time as the same shall be fully paid, on the following conditions, to wit:

First. That the Pennsylvania Railroad Company complete the road of the Newry Railroad Company, and the appurtenances thereunto belonging.

Second. That the said lessee will operate the said road and apply the annual gross receipts thereof, 1st. To the payment of cost of repairing and maintaining the road and its appurtenances, and of the expenses of oper-

ating the same, together with all taxes, assessments, premiums of insurance, and other lawful and proper charges thereon or connected therewith ; 2d. To the payment in full, with interest, of the cost of the completion of the road, with the appurtenances ; 3d. To the payment of the surplus, if any thereafter remain, annually to the Newry Railroad Company.

Third. The said lessee to keep the road in good order and repair.

Fourth. The said lessee to render, annually, an account of the gross receipts of the road to the Newry Railroad Company.

We made the foregoing report, as best we could, from such accounts and statements as we have at our command, with a view to give a full exhibit of the financial condition of the road as far as we could, though it would seem, from the terms and conditions of the lease, that the Newry Railroad Company should only be charged with the expenses of operating road so far as the earnings thereof will pay the same, as there is no provision in the lease for the payment of any excess of expenses over the earnings of the road by this company.

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

Personally appeared before me, Joseph Fichtner, president, and Francis McCoy, treasurer of the Newry Railroad Company, who being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

JOSEPH FICHTNER, *President.*

FRANCIS MCCOY, *Treasurer.*

Sworn and subscribed before me, this 13th day of February, A. D. 1878.

JAMES CONRAD, *Justice of the Peace.*

NORTH-EAST PENNSYLVANIA.

Officers.

NAMES.		Residence.	Salary.
Franklin A. Comly, . . .	President, . . .	Philadelphia, . . .	No compensation.
John S. Wise,	Secretary, . . .	Philadelphia, . . .	\$500 00
	Treasurer		

General offices at 407 Walnut street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
John Jordan, jr.,	Philadelphia.
J. Gillingham Fell,	Philadelphia.
William C. Ludwig,	Philadelphia.
Ellwood Shannon,	Philadelphia.
Edward C. Knight,	Philadelphia.
Alfred Hunt,	Philadelphia.
James H. Stephenson,	Philadelphia.
Jacob Riegel,	Philadelphia.
Richard J. Dobbins,	Philadelphia.
G. J. Mitchell,	Hatboro', Montgomery co., Pa.
Isaac Warner, jr.,	Hatboro', Montgomery co., Pa.
George Fulmer,	Hatboro', Montgomery co., Pa.

Capital Stock.

Capital stock authorized by law,	\$400,000 00
Capital stock, amount subscribed,	81,550 00
Capital stock, paid in by last report,	81,550 00
Capital stock, total amount now paid in,	81,550 00
Capital stock, number of shares issued,	1,631
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year: Not on market.	

Debt.

Funded Debt.	
First mortgage bonds, (due January 1, 1892, bear interest at 7 per cent., which is payable semi-annually, July 1, and Jan. 1,) amount,	\$160,000 00
Total amount now of funded debt,	\$160,000 00
Floating Debt.	
Unfunded debt, incurred for construction,	\$73,000 00
Debt incurred for any other purpose, and for what: Operating expenses, interest, &c.,	45,388 92
The amount now of floating debt,	118,388 92
Total amount now of floating and funded debt,	\$278,388 92
Funded debt as per last report,	\$160,000 00
Floating debt as per last report,	104,873 63
Total amount capital stock and debt,	\$359,938 92

Cost.

Total cost of entire road to date,	\$305,597 10
Total cost of entire equipment: No equipment.	

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penna.
Length of main line, from Abington to Hartsville,	9 ⁴ / ₁₀	9 ⁴ / ₁₀
Length of single main track,	9 ⁴ / ₁₀	9 ⁴ / ₁₀
Branches and leased roads,	None.	
Aggregate length of main line and branches,	9 ⁴ / ₁₀	9 ⁴ / ₁₀
Aggregate length of sidings and other track not above enumerated,	⁸ / ₁₀	⁸ / ₁₀
Aggregate length of main line, branches, leased roads, sidings, and other track,	10 ⁷ / ₁₀	10 ⁷ / ₁₀

Gauge.

What is the gauge of your lines? 4 ft. 8¹/₂ inches.

Track.

Miles of iron rail in use, 10⁷/₁₀
 Miles of steel rail in use, None.
 Weight of rail per yard, { Iron, 50 and 58 lbs.
 { Steel, None.

Bridges and Trestles erected in Pennsylvania during the year.

None.
 Number of bridges and trestles on whole line, 5
 Wooden bridges, aggregate length, 910 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.
 Number of crossings of highways at grade in this Commonwealth, 15
 Number of crossings of highways over railroad, 1
 Number of crossings of highways under railroad, 1
 Number of crossings at which gates or flagmen are maintained, None.

Stations.

Number of stations on main road: Passenger and freight, 11
 How is track laid, and on what foundation? Iron rails, spliced joints, oak and chestnut ties, stone slag, and earth ballast.

Equipment.

None. The road is worked by the North Pennsylvania R. R. Co.

Employees.

Operated by the North Pennsylvania R. R. Co.

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	27,474
Number of miles run by freight trains,	} 3,120
Number of miles run by coal trains,	
Number of through passengers for the year on main road,)	} All local, 83,063
Number of passengers (all classes) carried in cars, . . .)	
Number of passengers carried one mile,	565,444
Number of passengers carried one mile in Pennsylvania, . .	565,444
Number of tons (of 2,000 pounds) of through freight for the year on main road,	All local
Number of tons of freight carried one mile,	127,813
Number of tons of freight carried one mile in Pennsylv- ania,	127,813
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	20,771
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,)	None.
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	9

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1876,	8,396	May, 1877,	7,448
December, 1876,	6,758	June, 1877,	7,219
January, 1877,	4,713	July, 1877,	8,069
February, 1877,	5,150	August, 1877,	8,427
March, 1877,	5,777	September, 1877,	8,392
April, 1877,	5,501	October, 1877,	7,213

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	7,918	Agricultural products,	3,245
Bituminous coal,	109	Merchandise and manufactures,	6,018
Petroleum and other oils,	23	Live stock,	51
Other iron or castings,	16	Lumber,	939
Iron and other ores,	2,334	Other articles,	22
Stone and lime,	116		

The rate of Fare for Passengers charged for the respective Classes per mile, as follows:

For first-class through passengers,	} Av. 2.41 cents.
For first-class way passengers,	
For second-class through passengers,	} None.
For second-class way passengers,	

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

All local,	6.89 cents.
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Monthly Earnings for the year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
November, 1876,			\$1,094	18		
December, 1876,			991	41		
January, 1877,			822	07		
February, 1877,			449	25		
March, 1877,			906	73		
April, 1877,			1,377	86		
May, 1877,			1,203	82		
June, 1877,			1,537	51		
July, 1877,			1,307	71		
August, 1877,			1,557	73		
September, 1877,			1,327	90		
October, 1877,			1,066	45		
Total,			\$13,642	62	\$13,642	62

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
December, 1876,			\$849	85		
January, 1877,			748	22		
February, 1877,			456	67		
March, 1877,			646	27		
April, 1877,			545	15		
May, 1877,			886	37		
June, 1877,			830	63		
July, 1877,			585	89		
August, 1877,			574	00		
September, 1877,			1,013	43		
October, 1877,			832	88		
November, 1877,			812	02		
Total,			\$8,781	38	\$8,781	38

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
November, 1876,			\$2	44				
December, 1876,			2	91				
January, 1877,			2	97				
February, 1877,			2	53				
March, 1877,			2	74				
April, 1877,			3	08				
May, 1877,			4	50				
June, 1877,			4	10				
July, 1877,			2	20				
August, 1877,			2	94				
September, 1877,			2	85				
October, 1877,			2	47	\$396	00		
Total,			\$35	71	\$396	00	\$431	71

Total passenger earnings for the year,	\$13,642	62
Total freight earnings for the year,	8,781	38
Total earnings from all other sources,	431	71
Total earnings for the year,	22,855	71
Total receipts from all sources on whole length of line,	\$22,855	71
Proportion of earnings in Pennsylvania to earnings of whole line: All.		

Expenditures Charged to Cost of Road and Equipment during the Year.

Total,	\$1,161	68
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Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Total for maintenance of way,	\$3,210	01
Cost per mile of road kept in repair,	327	55
Proportion for Pennsylvania,	327	55

Cost of Maintenance of Motive Power and Cars.

Road worked by North Pennsylvania Railroad Company.

Miscellaneous.

Taxes,	\$153	21
Amount paid other corporations or individuals for use of all other cars,	2,131	63
Total miscellaneous,	\$2,284	84

Earnings.

Passenger transportation, all local,	\$13,642	62
Freight transportation, all local,	8,781	38
Express service,	35	71
Rents and all other sources of income,	398	00
Total,	\$22,855	71

General Balance Sheet, October 31, 1877.

DR.			
Right of way,	\$20,435	15	
Real estate,	15,780	37	
Construction,	271,381	58	
Unsettled claims,	183	84	
Cash,	4,691	85	
Profit and loss,	51,137	53	
	\$361,610	42	
CR.			
Capital stock,	\$81,550	00	
Seven per cent. bonds,	160,000	00	
The North Pennsylvania Railroad Company,	118,388	92	
Mortgages,	1,500	00	
Unpaid coupons,	171	50	
	\$361,610	42	

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c? Central Express, in company cars. Eighteen cents per ton per mile.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? General merchandise, delivered at the depots.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? This road is run by North Pennsylvania Railroad Company, to which company all returns for car service are made, and same regulations apply as upon its own road.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? None.

What running arrangements have you with other railroad companies? What are the details of the contract? This road is run by the North Pennsylvania Railroad Company, upon a percentage basis.—*See page 460, Report of Secretary of Internal Affairs, for 1876.*

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? Pay all car service to North Pennsylvania Railroad Company.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? None.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

Accidents to Persons.

None.

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

Personally appeared before me, Franklin A. Comly, president, and John S. Wise, treasurer of the North-East Pennsylvania Railroad Company, who being duly sworn and affirmed, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

F. A. COMLY, *President.*

J. S. WISE, *Treasurer.*

Sworn, affirmed, and subscribed before me, this 30th day of January, A. D. 1878.

JOSHUA COMLY, *Notary Public.*

NORTH PENNSYLVANIA.

Officers.

NAMES.		Residence.	Salary.
F. A. Comly,	President,	Philadelphia,	*\$7,000 00
John S. Wise,	Secretary,	Philadelphia,	*2,500 00
William Wister,	Treasurer,	Philadelphia,	*4,000 00
Wm. Rotch Wister,	General Solicitor,	Philadelphia,	500 00
S. W. Roberts,	{ Chief Engineer, General Superintendent, }	Philadelphia,	*4,000 00

*Subject to two reductions of ten per cent. each.

<i>Names of Directors.</i>	<i>Residences.</i>
John Jordan, junior,	Philadelphia.
J. Gillingham Fell,	Philadelphia.
William C. Ludwig,	Philadelphia.
Ellwood Shannon,	Philadelphia.
Edward C. Knight,	Philadelphia.
Alfred Hunt,	Bethlehem, Pa.
Thomas Smith,	Philadelphia.
Ario Pardee,	Hazleton, Pa.
James H. Stevenson,	Philadelphia.
Jacob Riegel,	Philadelphia.
Richard J. Dobbins,	Philadelphia.
Charles A. Sparks,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$1,500,000	00
Capital stock authorized by votes of the company,	6,000,000	00
Capital stock paid in by last report,	4,000,100	00
Capital stock, total amount now paid in,	4,043,750	00
Capital stock, number of shares issued, 80,875		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year: No record kept.		

Debt.

Funded Debt.		
First mortgage bonds, (due January 1, 1885, bear interest at 6 per cent., which is payable January 1 and July 1,) amount	\$1,930,500	00
Second mortgage bonds, (due May 1, 1896, bear interest at 7 per cent., which is payable May 1 and November 1,) amount,	1,500,000	00
Third, or general, mortgage bonds, (due January 1, 1903, bear interest at 7 per cent., which is payable January 1 and July 1,) amount,	2,569,500	00
Income bonds, (due April 1, 1887, bear interest at six per cent., which is payable April 1 and October 1,) amount,	14,000	00
Total amount now of funded debt,	\$6,014,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$1,126,566.67		
The amount now of floating debt,	1,126,566	67
Total amount now of floating and funded debt,	\$7,140,566	67
Funded debt as per last report, \$5,985,000 00		
Floating debt as per last report, 835,736 40		
Total amount capital stock and debt,	\$11,184,316	67

Cost.

Total cost of entire road to date, (excluding real estate,)	\$8,331,550	70
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment,	1,745,438	35

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Philadelphia, (Willow street,) to Bethlehem,	55 $\frac{1}{10}$	55 $\frac{1}{10}$
Length of single main track,	29 $\frac{1}{10}$	29 $\frac{1}{10}$
Length of double main track,	26 $\frac{1}{10}$	26 $\frac{1}{10}$
Branches.		
Delaware River branch, from Jenkintown to middle of Delaware river, near Yardley,	20 $\frac{1}{10}$	20 $\frac{1}{10}$
Doylestown branch, from Lansdale to Doylestown,	10 $\frac{1}{10}$	10 $\frac{1}{10}$
Shimersville branch, from Iron Hill to Shimersville, (out of use,)	1 $\frac{1}{10}$	1 $\frac{1}{10}$
Aggregate length of main line and branches,	135.00	135.00
Aggregate length of sidings and other track not above enumerated,	32.70	32.70
Aggregate length of main line, branches, leased roads, sidings and other track,	167.70	167.70

Gauge.

What is the gauge of your lines? 4 feet 8 $\frac{1}{2}$ inches.

Track.

Miles of iron rail in use, 102 $\frac{3}{100}$ miles.
 Miles of steel rail in use, 65 $\frac{6}{100}$ miles.
 Weight of rail per yard, { Iron, 56 and 58 lbs.
 { Steel, 56, 60 and 66 lbs.
 What is the relative durability, practicability of use, and value, as used on your road? The steel rails are much the most durable, but the correct proportion of durability is not yet known.

Bridges and Trestles erected in Pennsylvania during the year.

None.

Number of bridges and trestles on whole line, 31
 Wooden bridges, number of, 4; aggregate length, 575 feet.
 Stone or brick bridges, 1; aggregate length, 241 feet.
 Iron bridges, 25; aggregate length, 3,526 feet.
 Wooden trestles, 1; aggregate length, 1,980 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Connecting railway at Erie avenue station; Philadelphia, Newton and New York railroad, at Bethayres station.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Philadelphia and Reading railroad, at Gunner's Run.

Number of crossings of highways, at grade, in this Commonwealth,	138
Number of crossings of highways over railroad,	18
Number of crossings of highways under railroad,	21
Number of crossings at which gates or flagmen are maintained?	23
Number of crossings at which there are neither gates nor flagmen,	115

What regulations govern your employes in regard to these crossings? The red flags and lanterns are the danger signals, the blue ones are the caution signals, and the white ones are the safety signals. The whistle and the bell are used on the engines when they are approaching the crossings at grade.

Station.

Number of stations on main road: Passenger, 37; freight,	40
Number of stations on branches: Passenger, 17; freight,	17
Number of wood and water stations on main road,	9
Number of wood and water stations on branches,	3
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	\$1,286,839 00
Number of tunnels, 2; aggregate length,	2,660 feet.

How is track laid, and on what foundation? Iron and steel rails, rolled iron chairs, and splices. Cinder, gravel, and stone ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight,	4	\$11,375
Number of locomotives of more than 30 tons weight,	37	14,404
Number of locomotives of more than 20 tons weight,	10	11,413
Number of locomotives of more than 10 tons weight,	7	7,935
Number of first-class passenger cars,	65	4,500
Number of baggage, mail, milk, and express cars,	30	2,200
Number of freight cars, } House cars, 410,	632	600
} Trucks, 222,		
Number of coal, lime, ore, and stone cars,	573	210

What kind of train brake is in use on your road? Hand brakes and air-brakes, both Westinghouse and vacuum brakes.

Average number of cars in passenger trains, including baggage cars,	5
Average number of cars in freight trains, 8-wheeled,	25
Average weight of passenger trains, including locomotive and tender, in working order,	140 net tons.
Average weight of freight trains, including locomotive and tender, in working order,	570 net tons.

Employees.

Average number of persons regularly employed by company, including officials,	About 1,100
Same in Pennsylvania,	About 1,100

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	693,264
Number of miles run by freight and coal trains,	358,479
Number of through passengers for the year on main road, between Philadelphia and Bethlehem,	143,768
Number of passengers (all classes) carried in cars,	1,368,498
Number of passengers carried one mile,	26,744,872
Number of passengers carried one mile in Pennsylvania,	26,744,872
Number of tons of 2,000 pounds of through freight for the year on main road, between Philadelphia and Bethlehem,	423,298
Number of tons of freight carried one mile,	33,691,162
Number of tons of freight carried one mile in Pennsylvania,	33,691,162
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	858,467
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,)	29
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	9

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1876,	195,779	May, 1877,	107,256
December, 1876,	84,123	June, 1877,	124,375
January, 1877,	80,829	July, 1877,	130,125
February, 1877,	78,227	August, 1867,	142,813
March, 1877,	86,732	September, 1877,	128,416
April, 1877,	92,791	October, 1877,	117,032

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	355,929	Stone and lime,	28,618
Bituminous coal,	3,012	Agricultural products,	152,371
Petroleum and other oils,	2,313	Merchandise and manufactures,	189,303
Pig iron,	22,013	Live stock,	8,064
Railroad iron,	5,534	Lumber,	43,818
Other iron or castings,	5,977	Other articles,	10,199
Iron and other ores,	31,726		

The rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers,	} Average,	2.56 cents.
For first-class way passengers,		
For second class through passengers, emigrant,		1 cent.

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

For through freight, per ton per mile,	1.95 cents.
For through coal per ton per mile,	1.43 cents.
For local freight, per ton per mile,	5.53 cents.
For local coal, per ton per mile,	1.92 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
November, 1876,	\$53,993	87	\$26,424	65	\$80,481	52
December, 1876,	53,139	55	20,456	26	73,595	81
January, 1877,	33,457	15	16,549	35	50,006	50
February, 1877,	15,360	19	16,880	88	32,241	07
March, 1877,	15,967	49	21,681	45	37,648	94
April, 1877,	16,946	00	24,940	41	41,886	41
May, 1877,	20,581	26	28,281	81	48,863	07
June, 1877,	20,888	19	30,652	64	51,540	83
July, 1877,	21,588	83	30,788	74	52,377	57
August, 1877,	26,068	71	30,704	02	56,772	73
September, 1877,	15,275	41	32,508	99	47,784	40
October, 1877,	24,502	62	28,627	31	53,129	93
Total,	\$317,769	27	\$308,496	51	\$626,265	78

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
November, 1876,	\$47,313	76	\$16,996	89	\$64,310	65
December, 1876,	42,426	00	15,875	75	58,301	75
January, 1877,	43,243	72	15,330	46	58,574	18
February, 1877,	48,659	84	16,570	00	65,229	84
March, 1877,	46,984	17	19,296	08	66,280	25
April, 1877,	46,879	87	21,841	09	68,720	96
May, 1877,	49,754	26	22,428	06	72,180	32
June, 1877,	39,853	12	20,135	99	59,989	11
July, 1877,	34,194	58	17,398	79	51,593	37
August, 1877,	49,302	04	23,604	56	72,906	60
September, 1877,	57,122	41	21,698	02	78,820	43
October, 1877,	65,921	70	21,759	85	87,681	55
Total,	\$571,655	47	\$232,933	54	\$804,589	01

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
November, 1876, . . .	\$487	20	\$1,024	30	.	.	\$1,511 50
December, 1876, . . .	487	20	975	30	.	.	1,462 50
January, 1877, . . .	487	20	777	25	.	.	1,264 45
February, 1877, . . .	487	20	676	09	.	.	1,163 20
March, 1877, . . .	487	20	817	87	.	.	1,305 17
April, 1877, . . .	487	20	1,020	17	\$15,846	37	17,353 74
May, 1877, . . .	487	20	1,108	02	.	.	1,598 22
June, 1877, . . .	487	20	1,027	95	.	.	1,515 15
July, 1877, . . .	487	20	807	58	.	.	1,294 78
August, 1877, . . .	487	20	1,192	57	.	.	1,679 77
September, 1877, . . .	487	20	931	01	.	.	1,418 21
October, 1877, . . .	487	20	1,009	16	18,792	27	20,288 63
Total,	\$5,846	40	\$11,365	37	\$34,638	64	\$51,850 41

Total passenger earnings for the year,	\$626,265 78
Total freight earnings for the year,	804,549 01
Total earnings from all other sources,	51,850 41

Total earnings for the year, \$1,482,705 20

Total receipts from all sources on whole length of line,	\$1,482,705 20
Proportion of earnings in Pennsylvania to earnings of whole line,	All.

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road,	\$62,990 12
Land or land damages,	127,935 90
Passenger and freight houses,	7,999 17
Engine houses, car sheds, wood and coal sheds, and water tanks,	6,532 28
Locomotive account,	1,557 92
Total,	\$206,995 39

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$123,256 68
New iron rails, 732 tons, old rails and cash,	467 50
New steel rails, (number of tons,) 786,	28,810 73
Repairs of bridges,	13,294 81
All other expenses for maintenance of way,	840 76
Total for maintenance of way,	\$166,670 48
Cost per mile of road kept in repair, and 15 $\frac{7}{10}$ miles relaid,	993 20
Proportion for Pennsylvania,	993 20

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$47,335 84
Repairs of machinery,	6,884 49
Repairs of passenger, baggage, and mail cars,	22,047 82
Repairs of freight cars,	39,486 70
All other expenses for maintenance of motive power and cars,	242,980 07
Total for maintenance of motive power and cars,	\$359,234 92

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . .	\$84,963	32
Salaries, wages, and incidentals chargeable to freight department, . . .	117,918	05
Wages of switchmen, signal men, gate-keepers, and watchmen, . . .	13,902	80
Fuel—number of cords of wood, } Included in M. of M. R. cars.		
Fuel—number of tons of coal, }		
Damages for loss of goods and baggage,	7,679	74
Taxes,	38,804	83
Insurance,	1,943	15
Telegraph expenses, salaries, &c.,	10,090	41
Amount paid for use of palace and sleeping cars,	1,440	48
Amount paid other corporations or individuals for use of all other cars,	89,911	06
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, general expenses, \$40,094 11; conducting transportation, \$120,045 23,	160,139	34
Total miscellaneous,	\$526,852	68
Total expenditures for operating the road,	\$1,052,758	08

Earnings.

Passenger transportation, local,	\$308,496 51	} Total,	\$626,265	78
Passenger transportation, through,	317,769 27			
Freight transportation, local,	\$232,933 54	} Total,	804,589	01
Freight transportation, through,	571,655 47			
Mail service,			5,846	40
Express service,			11,865	57
Rents and all other sources of income,			34,638	64
Total,			\$1,482,705	20
Operating Expenses.				
Maintenance of way and buildings,	\$166,670 48			
Maintenance of motive power and cars,	359,234 92			
Miscellaneous, \$40,094 11; conducting transportation, \$54,659 05,	394,753 16			
Total operating expenses, being 62 $\frac{2}{10}$ per cent. of earnings,			920,658	56
Net earnings,			\$562,046	64

General Balance Sheet, October 31, 1877.

DR.			
Construction,		\$5,816,715	16
Construction Delaware River branch,		1,830,657	98
Equipment,		1,745,438	35
Real estate,		1,286,839	00
Depots, shops, and stations,		671,871	37
Railroad stocks, bonds, &c.,		120,110	00
Telegraph,		12,806	19
North-East Pennsylvania R. R. Co.,		118,388	92
Sony Creek R. R. Co.,		149,726	82
Materials on hand,		118,967	90
Accounts due company,		263,600	93
Loans,		16,800	00
Bills receivable,		10,600	56
Cash,		135,614	24
		\$12,297,637	42

CR.	
Capital stock,	\$4,043,750 00
Six per cent. bonds,	1,330,500 00
Seven per cent. bonds,	1,500,000 00
General mortgage seven per cent. bonds,	2,569,500 00
Income bonds,	14,000 00
Ground rents and mortgages,	475,495 21
Bills payable,	1,126,566 67
Convertible scrip,	232,385 50
Unpaid coupons,	4,107 50
Unpaid accounts,	129,984 47
Profit and loss,	271,398 07
	\$12,297,637 43

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Central, Heston, Bodine and N. Y., and N. E. States Express. Goods carried in the cars of this company at rates varying according to circumstances.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? General merchandise delivered to this company at its depots.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None in which this company has an interest. The cars of certain freight lines run over the tracks of this road, on the same terms and conditions as the freight cars of railroad companies.

Do they use the cars of your Company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? The above mentioned lines furnish their own cars. Cars of this company, as also those of other railroads, are sometimes run in the trade. No preference is given to this traffic over the ordinary fast freight trains of this company.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? The arrangements with connecting

railroads are the usual interchange of cars and traffic, allowing a fixed rate for the use of cars. The only contract is with the New York and Philadelphia New Line, based upon a mileage percentage of expenses and earnings.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Sleeping cars, 3 cents per mile run; owned by Pullman Palace Car Co; charge two dollars per berth, in addition to regular fare.

What is the total amount paid by your company, to palace or sleeping car companies, to what companies, and the amount paid to each? Pennsylvania and New York Drawing Room Car Co., \$399 21; Pullman's Palace Car Co., \$1,041 27.

United States Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$5,846 40 for the fiscal year.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued, None.
 Amount of common stock now outstanding, \$4,043,750 00
 Amount of stock dividend declared July 19, 120,010 50
 Rate and date of all cash dividends on stock: One cash dividend of 3 per cent. declared January 5.
 Number and per cent. of dividends: One stock and one cash, 3 per cent. each.
 Amount paid in dividends: Cash, \$120,003 00; stock, \$120,010 50, 240,013 50

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		12		1		13
Employees,	5	2	3	3	8	5
Others,			13	5	13	5
Total,	5	14	16	9	21	23

Statement of each Accident.

November 1, 1876. An unknown man, gathering leaves, was killed by a train near Wingohocking.

November 1, 1876. John Sangenbaker was hurt and his wagon broken, about eight, P. M., by a passenger train going north, at Lehigh avenue.

November 1, 1876. About 9.30, P. M., near Centre Valley, an express train, going north, had a bad accident, caused by the tire slipping off a compound wheel of a sleeping car, owned by the Pullman Car Company. Samuel L. Holloway, a brakeman, and Peter Hook, a colored porter, were killed, and the following passengers were hurt: Amos A. Barnes had a leg broken, J. T. Wheeler was cut in the head, and the following were more or less bruised: G. M. Ayer, wife, and child; M. B. Lewis, wife, and daughter; A. J. Evans, Helen Barnum, and Annie McLaughlin.

November 6, 1876. A man, name unknown, said to be a passenger, had his arm accidentally broken at Hilltop.

November 8, 1876. George Rheiner, engineer, and James Young, fireman, were accidentally killed, near Jenkintown, by a locomotive running over a horse that had stumbled through a small bridge.

November 9, 1876, Patrick Fox, a coal brakeman, accidentally killed by falling from a train near Fort Washington.

November 11, 1876. John Rapp, lying on the track, was accidentally killed by a train near Benezet.

November 28, 1876. Frederick Blumbery, walking on the track, lost a foot by being struck by a train, near Gunner's run.

December 1, 1876. George Saurmilch had a leg broken and his head cut about 6, P. M., by a train, when driving a wagon across the track at Somerset street.

December 2, 1876. John Fischer, an old man, hard of hearing, fatally injured by a coal car on American street.

December 12, 1876. George Sparks, a baggage-master, hurt his head by striking a flag-box at Bethayres.

December 29, 1876. Henry F. Hartzel, a freight brakeman, accidentally killed near Sellersville, by falling from a train.

January 5, 1877. George Taylor, an elderly man, believed to have been drinking, was fatally injured at night on the track, below Dauphin street.

January 11, 1877. Jonathan Bealer was found dead on the track near Hatfield, supposed to have been accidentally killed by a train in the night.

February 20, 1877. Alvin Tomlinson, a boy about thirteen years old, and of unsound mind, was accidentally killed by a train near Janney.

May 4, 1877. An unknown man was found dead on the railroad near Centre Valley, run over in the night.

May 13, 1877. O. Shellenberger, conductor of a stock train, had his arm sprained, near Rockhill, by his train running over a cow.

May 14, 1877. Henry Mann, a painter, fatally hurt by a train, when walking on the railroad near Gunner's run.

May 21, 1877. John Smith, freight brakeman, accidentally killed in the company's yard, near Berks street, coupling cars.

May 23, 1877. Peter A. Cook was hurt in a wagon, struck by cars at Norris street. The flagman could not stop him.

June 5, 1877. Charles Dorn, brakeman, had his right arm crushed when coupling freight cars at night, near Quarkertown.

June 7, 1877. James Cassidy, found dead on the track near Hatfield, run over.

August 14, 1877. An unknown, marked J. B., found dead in the morning in the cut near Yardley.

August 21, 1877. George W. Wesner, coal train conductor, broke his knee pan by jumping from an engine in motion at Hatfield.

September 10, 1877. Andrew Adolph was killed at Hatfield, by jumping from the station platform in front of an approaching train. He was not a passenger.

September 15, 1877. Francis Engleman stepped on to the track above Lehigh avenue, in front of a coal train, in the evening, and had his left arm broken.

October 4, 1877. George Bardol, locomotive engineer, was drowned in Sandy run, near Fort Washington, about 9, P. M., by the washing out of one abutment of a small bridge, caused by an extraordinary flood. He had passed with his engine over the same bridge safely about fifteen minutes before.

October 4, 1877. James P. Wiley, a passenger, was somewhat cut in the head, and Joseph Pearson, locomotive engineer, had his arm cut, by a passenger train leaving the track on account of a wash out near Colmar, on the Doylestown branch. It occurred in the evening, after a remarkable rain.

October 16, 1877. Frederick Rausch, a drunken man, was hurt accidentally by a freight car, in the yard at Front and Noble street, so that he died.

October 25, 1877. Katherina Moltz, the wife of a flagman, was fatally hurt by being struck by an engine, when crossing the track near Erie avenue. She was carrying some furniture at the time.

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

Personally appeared before me, F. A. Comly, president, and William Wister, treasurer of the North Pennsylvania Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

F. A. COMLY,
President.
 WILLIAM WISTER,
Treasurer.

Sworn, affirmed, and subscribed before me, this 29th day of January, A. D. 1878.

W. W. DOUGHERTY, *Notary Public.*

OLEAN, BRADFORD AND WARREN.

Officers.

NAMES.		Residence.	Salary.
M. Hulings,	President,	Emlenton, Pa.,	Not fixed.
C. W. Mackey,	Vice President,	Franklin, Pa.,	Not fixed.
W. J. Hulings,	Secretary,	Emlenton, Pa.,	Not fixed.
C. S. Whitney,	Treasurer,	Bradford, Pa.,	Not fixed.
C. W. Mackey,	General Solicitor,	Franklin, Pa.,	Not fixed.
W. H. Smith,	{ Chief Engineer,	{ Bradford, Pa.,	{ Incl'd in Sup't.
	{ Gen'l Superintendent			$2,000 00

General offices at Bradford, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
M. Hulings,	Emlenton, Pa.
W. J. Hulings,	Emlenton, Pa.
C. W. Mackey,	Franklin, Pa.
J. M. Diokey,	Franklin, Pa.
J. N. Patterson,	Franklin, Pa.
J. D. Wolf,	Edenburg, Knox P. O., Pa.
E. C. Bradley,	Oil City, Pa.
W. J. Welsh,	Kennerdate, Pa.
W. H. Johnson,	Hornellsville, N. Y.
C. S. Whitney,	Bradford, Pa.

Capital Stock.

Capital stock authorized by law,	\$300,000	00
Capital stock, amount subscribed,	300,000	00
Capital stock paid in by last report,	None made.	
Capital stock, total amount now paid in,	35,000	00
Capital stock, number of shares issued,	None.	
Capital stock, amount paid in on each share,	11	66½
Capital stock, par value of each share,	100	00
Capital stock, average market value during the year : None on market.		

Debt.

Funded Debt.			
None.			
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$21,147 76		
Debt incurred for any other purpose, and for what,	None.		
The amount now of floating debt,	\$21,147	76	
Total amount now of floating and funded debt,	\$21,147	76	
Funded debt as per last report,	No report.		
Floating debt as per last report,	No report.		

Cost.

Total cost of entire road to date,	\$39,143	59
Average of same per mile of road laid,	6,523	93
Total cost of entire equipment,	17,004	17
Average cost of equipment per mile of road operated by company,	2,834	93
Cost of road and equipment per mile,	9,357	06

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Bradford to Red Rock,	6	6
Length of single main track,	6	6
Aggregate of main line and branches,		6

Gauge.

What is the gauge of your lines ? 3 feet.

Track.

Miles of iron rail in use, 6 miles.
 Miles of steel rail in use, None.
 Weight of rail per yard, { Iron, 35 lbs.
 { Steel, None.

Bridges and Trestles erected in Pennsylvania during the year.

LOCATION.	Kind.	Whether wood, stone, or iron.	Length— in feet.	When completed.
Bradford,	Wood,	280	November 20.

Number of bridges and trestles on whole line, 1
 Wooden bridges, number of, 0; aggregate length, 280 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.
 Number of crossings of highways, at grade, in this Commonwealth, 5
 What regulations govern your employes in regard to these crossings? Blow whistle and ring bell.

Stations.

Number of stations on main road: { Passenger, 7 } 7
 { Freight, 7 }
 Number of wood and water stations on main road, 1
 How is track laid, and on what foundation? On sand and gravel.

Equipment.	Number.	Av. cost of each.
Number of locomotives of more than 10 tons weight,	1	\$5,583 00
Number of second class passenger cars,	1	1,650 00
Number of freight cars, { House cars 7,	26	324 00
{ Trucks, 19,		

What kind of train brake is in use on your road? Common brake.
 Average number of cars in passenger trains, including baggage cars, 1
 Average number of cars in freight trains, 2
 Average weight of passenger trains, including locomotive and tender, in working order, 24 tons.
 Average weight of freight trains, including locomotive and tender, in working order, 25 tons.

Employees.

Average number of persons regularly employed by company, including officials, 10
 Same in Pennsylvania, 10

Doings of the Year

Transportation and Total Miles Run.

Number of miles run by passenger trains,	360
Number of miles run by freight trains,	360
Number of passengers (all classes) carried in cars, . . .	2,300
Number of passengers carried one mile,	9,200
Number of passengers carried one mile in Pennsylvania, .	9,200
Number of tons of 2,000 lbs. of through freight for the year on main road,	258
Number of tons of freight carried one mile,	1,548
Number of tons of freight carried one mile in Pennsyl- vania,	1,548
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	258
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	10 miles.
Average rate of speed adopted by express trains, includ- ing stops, (miles per hour,)	10 miles.
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	8 miles.

Monthly Statement of Passengers (all classes) carried in cars.

December, 1877,	2,300
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The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Merchandise and manufactures,	258
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The Rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers,	7½ cents.
For first-class way passengers,	7½ cents.

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through freight per ton per mile,	\$1 00
For local freight per ton per mile,	1 00

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
December, 1877,			\$572	00	\$572	00
Total,			\$572	00	\$572	00

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
December, 1877,			\$261	00	\$261	00
Total,			\$261	00	\$261	00

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1877,					\$833	00	\$833	00
Total,					\$833	00	\$833	00
Total passenger earnings for the year,							\$527	00
Total freight earnings for the year,							\$261	00
Total earnings for the year,							\$833	00
Total receipts from all sources on whole length of line,							\$833	00

Expenditures charged to cost of Road and Equipment during the Year.

Extension or alteration of road,	None.	
Land or land damages,	None.	
Passenger and freight houses,		\$952 00
Engine houses, car sheds, wood and coal sheds, and water tanks,		655 90
New locomotives, number of, 1,		5,593 00
New passenger cars, number of, 1,		1,630 00
New mail and baggage cars,	None.	
New freight cars, number of, 26,		8,425 96
New machine shops, machinery, and tools,	None.	
Any other expenditures chargeable to this account,	None.	
Total,		\$17,266 91

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Nothing.

Cost of Maintenance of Motive Power and Cars.

Nothing.

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$315	79
Salaries, wages, and incidentals chargeable to freight department,	131	87
Fuel—wood,	None.	
Fuel—coal,	16	19
Oil and waste,	20	73
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	110	50
Total miscellaneous,	\$595	96

Amount per mile of road operated,	\$95	84
Proportion for Pennsylvania,	95	84
Total expenditures for operating the road,	595	08
Expenses per mile of the road operated,	95	84
Expenses per mile of single track operated, not including sidings,	95	84

Earnings.

Passenger transportation, local,	\$572 00	\$572	00
Freight transportation, local,	281 00	281	00
Mail service,	None.		
Express service,	None.		
Rents,	None.		
All other sources of income,	None.		
Total,		\$833	00
Operating Expenses.			
Maintenance of way and buildings,	None.		
Miscellaneous,	\$595 08	\$595	08
Total operating expenses being 64 per cent. of earnings.			
Net earnings,		237	92
Earnings per mile of road operated,	\$139		00
Expenses per mile of road operated,	95		84
Net earnings,		237	92

General Balance Sheet, November 30, 1877.

DR.		
First—Construction and equipment,	\$56,147	76
Second—No inventory taken.		
Third—Nothing.		
Fourth—Nothing.		
Fifth—Nothing.		
	\$56,147	76
CR.		
First—Capital stock,	\$300,000	00
Second—None.		
Third—Unfunded debt,	21,147	76
Fourth—None.		
Fifth—None.		
	\$321,147	76

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.?
 No contract.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc. None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? No.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? None.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? Nothing

Sleeping Cars.

None.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Do not carry mail.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued. No preferred stock.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: No dividend.

Accidents to Persons.

None.

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

Personally appeared before me, M. Hulings, president, and C. S. Whitney, treasurer of the Olean, Bradford and Warren Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

M. HULINGS, *President.*

C. S. WHITNEY, *Treasurer.*

Sworn and subscribed before me, this 18th day of February, A. D. 1878, as to C. S. Whitney, treasurer.

G. A. BERRY, *Notary Public.*

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

Sworn and subscribed before me, this 27th day of February, A. D. 1878, as to M. Hulings, president.

J. H. HEASLY, *Notary Public*

PARKER AND KARNS CITY.

Officers.

NAMES.		Residence.	Salary.	
Fullerton Parker,	President,	Parker, Pa.,	\$2,500	00
H R. Fullerton,	Vice President,	Parker, Pa.,		
W. C. Mobley,	Secretary and Treasurer,	Parker, Pa.,		
E. S. Golden,	General Solicitor,	Kittanning,		
William Kip,	Chief Engineer,	Parker City,	\$900	00
W. C. Mobley,	General Superintendent,	Parker City,	1,750	00

Names of Managers.

Residences.

Fullerton Parker,	Parker, Pa.
H. R. Fullerton,	Parker, Pa.
W. C. Mobley,	Parker, Pa.
W. J. Parker,	Parker, Pa.
R. L. Brown,	Pollock, Pa.
J. E. Brown,	Kittanning, Pa.
D. W. Fullerton,	Parker City, Pa.

Capital Stock.

Capital stock authorized by law,	\$150,000	00
Capital stock authorized by votes of company,	150,000	00
Capital stock, amount subscribed,	150,000	00
Capital stock paid in by last report,	150,000	00
Capital stock, total amount now paid in,	150,000	00
Capital stock, number of shares issued,	3,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	50	00

Debt.

Funded Debt.			
First mortgage bonds, (due October 1, 1878, bear interest at 7 per cent., which is payable in gold,) amount,		\$37,000	00
Total amount now of funded debt,		\$37,000	00
Floating Debt.			
None.			
Total amount now of floating and funded debt,		37,000	00
Funded debt as per last report,	\$62,000	00	
Floating debt as per last report,	8,281	08	

Cost.

Total cost of entire road to date,	\$226,247	69
Average of same per mile of road laid,	21,547	39
Total cost of entire equipment,	77,980	51
Average cost of equipment per mile of road operated by company,	7,426	73
Cost of road and equipment per mile,	28,974	11

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Parker Junction to Karns City,	10½	10½
Length of single main track,	10½	10½
Aggregate length of main line,	10½	10½
Aggregate length of sidings,	1¼	1¼
Aggregate length of main line and sidings,	11¾	11¾

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, not including sidings, 10½
 Weight of rail per yard, iron, 30 pounds.

Bridges and Trestles erected in Pennsylvania during the year.

None.
 Wooden bridges, number of, 23; aggregate length, 2,700 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Allegheny Valley railroad, at Parker Junction.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Number of crossings of highways, at grade, in this Commonwealth, 5

Number of crossings at which there are neither gates nor flagmen, 5

What regulations govern your employes in regard to these crossings?
 Ringing bell within eighty rods of crossing, until it is passed.

Stations.

Number of stations on main road, . { Passenger, . . . 10 } 11
 { Freight, . . . 11 }

Number of wood and water stations on main road, 3

How is track laid and on what foundation? Oak and hemlock ties, stone ballast.

Equipment.	Number.	Average cost of each
Number of locomotives of more than ten tons weight,	4	\$7,075 00
Number of first-class passenger cars,	3	3,300 00
Number of second class passenger cars,	2	1,250 00
Number of baggage, mail, and express cars,	2	1,425 00
Number of freight cars, } House cars, 13,	43	478 00
} Trucks, 30,		
Number of coal, ore, and stone cars,	2	520 00

What kind of train brake is in use on your road? Westinghouse improved air-brake.

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	10
Average weight of passenger trains, including locomotive and tender, in working order,	51 tons.
Average weight of freight trains, including locomotive and tender, in working order,	122 tons.

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	46,300
Number of miles run by freight trains,	24,300
Number of through passengers for the year on main road,	37,390
Number of passengers (all classes) carried in cars,	296,000
Number of passengers carried one mile,	1,218,000
Number of passengers carried one mile in Pennsylvania,	1,218,000
Number of tons (of 2,000 lbs.) of through freight for the year on main road,	19,200
Number of tons of freight carried one mile,	276,375
Number of tons of freight carried one mile in Penna.,	276,375
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	35,098
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, (miles per hour,)	12
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

Monthly average,	24,666
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The amount of Freight, specifying the quantity in tons of 2,000 pounds.

No record kept.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
January, 1877,					\$7,340 72
February, 1877,					7,710 60
March, 1877,					8,909 63
April, 1877,					9,627 13
May, 1877,					9,202 39
June, 1877,					8,787 57
July, 1877,					9,302 39
August, 1877,					8,703 05
September, 1877,					7,945 06
October, 1877,					8,406 74
November, 1877,					7,195 05
December, 1877,					8,329 03
Total,					\$101,459 40

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.
January, 1877,					\$4,825 69
February, 1877,					5,242 14
March, 1877,					4,990 43
April, 1877,					6,816 73
May, 1877,					7,045 12
June, 1877,					4,746 74
July, 1877,					2,853 36
August, 1877,					4,427 00
September, 1877,					5,111 09
October, 1877,					6,727 99
November, 1877,					5,567 87
December, 1877,					4,557 48
Total,					\$63,011 64

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
January, 1877,	\$59	66	\$225	41	\$54	62	\$339 69
February, 1877,	59	65	191	12	48	92	299 69
March, 1877,	59	65	248	92	103	40	411 97
April, 1877,	59	65	273	84	112	40	445 69
May, 1877,	59	65	394	25	71	12	525 62
June, 1877,	59	65	444	86	102	79	607 30
July, 1877,	59	65	323	26	56	42	439 33
August, 1877,	59	65	454	37	201	98	716 00
September, 1877,	59	65	313	40	146	82	519 57
October, 1877,	59	65	334	04	115	34	509 06
November, 1877,	59	65	257	13	106	26	423 04
December, 1877,	59	65	248	51	82	84	391 00
Total,	\$715	81	\$3,709	11	\$1,202	91	\$5,627 63

Total passenger earnings for the year,	\$101,459	40
Total freight earnings for the year,	63,011	64
Total earnings from all other sources,	5,827	83
Total earnings for the year,	\$170,098	87
Total receipts from all sources on whole length of line,	\$170,098	87

Expenditures Charged to Cost of Road and Equipment during the year.

Extension or alteration of road,	\$5,790	17
Land or land damages,	536	53
Passenger and freight houses,	177	19
Engine houses, car sheds, wood and coal sheds, and water tanks,	2,753	39
New machine shops, machinery, and tools,	5,254	50
Any other expenditures chargeable to this account,	3,789	37
Total,	\$18,301	15

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of road, exclusive of bridges and new rails,	\$10,488	14
New iron rails, number of tons, 154,635,	6,141	66
Repairs of bridges,	2,179	25
Repairs of buildings and fixtures,	1,190	14
Total for maintenance of way,	\$19,999	19
Cost per mile of road kept in repair,	\$1,904	68

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$8,747	71
Repairs of machinery,	94	08
Repairs of passenger, baggage, and mail cars,	3,043	59
Repairs of freight cars,	3,395	85
All other expenses for maintenance of motive power and cars,	3,831	04
Total for maintenance of motive power and cars,	\$19,112	27
Cost per mile of road operated,	\$1,820	22

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, }	\$29,150	30
Salaries, wages, and incidentals chargeable to freight department, }		
Wages of switchmen, signal-men, gate-keepers, and watchmen,	2,384	71
Fuel—coal, cost,	4,763	73
Oil and waste,	372	08
Damages for loss of goods and baggage,	151	40
Taxes,	900	00
Telegraph expenses,	40	00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	10,225	48
Total miscellaneous,	\$47,987	60
Amount per mile of road operated,	\$4,570	25
Total expenditures for operating the road,	\$7,099	08
Expenses per mile of the road operated,	8,295	15
Expenses per mile of single track operated, not including sidings,	8,295	15

Earnings.

Passenger transportation, local and through,	\$101,459	60
Freight transportation, local and through,	63,011	64
Mail service,	715	81
Express service,	3,709	11
All other sources of income,	1,202	91
Total,	\$170,096	87
Operating Expenses.		
Maintenance of way and buildings,	\$19,999	19
Maintenance of motive power and cars,	19,112	27
Miscellaneous,	47,987	60
Total operating expenses, (being 51½ per cent. of earnings,)	87,099	06
Net earnings,	\$82,999	81
Earnings per mile of road operated,	\$16,199	89
Expenses per mile of road operated,	8,295	15
Net earnings,	\$7,904	74
Interest for the year,	\$2,599	08
Bridge toll for the year,	9,828	50
Back salary paid president for four years, to August, 1877,	10,000	00
Net earnings over interest and toll,	70,582	28

General Balance Sheet, January 1, 1878.

DR.		
Construction,	\$226,247	00
Equipment,	77,980	51
Material on hand,	3,172	99
Cash in hands of treasurer,	14,976	25
Accounts receivable,	20,420	36
	\$342,797	65
CR.		
Capital stock,	\$150,000	00
First mortgage bonds,	37,000	00
Bills payable,	21,427	54
Accounts payable,	11,462	59
Profit and loss, applied to debt, construction, &c.,	122,907	53
	\$342,797	65

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Union Express, paying 27 cents per hundred pounds through rate, and proportionate amounts for intermediate distances.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? At our depots.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? None.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? Nothing.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding, \$150,000.

Amount of stock issued as stock dividends, and dates of issue: None.

Number and per cent. of dividends: 1st and 2d at 1 per cent. and 5 per cent., \$9,000. Amount paid in dividends: \$9,000.

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés		1				1
Others,			1		1	
Total,		1	1		1	1

Statement of each Accident.

November 17, 1877. Matthew Connor, hotel keeper, stepped on track in front of an approaching train; right leg cut off below the knee; died November 20, 1877, at Parker City. Accident occurred at Parker City.

December 8, 1877. At Parker City. John Condon, engine wiper, arm broken by being caught in spokes of driving wheel of locomotive.

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

Personally appeared before me, Fullerton Parker, president, and W. C. Mobley, treasurer of the Parker and Karns City Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

F. PARKER, *President.*

W. C. MOBLEY, *Treasurer.*

Sworn and subscribed before me, this twenty-fifth day of March, A. D 1878.

G. S. CROSBY, *Notary Public.*

PEACH BOTTOM.

Officers.

NAMES.		Residence.	Salary.
Chas. R. McConkey,	President,	Peach Bottom, Pa., . .	None.
Samuel Dickey,	Vice President,	Oxford, Pa.,	None.
William Wallace, . . .	Secretary,	York, Pa.,	\$1,100 00
A. C. Manifold,	Treasurer,	Hopewell Center, Pa.,	225 00
John Blackford,	General Solicitor,	York, Pa.,	100 00
John A. Alexander, . .	Eastern Div. Superinten't,	Oxford, Pa.,	1,000 00
Samuel M. Manifold, . .	Middle Div. Superinten't,	York, Pa.,	720 00

<i>Names of Directors.</i>	<i>Residences.</i>
Samuel Dickey,	Oxford, Pa.
John A. Alexander,	Oxford, Pa.
William Wallace,	York, Pa.
W. Latimer Small,	York, Pa.
Michael Schall,	York, Pa.
A. C. Manifold,	Hopewell Center, Pa.
John Humphrey,	West Bangor, Pa.
William G. Ross,	Airville, Pa.
J. Penrose Ambler,	Fulton House.
R. B. Patterson,	Spruce Grove, Pa.
Dr. Charles H. Stubbs,	Wakefield, Pa.
Isaac Bradley,	Wakefield, Pa.

Capital Stock.

Capital stock authorized by law,	\$1,000,000	00
Capital stock, amount subscribed,	271,600	00
Capital stock paid in by last report,	221,127	10
Capital stock, total amount now paid in,	221,675	10
Capital stock, number of shares issued,	4,413	
Capital stock, amount paid in on each share, about 82 per cent.		
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year: None on market,		

Debt.

Funded Debt.		
First mortgage bonds, (due 1903, bear interest at 5 per cent., which is payable semi-annually, May and November,) amount, (Middle division,)	\$323,600	00
First mortgage bonds, (due 1903, bear interest at 7 per cent., which is payable January and July,) amount, (Eastern division,)	127,800	00
Total amount now of funded debt,	\$451,400	00
Floating Debt.		
Unfunded debt incurred for construction, equipment, or purchase of property, Eastern division,	\$68,272	00
Middle division,	35,500	00
The amount now of floating debt,	103,772	00
Total amount now of floating and funded debt,	\$555,172	00
Funded debt as per last report,	\$350,400	00
Floating debt as per last report,	106,845	00

Cost.

Total cost of entire road to date,	}	Cannot report.
Average of same per mile of road laid,		
Proportion of same for Pennsylvania,		
Total cost of entire equipment,		\$67,540 00
Average cost of equipment per mile of road operated by company,		1,228 00
Proportion of same for Pennsylvania,		All.
Cost of road and equipment per mile,		Cannot answer.

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line—from York, York county, to Oxford, Chester,	60	60
Length of single main track,	55	55
Length of double main track, None.		
Branches.		
None.		
Leased Roads.		
None.		
Aggregate length of main line and branches,	60	60
Aggregate length of sidings and other track not above enumerated,	2 $\frac{7}{16}$	2 $\frac{7}{16}$
Aggregate length of main line, branches, leased roads, sidings, and other track,	57 $\frac{7}{16}$	57 $\frac{7}{16}$
Length of track laid, if not completed,	55	55

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 57 $\frac{7}{16}$
 Miles of steel rail in use, None.
 Weight of rail per yard: { Iron, 30 pounds.
 { Steel, None.

Bridges and Trestles erected in Pennsylvania during the year.

None.
 Number of bridges and trestles on whole line, 34
 Wooden bridges, number of, 18; aggregate length, 924 feet.
 Stone bridges, None.
 Iron bridges, None.
 Wooden trestles, number of, 16; aggregate length, 2,258 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Philadelphia and Baltimore Central railroad, at Oxford, Chester county, Pa.

Number of crossings of highways at grade in this Commonwealth, 61
 Number of crossings of highways over railroad, None.
 Number of crossings of highways under railroad, 3
 Number of crossings at which gates or flagmen are maintained, None.

Number of crossings at which there are neither gates nor flagmen, 64

What regulations govern your employes in regard to these crossings? Signal from engineers, two long and two short blasts of whistle, quarter mile from crossing. Bell rung until crossing is passed.

Stations.

Number of stations on main road, { Passenger, . 36 } 38
 { Freight, . . 38 }

Number of stations on branches, None.

Number of stations on leased roads, None.

Number of wood and water stations on main road, 6

Number of wood and water stations on branches, None.

Number of wood and water stations on leased roads, None.

Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$36,000 00

Number of tunnels, None.

How is track laid, and on what foundation? 4¹/₈ miles stone ballasted, balance gravel.

Equipment.	Number.	Av. cost. of each.
Number of locomotives of more than forty tons weight:	None.	
Number of locomotives of more than thirty tons weight:	None.	
Number of locomotives of more than twenty tons weight,	1	\$7,000 00
Number of locomotives of more than ten tons weight,	4	6,250 00
Number of first-class passenger cars,	3	2,700 00
Number of second-class passenger cars,	6	1,425 00
Number of baggage, mail, and express cars,	2	1,200 00
Number of freight cars, { House cars, 8 }	14	307 00
{ Trucks, 6 }		
Number of coal, ore, and stone cars,	27	300 00

What kind of train brake is in use on your road? Hand brake.

Average number of cars in passenger trains, including baggage cars, 3

Average number of cars in freight trains, 6

Average weight of passenger trains, including locomotive and tender, in working order, 50 tons.

Average weight of freight trains, including locomotive and tender, in working order, 92 tons.

Employees.

Average number of persons regularly employed by company, including officials, 60

Same in Pennsylvania, 60

Doings of the Year.

Transportation and Total Miles Run.

Number of passengers (all classes) carried in cars, . . .	59,258
Gross amount of tonnage for the year, (2,000 pounds per ton,)	23,285 $\frac{3}{4}$
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15
Average rate of speed adopted by express trains, including stops,	None.
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal, 619 $\frac{3}{4}$	Stone and lime, 4,524
Bark, 503 $\frac{3}{4}$	Agricultural products, 1,890
Roofing slate, 2,370 $\frac{1}{4}$	Fertilizers, 1,665 $\frac{1}{4}$
Railroad ties, 1,334 $\frac{5}{16}$	Lumber, 914 $\frac{1}{2}$
Cord wood, 3,572	Other articles, 5,902

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 cents.
For second-class through passengers,	3 cents.
For second-class way passengers,	3 cents.

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

For local freight, per ton per mile,	4 cents.
For local coal, per ton per mile,	5 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1877,			\$854 57
February, 1877,			1,082 42
March, 1877,			1,411 73
April, 1877,			1,509 21
May, 1877,			1,521 56
June, 1877,			1,330 25
July, 1877,			2,158 82
August, 1877,			2,494 99
September, 1877,			1,545 75
October, 1877,			1,583 82
November, 1877,		\$1,063 92	1,063 92
December, 1877,			1,202 76
Total,			\$18,700 29

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1877,					\$1,944	52
February, 1877,					1,765	95
March, 1877,					1,842	48
April, 1877,					2,853	34
May, 1877,					2,910	80
June, 1877,					2,238	97
July, 1877,					1,481	10
August, 1877,					2,714	34
September, 1877,					1,337	33
October, 1877,					2,176	97
November, 1877,					1,909	27
December, 1877,					1,912	79
Total,					\$25,087	86

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1877,	\$207	36			\$90	50	\$297	86
February, 1877,	207	36			21	00	228	36
March, 1877,	207	36			11	00	218	36
April, 1877,	207	36			114	25	321	61
May, 1877,	207	36			83	00	290	36
June, 1877,	207	36			40	50	147	86
July, 1877,	209	94			62	25	272	19
August, 1877,	209	95			30	00	239	95
September, 1877,	209	95			27	50	237	45
October, 1877,	209	94			99	00	308	94
November, 1877,	209	95			72	25	282	20
December, 1877,	209	95			81	00	240	95
	\$2,503	84			\$682	25	\$3,186	09

Total passenger earnings for the year,	\$18,709	29
Total freight earnings for the year,	25,087	86
Total earnings from all other sources,	3,186	09
Total earnings for the year,	\$46,983	24
Total receipts from all sources on whole length of line,	\$46,983	24
Proportion of earnings in Pennsylvania to earnings of whole line: All.		

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road,	\$885	61
Land or land damages,	75	00
Engine houses, car sheds, wood and coal sheds, and water tanks,	166	15
New machine shops, machinery, and tools,	76	00
Any other expenditures chargeable to this account,	385	54
Total,	\$1,588	30

Expenditures for Operating during the Year.

No itemized account kept.

Earnings.

Passenger transportation, local and through,	\$18,709	29
Freight transportation, local and through,	25,087	86
Mail service,	2,503	84
Rents,	200	00
All other sources of income,	482	25
Total,	\$46,983	24
Operating Expenses.		
Total operating expenses, \$31,615 69, being 67 per cent. of earnings,	31,615	69
Net earnings,	\$15,367	55
Earnings per mile of road operated,	\$854	23
Expenses per mile of road operated,	574	83
Net earnings,	279	40

General Balance Sheet, January 1, 1878.

DR.		
Construction,	\$577,700	00
Equipment,	63,048	00
Real estate,	36,000	00
Material on hand, per inventory,	647	15
Cash on hand,	742	07
Discount on bonds sold, interest, and coupons paid in excess of earnings, &c.,	114,077	33
	\$792,214	55
CR.		
Capital stock, (4,413 shares, at \$50,)	\$222,650	00
Funded debt,	451,400	00
Unfunded debt,	108,772	00
Profit and loss, (net profits,)	15,367	55
	\$792,214	55

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$2,503 84. Estimated by weight of mails.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding: \$220,650.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None declared.

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	2	10	2	10
Employees,
Others,
Total,	2	10	2	10

Statement of each Accident.

September 20. Near Laurel Station, Middle Division.

KILLED.—James C. Barton and William Jones were killed, by cars coming together, while standing on platform of cars.

INJURED.—Frederick Towson, ankle and foot crushed between bumpers; — Streett, thigh broken while standing on platform; William Lloyd, foot crushed between bumpers; William M. Williams, caught between cars, hurt internally; Evan Galbreath, foot pinched between bumpers; William Wright, foot sprained jumping from train; Walter Stewart, foot sprained, not known how; J. W. Wise, injured internally; John Love, foot crushed between bumpers; name unknown, leg slightly bruised.

Engine of excursion train left track from breaking of center plate, causing a sudden stoppage of train, and crushing in of platform of three cars. All the persons injured were standing on platforms, contrary to the rules of the company, (the conductor having, only a few minutes before, warned them of their danger.) And none others of the seven hundred passengers on the train, who were inside of cars, were in any way injured.

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

Personally appeared before me, Charles R. McConkey, president, and William Wallace, assistant treasurer of the Peach Bottom Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

CHAS. R. McCONKEY,
President.
 WILLIAM WALLACE,
Assistant Treasurer.

Sworn and subscribed before me, this 29th day of January, A. D. 1878.

GEO. A. HECKERT,
Justice of the Peace.

PENNSYLVANIA AND ERIE COAL AND RAILWAY.

NEW YORK, *January 31, 1878.*

HON. WILLIAM McCANDLESS,

Secretary of Internal Affairs, Harrisburg, Pa.

DEAR SIR: There has been no change in the status of the Pennsylvania and Erie Coal and Railway Company during the past year, no subscriptions to capital stock, nor expenditures incurred other than for the preliminary surveys.

Respectfully yours,

H. G. STEBBINS, *President.*

PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD.

Officers.

NAMES.	Residence.	Salary.
Robert H. Sayre,	President.	Bethlehem, Pa., \$4,050 00
Charles Hartshorne,	Secretary and Treasurer,	Philadelphia, Pa., 1,215 00
Robt. A. Packer,	General Superintendent,	Sayre, Pa., 2,430 00

General offices at Philadelphia, Pa., 238 South Third st.

<i>Names of Directors.</i>	<i>Residences.</i>
Asa Packer,	Mauch Chunk, Pa.
Wm. W. Longstreth,	Philadelphia, Pa.
Charles Hartshorne,	Philadelphia, Pa.
Robert A. Packer,	Sayre, Pa.
Victor E. Piollet,	Wysox, Pa.
Garrett B. Linderman,	Bethlehem, Pa.
J. Henry Swoyer,	Wilkes Barre, Pa.
Jno. J. Taylor,	Owego, N. Y.
Robert Lockhart,	Bethlehem, Pa.
Jno. W. Hollenbach,	Wilkes Barre, Pa.
Wm. H. Sayre,	Bethlehem, Pa.
Elisha P. Wilbur,	Bethlehem, Pa.

Capital Stock.

Capital stock authorized by law, (unlimited,)		
Capital stock, amount subscribed, { Common, \$1,061,700	}	\$5,061,700 00
Capital stock, amount subscribed, { Preferred, 4,000,000		
Capital stock, paid in by last report,		4,861,700 00
Capital stock, total amount now paid in,		5,061,700 00
Capital stock, number of shares issued, { Common, 21,284	}	
Capital stock, number of shares issued, { Preferred, 40,000		
Capital stock, amount paid in on each share, { Common, \$50	}	
Capital stock, amount paid in on each share, { Preferred, 100		
Capital stock, par value of each share, { Common, 50	}	
Capital stock, par value of each share, { Preferred, 100		

Debt.

Funded Debt.		
First mortgage bonds, (due 1896, \$1,500,000; due 1906, \$1,500,000, bear interest at 7 per cent., which is payable June and December,) amount,	\$3,000,000	00
Total amount now of funded debt,	\$3,000,000	00
Floating Debt.		
Funded debt as per last report,	\$3,000,000	
Total cash realized from capital stock and debt,	200,000	00

Cost.

Total cost of entire road to date,	\$4,658,534	67
Total cost of entire equipment,	1,183,125	72

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penna.
Length of main line, from Wilkes Barre, Pa., to Erie railway junction, of which 9 ¹ / ₁₀ miles are leased to Lehigh Valley Railroad Company,	104 ⁵³ / ₁₀₀	104 ⁵³ / ₁₀₀
Length of single main track,	70 ¹⁰⁰ / ₁₀₀	70 ¹⁰⁰ / ₁₀₀
Length of double main track,	33 ¹⁰⁰ / ₁₀₀	33 ¹⁰⁰ / ₁₀₀
Branches.		
Pleasant Valley branch, { Length of branch,	3 ⁷⁵ / ₁₀₀	3 ⁷⁵ / ₁₀₀
{ Length of single track,	3 ⁷⁵ / ₁₀₀	3 ⁷⁵ / ₁₀₀
Plainsville branch, { Length of branch,	1 ⁰⁰ / ₁₀₀	1 ⁰⁰ / ₁₀₀
{ Length of single track,	1 ⁰⁰ / ₁₀₀	1 ⁰⁰ / ₁₀₀
Mill Creek branch, { Length of branch,	2 ¹⁰⁰ / ₁₀₀	2 ¹⁰⁰ / ₁₀₀
{ Length of single track,	2 ¹⁰⁰ / ₁₀₀	2 ¹⁰⁰ / ₁₀₀
Mineral Spring branch, { Length of branch,	1 ⁰⁰ / ₁₀₀	1 ⁰⁰ / ₁₀₀
{ Length of single track,	1 ⁰⁰ / ₁₀₀	1 ⁰⁰ / ₁₀₀
Waverly and State Line branch, { Length of branch,	1 ⁰⁰ / ₁₀₀	1 ⁰⁰ / ₁₀₀
{ Length of single track,	1 ⁰⁰ / ₁₀₀	1 ⁰⁰ / ₁₀₀
Southern Central R. R. connection, { Length of branch,	2 ¹⁰⁰ / ₁₀₀	2 ¹⁰⁰ / ₁₀₀
{ Length of single track,	2 ¹⁰⁰ / ₁₀₀	2 ¹⁰⁰ / ₁₀₀
Geneva, Ithaca and Sayre R. R. con- { Length of branch,	1 ⁵⁰ / ₁₀₀	1 ⁵⁰ / ₁₀₀
nection, { Length of single track,	1 ⁵⁰ / ₁₀₀	1 ⁵⁰ / ₁₀₀
Barclay R. R. connection, { Length of branch,	1 ⁵⁰ / ₁₀₀	1 ⁵⁰ / ₁₀₀
{ Length of single track,	1 ⁵⁰ / ₁₀₀	1 ⁵⁰ / ₁₀₀
Aggregate length of main line and branches,	118 ¹⁰⁰ / ₁₀₀	118 ¹⁰⁰ / ₁₀₀
Aggregate length of sidings and other track not above enumerated,	57 ⁷⁵ / ₁₀₀	57 ⁷⁵ / ₁₀₀
Aggregate length of main line, branches, leased roads, sidings, and other track,	175 ⁸⁷ / ₁₀₀	175 ⁸⁷ / ₁₀₀

Gauge.

What is the gauge of your lines? 4 ft. 8½ in.

Track.

Miles of iron rail in use, 171⁸⁰/₁₀₀
 Miles of steel rail in use, 38¹⁵/₁₀₀
 Weight of rail per yard, { Iron, 58 lbs.
 Steel, 58 lbs.
 What is the relative durability, practicability of use, and value, as used on your road? Relative durability and consequent value of steel rails much greater than iron rails. Practicability of use equal.

Bridges and Trestles erected in Pennsylvania during the year.

LOCATION.	Kind.	Whether wood, stone, or iron.	Length in feet.	When completed.
Lackawanna river.				
Pittston,	Through,	Iron,	238.	February, 1877.
Tunkhannock creek,	Through,	Iron,	330.	March, 1877.
Black Walnut,	Deck,	Iron,	19.9.	January, 1877.
Teaguis Eddy,	Deck,	Iron,	28.	August, 1877.
Mesbappen,	Deck,	Iron,	52.	August, 1877.
Near Wyalusing,	Deck,	Iron,	24.	August, 1877.
Near Lacyville,	Deck, . . . . .	. . . . .	65.	August, 1877.

Number of bridges on whole line, 37
 Wooden bridges, number of, 17; aggregate length, 3,946¼ feet.
 Iron bridges, number of, 20; aggregate length, 2,129 feet.

Crossings.

What railroads cross your road, at grade, in this Commonwealth, and at what locality? Delaware, Lackawanna and Western railroad, at L. and B. junction.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.
 Number of crossings of highways, at grade, in this Commonwealth, 50
 Number of crossings of highways over railroad, 4
 Number of crossings at which flagmen are maintained, 5
 Number of crossings at which there are neither gates nor flagmen, 49
 What regulations govern your employes in regard to these crossings? Engine bell is to be rung while approaching and passing them.

Stations.

Number of stations on main road, passenger and freight, 29
 Number of stations on branches, None.
 Number of stations on leased roads, None.
 Number of water stations on main road, 18

Number of water stations on branches, None.
 Number of water stations on leased roads, None.
 Value of real estate held by the company, exclusive of roadway, in Pennsylvania: None owned, except what is required for railroad purposes.
 Number of tunnels, None.
 How is track laid, and on what foundation? Fish-plate joints, oak and chestnut ties, stone and gravel ballast.

Equipment.	Number.	Av. cost of each.
Number of locomotives of more than forty tons weight,	40	\$9,000 00
Number of locomotives of more than thirty tons weight,	10	6,000 00
Number of locomotives of more than twenty tons weight: None.		
Number of locomotives of more than ten tons weight,		None.
Number of first-class passenger cars,		None.
Number of second class passenger cars,		None.
Number of baggage, mail, and express cars,		None.
Number of freight cars, { House cars, 340 }	597	{ 700 00
Trucks, 257 }		{ 600 00
Number of coal, ore, and stone cars,	900	250 00
Number of caboose cars,	32	500 00

What kind of train brake is in use on your road? West-
 inghouse air brake on all passenger trains.
 Average number of cars in passenger trains, including bag-
 gage cars, 5
 Average number of cars in freight trains, 40
 Average weight of passenger trains, including locomotive
 and tender, in working order, 181 tons.
 Average weight of freight trains, including locomotive
 and tender, in working order, 706 tons.

Employees.

Average number of persons regularly employed by com-
 pany, including officials, 1,150
 Same in Pennsylvania, 1,050

Doings of the Year.

Transportation and Total Miles run.

Number of miles run by passenger trains, 260,182
 Number of miles run by freight trains, 231,159
 Number of miles run by coal trains, 370,505
 Number of through passengers for the year on main road, 53,133
 Number of passengers (all classes) carried in cars, 170,853
 Number of passengers carried one mile, 7,581,092
 Number of passengers carried one mile in Pennsylvania, 7,581,092
 Number of tons (of 2,000 pounds) of through freight for
 the year on main road: No account kept.

Number of tons of freight carried one mile,	138,087,808 ⁶⁹ / ₁₀₀
Number of tons of freight carried one mile in Pennsylvania,	138,087,808 ⁶⁹ / ₁₀₀
Gross amount of tonnage for the year, (2,000 lbs per ton,)	1,813,395 ⁵⁴ / ₁₀₀
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, (miles per hour,)	30
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1876,	87,044 ¹ / ₂	June, 1877,	11,213
January, 1877,	10,370 ¹ / ₂	July, 1877,	11,916 ¹ / ₂
February, 1877,	10,813 ¹ / ₂	August, 1877,	12,946
March, 1877,	11,415 ¹ / ₂	September, 1877,	14,639 ¹ / ₂
April, 1877,	12,265 ¹ / ₂	October, 1877,	13,412 ¹ / ₂
May, 1877,	13,129	November, 1877,	11,483 ¹ / ₂

The amount of Freight specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	1,021,165.15	Stone and lime,	2,386.41
Bituminous coal,	340,501.10	Merchandise and manufactures,	523,837.39
Petroleum and other oils,	69,810.03	Live stock,	25,067.92
Pig iron,	3,850.64	Lumber,	18,090.83
Railroad iron,	3,136.56		

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
December, 1876,			\$31,480 82
January, 1877,			5,940 66
February, 1877,			7,330 91
March, 1877,			8,308 91
April, 1877,			9,915 73
May, 1877,			11,857 06
June, 1877,			9,540 72
July, 1877,			12,725 04
August, 1877,			8,131 17
September, 1877,			13,016 42
October, 1877,			14,816 60
November, 1877,			8,690 90
Total,			\$141,754 94

From Transportation of Freight and Coal.

MONTHS.	Freight, Through and Local.		Coal.		Total.	
December, 1876,	\$24,930	24	\$69,399	08	\$94,329	32
January, 1877,	22,289	95	56,587	82	78,877	77
February, 1877,	27,406	99	86,941	97	114,348	96
March, 1877,	26,907	68	74,598	35	101,506	03
April, 1877,	39,002	82	72,017	45	111,020	27
May, 1877,	35,241	06	88,758	64	123,999	70
June, 1877,	33,080	60	76,373	89	109,454	49
July, 1877,	20,860	19	69,081	71	89,941	90
August, 1877,	37,947	75	28,742	85	66,690	60
September, 1877,	41,148	21	86,643	40	82,791	61
October, 1877,	62,330	05	130,926	43	193,256	48
November, 1877,	45,899	04	145,888	26	191,787	30
Total,	\$422,044	58	\$935,959	85	\$1,358,004	48

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1876,	\$1,243	75	\$875	71				
January, 1877,	458	70	287	11				
February, 1877,	805	83	287	66				
March, 1877,	805	83	370	73				
April, 1877,	806	83	330	00				
May, 1877,	806	83	313	92				
June, 1877,	806	83	453	03				
July, 1877,	806	33	357	73				
August, 1877,	806	33	493	78				
September, 1877,	806	33	484	77				
October, 1877,	806	33	617	01				
November, 1877,	1,540	95	961	33				
Total,	\$10,500	87	\$5,662	78	\$46,262	25	\$62,625	90

Total passenger earnings for the year,	\$141,754	94
Total freight and coal earnings for the year,	1,358,004	48
Total earnings from all other sources,	62,625	90
Total earnings for the year,	\$1,562,385	27

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road,	\$36,121	46
Right of way,	2,132	54
Passenger and freight houses,	11,920	88
New locomotive,	9,500	00
New coal cars, number of, 98,	48,576	51
New freight cars, number of, 14,	5,040	00
Total,	\$113,291	39

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads,	\$196,061	44
Cost of Maintenance of Motive Power and Cars.		
Repairs of locomotives,	\$72,092	87
All other expenses for maintenance of motive power and cars,	50,620	97
Total for maintenance of motive power and cars,	\$122,713	84

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$63,706	33
Salaries, wages, and incidentals chargeable to freight and coal,	255,181	79
Fuel—Wood and coal, cost,	64,899	10
Oil and waste,	23,986	59
Damages for injuries to persons, cattle killed or injured, loss of goods and baggage, and damages to property, including damages by fire,	9,963	75
Taxes,	21,668	29
Amount paid for use of palace and sleeping cars,	13,146	31
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	149,710	65
Total miscellaneous,	\$602,263	01
Total expenditures for operating the road,	\$899,370	00

Earnings.

Passenger transportation, local and through,	\$141,754	94
Freight and coal transportation, local and through,	1,358,004	43
Mail service,	10,500	87
Express service,	5,862	78
Rents,	20,657	90
All other sources of income,	25,604	35
Total,	\$1,562,385	27
Operating Expenses.		
Maintenance of way and buildings,	\$196,061	44
Maintenance of motive power and cars,	122,713	84
Miscellaneous,	602,263	01
Total operating expenses, being 60 per cent. of earnings,	921,038	29
Net earnings,	\$641,346	98

General Balance Sheet, November 30, 1877.

DR.			
Canal,		\$1,061,700	00
Railroad,		4,658,534	67
Equipment of railroad,		1,183,125	72
Real estate stock and bonds owned by company,		390,161	76
Ledger balances collectible from corporations, individuals, &c.,		462,197	63
Profit and loss,		331,778	19
		\$8,087,495	97
CR.			
Capital stock,		\$5,061,700	00
Funded debt,		3,000,000	00
Unfunded debt,		20,357	73
Other debt and liabilities, balances due individuals, &c.,		5,438	24
		\$8,087,495	97

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Central Express Company, in cars furnished by railroad company.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? General express business, and they receive freights at their own offices.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? The P. R. R. and A. V. R. R. Oil Line, the Empire Transportation Co., the Erie and Western Transportation Co., in cars furnished by themselves.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? They use cars furnished by themselves, and no preference is given them in speed or order of transportation.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? None.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? None, as far as we know.

What running arrangements have you with other railroad companies? What are the details of the contract? General arrangements with all

other connecting roads to transport their cars at regular rates of mileage or car service of 20 per cent. for coal cars, and $\frac{3}{8}$ cent per mile for freight cars, rated as four wheels.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? Great Western Dispatch, N. Y. city, \$1,976 84; Commercial Express, Detroit, Mich., \$85 50; Erie and North Shore Line, Detroit, Mich., \$1,960 90; Diamond Line, Toledo, O., \$314 12; U. S. Rolling Stock Company, 74 Wall street N. Y., \$144 89; Merchants' Dispatch Transportation Co., 335 Broadway, N. Y., \$303 55; West Branch Lumber Co., 432 South 40th st., Philadelphia, 74c.; National Car Co., \$3 80; Erie and North Shore Dispatch, Detroit, Mich., \$1,523 78; Union Tank Line, 141 Pearl street, N. Y., \$5,046 17; Canada Southern Line, Buffalo, N. Y., \$313 62; Red Line Transit, Buffalo, N. Y., \$1,175 83; Blue Line, Rochester, N. Y., \$19 57; White Line, Buffalo, N. Y., \$461 86; Erie and Pacific Dispatch, Indianapolis, Ind., \$8.83; Great Eastern Line, Montreal, Canada, \$164 56; Erie and Chicago Car Co., Detroit, Mich., \$516 55; Hoosac Tunnel Line, Rochester, N. Y., \$2 78.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Pullman sleeping cars, owned by P. P. C. Co. We keep the cars in repair, and pay them nothing. They make their own charges, which are not known to us.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Nothing.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$9,790 per annum, we to carry mails on any train when requested by the Department.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: 40,000 shares; par, \$100.

Amount of common stock now outstanding: 21,234 shares; par value, \$50—\$1,061,700.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: 10 per cent. January 9, 1877, on preferred stock, for 1875.

Number and per cent. of dividends: One on preferred stock for 1875, \$350,000.

Amount paid in dividends: \$350,000.

Balance for the year, or surplus: \$81,346 98.

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	2	19		2	2	21
Employés,		2	1	7	1	9
Others,			1	1	1	1
Total,	2	21	2	10	4	31

Statement of each Accident.

December 5, 1876. Samuel Lake, Coxton, Pa., brakeman, fell between cars while passing over train in Coxton yard; injuries slight.

December 6, 1876. James Gallagan, Waverly, N. Y., brakeman, arm caught coupling cars in Waverly yard; slight.

January 15, 1877. Dennis Donnelly, Pembroke, Maine, puddler, stealing ride on freight train at Athens; fell off, was run over and killed.

February 6, 1877. James H. Keegan, Coxton, Pa., brakeman, fell from engine tender in Coxton yard; three toes crushed, with other slight bruises.

March 31, 1877. John Leary, Waverly, N. Y., brakeman, coupling cars at Athens; hand bruised.

April 29, 1877. Charles Martin, drover, fell from car, while moving, at Laceyville; leg broken.

June 1, 1877. Alex. Davis, Philadelphia, porter parlor car, head cut slightly; accident near Wyalusing; caused by cars leaving track.

June 1, 1877. Thomas O'Donnell, South Easton, brakeman, head cut slightly; accident near Wyalusing.

June 1, 1877. Mrs. Kirby, Waverly, N. Y., killed; accident near Wyalusing.

June 1, 1877. Charles Murray, Athens, Pa., furniture business, scalp wound; accident near Wyalusing.

June 1, 1877. Eddy Kirby, Waverly, N. Y., head cut and bruised; accident near Wyalusing.

June 1, 1877. Jno. Hickey, Waverly, N. Y., head cut; accident near Wyalusing.

June 1, 1877. C. Ladlow, Albany, N. Y., slightly bruised; accident near Wyalusing.

June 1, 1877. G. Lewis, Wyalusing, merchant, slightly bruised; accident near Wyalusing.

June 1, 1877. C. W. Bixby, Wyalusing, clerk, slightly bruised; accident near Wyalusing.

June 1, 1877. Mrs. D. C. Dayton, Towanda, left arm broken and bruised; accident near Wyalusing.

June 1, 1877. Charles Homan, Towanda, carpenter, slight cut in head; accident near Wyalusing.

June 1, 1877. Mrs. Charles Cool and three children, Pittston, Pa., scratched and bruised slightly; accident near Wyalusing; ages of children, six months, four and six years.

June 1, 1877. John Rupert, Scranton, Pa., laborer, fracture of the knee; accident near Wyalusing.

June 1, 1877. Mrs. Eliza Hower, Scranton, killed; accident near Wyalusing.

June 1, 1877. S. M. Shattuck, Elmira, N. Y., railroad agent, slightly bruised; accident near Wyalusing.

June 1, 1877. Mrs. E. N. Willard, Scranton, Pa., cut about the head; accident near Wyalusing.

June 1, 1877. T. H. Hugg, Van Etnenville, traveling agent, ankle sprained; accident near Wyalusing.

June 1, 1877. E. J. Fairfield, Philadelphia, traveling agent, head cut and ribs broken; accident near Wyalusing.

June 1, 1877. M. M. Coolbaugh, Liberty Corners, farmer and drover, bruise of knee joint; accident near Wyalusing.

June 1, 1877. Cyrus Fuller, Herrick, Pa., farmer and drover, bruised about the chest; accident near Wyalusing.

July 3, 1877. James Murray, Waverly, N. Y., brakeman, squeezed while coupling cars at Towanda.

July 17, 1877. Doctor D. L. Ross, Pittston, doctor, left arm crushed at elbow, trying to get on moving coal train at L. & B. junction; arm amputated.

September 8, 1877. Sarah Jackson, Athens tannery, bruised about the head; struck by engine while picking up coal on track at Athens tannery.

October 17, 1877. Thomas Hogan, Waverly, N. Y., laborer, fell from moving train at Waverly Coal Pockets; left arm crushed, and amputated between wrist and elbow.

November 21, 1877. Charles Vargason, West Pittston, brakeman, killed while coupling cars in Coxton yard.

November 27, 1877. A. L. Center, Towanda, Pa., brakeman, one finger taken off while coupling cars in Coxton yard.

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

Personally appeared before me, Robert H. Sayre, president, and Charles Hartshorne, treasurer of the Pennsylvania and New York Canal and Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

ROBT. H. SAYRE, *President.*

CHAS. HARTSHORNE, *Treasurer.*

Sworn and subscribed before me, this 25th day of February, A. D. 1878.

W. C. ALDERSON, *Notary Public.*

PENNSYLVANIA COAL.

Officers.

NAMES.		Residence.	P. O. Address.
Geo. A. Hoyt,	President,	Stamford, Conn., . . .	New York city.
Wm. E. Street,	Secretary,	Darien, Conn.,	New York city.
Edwin H. Mead,	Treasurer,	South Orange, N. J., . .	New York city.
Chas. F. Southmayd, . .	General Solicitor, Chief Engineer, Gen- eral Manager, Gen- eral Superintendent, in Pennsylvania.	New York city,	New York city.
John B. Smith,		Dunmore, Pa.,	Dunmore, Pa.

General offices at New York, Hawley, Pa., and Dunmore, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
George A. Hoyt,	Stamford, Conn.
Charles Morgan,	New York city.
Jonathan Thorne,	New York city.
John R. Marshall,	New York city.
George L. Brown,	Brooklyn, N. Y.
John R. Flatt,	New York city.
E. J. Hawley,	New York city.
John Ewen, Jr.,	New York city.
William H. Webb,	New York city.

Capital Stock.

Capital stock authorized by law,	}	\$5,850,329 00
Capital stock authorized by votes of company,		
Capital stock, amount subscribed,		5,000,000 00
Capital stock paid in by last report,		5,000,000 00
Capital stock, total amount now paid in,		5,000,000 00
Capital stock, number of shares issued, 100,000		
Capital stock, amount paid in on each share,		50 00
Capital stock, par value of each share,		50 00
Capital stock, average market value during the year, No record.		

Debt.

Funded Debt.		
First mortgage bonds, (due August 1, 1881, bear interest at 7 per cent., which is payable August 1 and February 1, semi-annually,) amount,		\$480,500 00
Total amount now of funded debt,		\$480,500 00
Floating Debt.		
Unfunded debt, incurred for purchase of property, . . . \$57,024 51		
Debt incurred for any other purpose, and for current business, to liquidate principally, in January, 1878, 253,196 46		
The amount now of floating debt,		\$310,220 97
Total amount now of floating and funded debt,		\$790,720 97
Funded debt as per last report, \$482,500 00		
Floating debt as per last report, 250,000 00		
Total cash realized from capital stock and debt,		\$732,500 00

Cost.

Cost of road and equipment have never been kept separately, the account was closed in 1860. The company has no locomotives, the road being operated by stationary power and gravity.

Cost of road and equipment to 1860, when the account was closed, \$2,000,000.

Total cost of entire equipment, included above.

All in Pennsylvania.

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Hawley, Pa., to Port Griffith, Pa.,	47	47
Length of main line of road,	100	100
Length of double main track,	47	47
Branches.		
*Hawley branch, from Hawley, Pa., to Lackawaxen, Pa.,	15 1/2	15 1/2
Aggregate length of main line,	100	100
Aggregate length of sidings and other track,	28	28

* Leased to and operated by the Erie Railway Company.

Leased Roads.

None leased by the coal company. The company's road, from Hawley to Port Griffith, is a "gravity road," worked by stationary engines, for transportation of the coal mined by the company. No locomotive power used in operating the road.

Gauge.

What is the gauge of your lines? 4 feet 3 inches.

Track.

Miles of iron rail in use,	60 miles.
Miles of steel rail in use,	40 miles.
Weight of rail per yard, { Iron,	25 and 36 lbs.
{ Steel,	37 lbs.

Bridges and Trestles erected in Pennsylvania during the year.

None erected during the year.

Wooden bridges, number of, 5 ; aggregate length, 496 feet.

Crossings.

What railroads cross your road, at grade, in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Delaware, Lackawanna and Western R. R., at Dunmore, Pa., (over;) Delaware, Lackawanna and Western R. R., near Dunning's, Pa., (under;) Lehigh and Susquehanna R. R., at Pleasant Valley, Pa., (over;) Jefferson branch, Erie R. R., at Hawley, (over.)

Number of crossings of highways, at grade, in this Commonwealth, 48

Number of crossings of highways over railroad, 20

Number of crossings of highways under railroad, 21

What regulations govern your employés in regard to these crossings? Strict instructions to keep the crossings in proper order.

Stations.

Number of stations on main road: Passenger and freight, 6

Number of wood and water stations on main road, branches, and leased roads, None.

Value of real estate held by the company, exclusive of roadway, in Pennsylvania, for railroad purposes, (estimated,) \$10,000

Number of tunnels, 1; aggregate length, 800 feet.

How is track laid, and on what foundation? Cross-ties and T rail.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight,	None.	
Number of locomotives of more than 30 tons weight,	None.	
Number of locomotives of more than 20 tons weight,	None.	
Number of locomotives of more than 10 tons weight,	None.	
Number of first-class passenger cars, (small "omnibus car,")	10	\$600 00
Number of second-class passenger cars,	None.	
Number of baggage, mail, and express cars,	None.	
Number of freight cars, { House cars, 10 }	60	{ 350 00
{ Trucks and box, 50 }		
Number of coal and stone cars,	2,550	200 00
Number of caboose cars,	None.	200 00

What kind of train brake is in use on your road? Plain cast iron hand-brake.

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	3
Average weight of passenger trains, including locomotive and tender, in working order,	None.
Average weight of freight trains, including locomotive and tender, in working order,	None.

Employees.

Average number of persons regularly employed by company on its road, including officials, miners, &c., in Pennsylvania,	4,237
Same in Pennsylvania,	Answered above.

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	No acct. kept.
Number of miles run by freight trains,	No acct. kept.
Number of miles run by coal trains,	No acct. kept.
Number of through passengers for the year on main road,	1,459
Number of passengers (all classes) carried in cars,	2,437
Number of tons of 2,000 pounds of through freight for the year on main road,	908,024
Gross amount of tonnage for the year, (2,000 pounds per ton,)	1,041,487
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, (miles per hour,)	15
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1877,	198	July, 1877,	513
February, 1877,	280	August, 1877,	—
March, 1877,	209	September, 1877,	—
April, 1877,	258	October, 1877,	149
May, 1877,	220	November, 1877,	139
June, 1877,	307	December, 1877,	184

The amount of Freight, specifying the Quantity in Tons of 2,000 pounds.

Anthracite coal,	1,038,845	Lumber,	1,291
Merchandise,	1,351		
Total,			1,041,487

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 cents.
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 $\frac{3}{4}$ cents.
For through coal per ton per mile: None but company's coal carried, and no freight account kept for it.	
For local freight, per ton per mile,	Same as above.
For local coal per ton per mile,	None.
For lumber, per ton per mile,	4 $\frac{1}{2}$ cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
	\$	cts	\$	cts	\$	cts
January, 1877,	115	00	13	15	128	15
February, 1877,	217	00	49	00	266	00
March, 1877,	156	50	28	70	185	20
April, 1877,	157	00	44	95	201	95
May, 1877,	150	00	51	90	201	90
June, 1877,	179	50	140	20	319	70
July, 1877,	224	50	206	95	431	45
August, 1877,						
September, 1877,						
October, 1877,	52	50	17	00	69	50
November, 1877,	77	50	23	50	101	00
December, 1877,	138	00	37	95	175	95
Total,	\$1,467	50	\$613	30	\$2,080	80

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.
January, 1877,	\$10	99	\$772	91	\$783 90
February, 1877,	5	29	471	08	476 37
March, 1877,	17	00	399	23	416 23
April, 1877,	23	00	813	46	841 46
May, 1877,	10	58	851	93	862 51
June, 1877,	8	47	875	79	884 26
July, 1877,	31	21	1,059	98	1,091 19
August, 1877,					
September, 1877,					
October, 1877,			138	06	138 06
November, 1877,	37	52	429	58	467 10
December, 1877,	11	37	511	40	522 77
Total,	\$160	43	\$6,323	42	\$6,463 85

Total passenger earnings for the year,	\$2,080 80
Total freight earnings for the year,	6,483 85
Total earnings for the year, as above,	\$8,564 65

Expenditures Charged to Cost of Road and Equipment during the Year.

None.

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

New iron rails,	None.	
New steel rails, number of tons, about 500 tons, at \$40,		\$20,000 00
Repairs of bridges,	None.	
Repairs of buildings and fixtures, about,		5,000 00
Repairs of fences,		200 00

Cost of Maintenance of Motive Power and Cars.

None.

Miscellaneous.

Total expenditures for operating the road, which includes preparing, and loading, and unloading coal, &c., \$467,202 58

Earnings.

Passenger transportation, local, . . . \$613 80	} Total,	\$2,080 80
Passenger transportation, through, . . . 1,467 50		
Freight transportation, local, \$6,323 42	} Total,	6,483 85
Freight transportation, through, 160 43		
Mail service,	None.	
Express service,	None.	
Total,		\$8,564 65

Operating Expenses.	
See above.	

General Balance Sheet, January 1, 1878.

The company's accounts are those of a mining company solely, to which the operations of its *gravity* road are a mere incident; and it can, therefore, make no reliable balance sheet, showing the financial condition of the railroad alone. So far as the operation of the road is concerned, the term railroad, as applied to it, is a misnomer, and this will explain most of the omissions to answer the specific questions printed herein.

Transportation Companies.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? Gravity road used almost exclusively for transport of coal mined by the company. No preferences made in cars or power.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None run on company's road. Gravity road only.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None issued.

Amount of common stock now outstanding: 100,000 shares, at \$50 each, \$5,000,000.

Amount of stock issued as stock dividends, and dates of issue: None during the year.

Rate and date of all cash dividends on stock of original and consolidated companies: 1877—February 1, 5 per cent.; May 1, 5 per cent.; August 1, 3 per cent.; November 1, 3 per cent.

Number and per cent. of dividends: Four, amounting to 16 per cent.

Amount paid in dividends: \$800,000.

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,	4	3			4	3
Others,	5	5			5	5
Total,	9	8			9	8

Statement of each Accident.

January 8, 1877. Jessie Schomoon, employé, killed at Dunmore breaker between car bumpers.

February 17. Merrill Osgood, leg cut off, and died on 23d; drunk, and fell off top of cars. Not an employé.

April 3. Benjamin Griffin, leg cut off, died on the 6th; cause, cars run off the track. Not an employé.

April 10. Enoch Hedgelin, employé, slightly injured attempting to jump on cars on No. 6 plane.

April 30. Charles Colwell, seriously injured while attempting to jump on cars on No. 18 level.

June 14. Francis Easlin, employé, slightly injured; was in the act of coupling cars, and fell between them.

November 5. Westbrook Merining, seriously injured; was in the act of jumping off train, and was knocked off car by board pile. No. 11 level. Not an employé.

November 23. ——— Duffy, killed while jumping on cars on No. 13 plane.

March 16. Edward Kirby, lying on the track, run over and killed; worked for company at mines.

May 12. Patrick Foy, run over foot plane No. 2, attempting to get on cars, killed. A miner.

July 2. Frank Heston, boy, run over by cars, near Central breaker, in attempting to get on cars, leg broken. Not an employé.

December 24. Edward A. Reap, run over foot No. 2 plane, leg broken. Not an employé.

March 10. Thomas Cosgrove, run over at Oregon curve and killed. Employé.

March 23. Michael Cunnigan, run over by cars, in attempting to get on.

June 7. David Morgan, in attempting to jump on cars at No. 1 shaft, was killed.

December 14. C. McHale, had a fit, and fell off the cars; broken foot.

November 22. Mrs. Moran was run over, at the crossing, and killed.

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

Personally appeared before me, George A. Hoyt, president, and Edwin H. Mead, treasurer of the Pennsylvania Coal Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

GEO. A. HOYT, *President.*

E. H. MEAD, *Treasurer.*

Sworn and subscribed before me, this 1st day of February, A. D. 1878.
Witness my hand and official seal:

CHARLES NETTLETON,
Commissioner for Pennsylvania in New York,
117 Broadway, New York city.

PENNSYLVANIA INLAND.

Officers.

NAMES.		Residence.	Salary.
Chas. R. Waller,	President,	Honesdale, Pa.,	None.
J. Howard Beach,	Vice President,	Milanville, Pa.,	
Geo. F. Bentley,	Secretary,	Honesdale, Pa.,	
F. M. Wheeler,	Treasurer,	Hancock, N. Y.,	

Names of Directors.

Residences.

J. Howard Beach,	Milanville, Pa.
Geo. G. Waller,	Honesdale, Pa.
H. K. Nichols,	Pleasant Mount, Pa.
C. P. Waller,	Honesdale, Pa.
D. E. Culver,	Jersey City, N. J.
G. F. Bentley,	Honesdale, Pa.
F. M. Wheeler,	Hancock, N. Y.

Capital Stock.

Capital stock authorized by law,	\$100,000	00
Capital stock, amount subscribed,	27,000	00
Capital stock paid in by last report,	3,510	00
Capital stock, total amount now paid in,	3,510	00
Capital stock, amount paid in on each share,	13	00
Capital stock, par value of each share,	100	00
Capital stock, average market value during the year,	None sold.	

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, Hancock to Carbondale,	35	35

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Weight of rail per yard, iron 56 pounds.

Statement of Each Accident.

MY DEAR SIR: I may as well, under this head as any, explain the meagerness of my report. The discouraging condition of the finances of the country, the failure of some, and great depreciation in the value of other institutions, have led us to the conclusion that it is yet quite inexpedient to press forward our enterprise. We are convinced that we have the shortest and most feasible route between the Lackawanna and Wyoming coal fields and New England that can be found, and are on nearly the air line from Boston to St. Louis and the great south-west. Being thus assured we deem it prudent to defer action until the inevitable tinkering with the currency shall have abated, and some reliable basis reached whereon capital may be invested with a reasonable assurance that some new feature will not interfere with its productiveness

Yours truly,

CHAS. P. WALLER, *President.*

To Hon. WM. McCANDLESS,

Secretary Internal Affairs, Harrisburg.

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

Personally appeared before me, Chas. P. Waller, president, and treasurer of the Pennsylvania Inland Railroad Company, who being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of his knowledge and belief.

(Signed)

CHAS. P. WALLER, *President.*
., *Treasurer.*

Sworn and subscribed before me, this thirty-first day of December, A. D. 1877.

JAMES B. ELDRED, *J. P.*

PEOPLE'S.

Officers.

NAMES.		Residence.	Salary.
Charles Baber,	President,		None.
L. F. Whitney,	Secretary and Treasurer,		\$1,000 00
L. F. Whitney,	General Superintendent,		None..

General offices at Pottsville, Schuylkill county, Pa.

Names of Directors.

Residences.

Charles Baber,	Pottsville.
Milton Boone,	Pottsville.
R. F. Lee,	Pottsville.
Wm. M. Randall,	Pottsville.
L. F. Whitney,	Pottsville.

Capital Stock.

Capital stock authorized by law,	\$250,000	00
Capital stock authorized by votes of company,	5,000	00
Capital stock, amount subscribed,	250,000	00
Capital stock paid in by last report,	100,000	00
Capital stock, total amount now paid in,	100,000	00
Capital stock, number of shares issued, 5,000		
Capital stock, amount paid in on each share,	20	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year: No market value.		

Debt.

Funded Debt.

First mortgage bonds, (due May 1, 1892, bear interest at 6 per cent., which is payable May 1 and November 1,) amount,	\$15,000	00
Total amount now of funded debt,	\$15,000	00

Floating Debt.

Unfunded debt, incurred for construction, equipment, or purchase of property, \$18,127 99	\$18,127	99
The amount now of floating debt,	\$18,127	99
Total amount now of floating and funded debt,	\$33,127	99

Funded debt as per last report, \$14,700 00		
Floating debt as per last report, 14,448 87		
Total cash realized from capital stock and debt,	\$100,000	00

Cost.

Total cost of entire road to date,	\$87,988	60
Total cost of entire equipment,	33,151	03

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line—from Mt. Carbon to Minersville,	6	6
Length of double main track,	2,450 ft.	2,405 ft.
Aggregate length of main line and branches,	6	
Aggregate length of sidings and other track not above enumerated,	2,400 ft.	2,450 ft.

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Weight of rail per yard: Iron, 40 and 50 lbs.

Bridges and Trestles erected in Pennsylvania during the year.

None.

Number of bridges and trestles on whole line, 1

Wooden bridges, aggregate length, 30 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Mine Hill and Schuylkill Haven railroad, one mile from Minersville.

Number of crossings of highways, at grade, in this Commonwealth, 3

Number of crossings of highways over railroad, 1

Number of crossings of highways under railroad, None.

Stations.

Number of stations on main road, passenger and freight, 7

Number of wood and water stations on main road, 2

How is track laid, and on what foundation? Stone and cinder ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 10 tons weight,	3	\$5,000 00
Number of first-class passenger cars,	3	
Number of second class passenger cars,	10	
Number of baggage, mail, and express cars,	1	
Number of freight cars, { House cars, } { Trucks, }	4	

Doings of the Year.

Monthly Statement of Passengers, (all classes,) carried in Cars.

November, 1876,	7,181	May, 1877,	6,251
December, 1876,	7,282	June, 1877,	5,956
January, 1877,	6,442	July, 1877,	7,662
February, 1877,	4,403	August, 1877,	7,068
March, 1877,	5,832	September, 1877,	7,729
April, 1877,	6,004	October, 1877,	5,920

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,	4 cents.
For local coal per ton per mile,	4 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
	Dollars	Cents	Dollars	Cents	Dollars	Cents
November, 1876,	\$342	41				
December, 1876,	889	15				
January, 1877,	784	01				
February, 1877,	679	27				
March, 1877,	663	99				
April, 1877,	696	67				
May, 1877,	710	58				
June, 1877,	664	17				
July, 1877,	800	22				
August, 1877,	754	45				
September, 1877,	823	82				
October, 1877,	664	63				
Total,	\$8,973	37			\$8,973	37

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
	Dollars	Cents	Dollars	Cents	Dollars	Cents
November, 1876,	\$31	25				
December, 1876,	19	40				
January, 1877,	36	75				
February, 1877,	15	25				
March, 1877,	14	75				
April, 1877,	9	65				
May, 1877,	25	00				
June, 1877,	41	00				
July, 1877,	9	10				
August, 1877,	14	95				
September, 1877,	17	50				
October, 1877,	26	25				
Total,	\$260	85				

Total passenger earnings for the year,	\$8,973	37
Total freight earnings for the year,	260	85
Total earnings from all other sources,	419	83
Total receipts from all sources on whole length of line,	\$9,654	05

Earnings.

Passenger transportation, local,	}	\$8,973	37
Passenger transportation, through,			
Freight transportation, local,			
Freight transportation, through,			
Express service,			
All other sources of income,		161	08
Total,		\$9,654	05

Balance Sheet, October 31, 1877.

DR.			
To construction account,		\$86,314	18
Equipment account,		83,151	03
Real estate, (Minersville dept.,)		1,624	42
Bills receivable,		847	12
Cash on hand,		294	88
Deficit,		10,896	36
		\$133,127	90
CR.			
By capital stock paid in,		\$100,000	00
By funded debt,		15,000	00
By bills payable,		18,127	90
		\$133,127	90

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

Personally appeared before me, Charles Baber, president, and L. F. Whitney, treasurer of the People's Railway Company, who being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

CHAS. BABER, *President.*

L. F. WHITNEY, *Treasurer.*

Sworn and subscribed before me, this 18th day of January, A. D. 1878.

JOHN M. CROSLAND, *J. P.*

PERKIOMEN.

Officers.

NAMES.		Residence.	Salary.	
A. H. Seipt,	President,	Skippackville, Montgomery county, Pa.,	\$1,200	00
Howard Hancock,	Secretary	Philadelphia,	202	50
John Welch,	Treasurer,		248	00

General office, 227 South Fourth street, Philadelphia.

Names of Directors.

Residences.

Philip Super,	Pennsburg, Montgomery co.
G. D. Hunsicker,	Perkiomen Bridge, Montgomery co.
Jesse Ziegler,	Salfordville, Montgomery co.
Jacob Schwenk,	Schwenksville, Montgomery co.
Isaac Rahn,	Perkiomenville, Montgomery co.
George Graber,	Pennsburg, Montgomery co.
Charles Shaneley,	Hosensack, Montgomery co.
Jacob Hillegass,	Pennsburg, Montgomery co.
Thomas B. Hillegass,	Pennsburg, Montgomery co.
Charles T. Waage,	Pennsburg, Montgomery co.
James Boyd,	Norristown, Montgomery co.
Edwin W. Trexler,	Allentown, Lehigh co.

Capital Stock.

Capital stock authorized by law, with power to increase to \$3,000,000,	\$50,000	00
Capital stock authorized by votes of company,	50,000	00
Capital stock, amount subscribed,	40,100	00
Capital stock paid in by last report,	38,040	00
Capital stock, total amount now paid in,	38,040	00
Capital stock, number of shares issued, full paid,	750	
Capital stock, amount paid in on each share issued,	50	00
Capital stock, par value of each share issued,	50	00
Capital stock, average market value during the year: No sales,		

Debt.

Funded Debt.		
First mortgage bonds, (due April 1, 1878, bear interest at 6 per cent., which is payable April and October,) amount, currency,	\$799,800	00
Consolidated mortgage bonds, (due June 1, 1913, bear interest at 6 per cent., which is payable June and December,) amount, gold,	1,125,000	00
Total amount now of funded debt,	\$1,924,800	00
Floating Debt.		
The amount now of floating debt,	706,726	48
Total amount now of floating and funded debt,	\$2,631,526	48
Funded debt as per last report,	\$1,954,600	00
Floating debt as per last report,	542,555	29

Cost.

Total cost of entire road to date,	\$2,056,191 63
Average of same per mile of track laid, 45.1 miles, including sidings,	45,591 83
Average of same per mile of road laid, 38.5 miles,	53,407 57

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Perkiomen junction to Emaus junction,		38.5
Length of single main track,		38.5
Length of double main track,		None.
Aggregate length of main line and branches, (all in Pennsylvania)		38.5
Aggregate length of sidings and other track not above enumerated,		6.6
Aggregate length of main line, branches, leased roads, sidings, and other track,		45.1

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, (*i. e.*, miles of track,) 45.1
 Miles of steel rail in use, None.
 Weight of rail per yard, iron, 56 and 68 lbs.

What is the relative durability, practicability of use, and value, as used on your road? No comparison; iron alone is used.

Bridges and Trestles erected in Pennsylvania.

Wooden bridges, number of, 8; aggregate length, 188 feet.
 Iron bridges, number of, 14; aggregate length, 2,095 feet.
 Wooden trestles, number of, 9; aggregate length, 4,503 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Number of crossings of highways at grade in this Commonwealth,	59
Number of crossings of highways over railroad,	4
Number of crossings of highways under railroad,	14
Number of crossings at which gates or flagmen are maintained,	1
Number of crossings at grade at which there are neither gates nor flagmen,	51

Stations.

Number of stations on main road: Passenger and freight, 26
 Number of wood and water stations on main road, 4
 Value of real estate held by the company, exclusive of road-
 way, in Pennsylvania, \$19,591 91
 Number of tunnels, 1; aggregate length, 1,668 feet.
 How is track laid and on what foundation? Cross-ties, broken stone,
 and cinder ballast.

Equipment.

Furnished by Philadelphia and Reading Railroad Company, lessees.

Doings of the Year.

Included in report made by Philadelphia and Reading Railroad Com-
 pany, lessees.

Monthly Earnings for the Year—Lease Account.

From Transportation of Passengers—Lease Account.

MONTHS.	Through.		Local.		Total.	
December, 1876,					\$2,026	61
January, 1877,					1,333	31
February, 1877,					1,048	04
March, 1877,					834	54
April, 1877,					834	42
May, 1877,					916	96
June, 1877,					755	34
July, 1877,					807	11
August, 1877,					1,003	93
September, 1877,					1,436	25
October, 1877,					847	00
November, 1877,					703	23
Total,					\$12,546	74

From Transportation of Freight—Lease Account.

MONTHS.	Through.		Local.		Total.	
December, 1876,					\$3,467	64
January, 1877,					3,031	20
February, 1877,					3,312	26
March, 1877,					3,861	66
April, 1877,					4,636	85
May, 1877,					5,624	16
June, 1877,					4,434	66
July, 1877,					3,463	05
August, 1877,					4,859	36
September, 1877,					5,281	81
October, 1877,					6,531	80
November, 1877,					4,490	24
Total,					\$52,994	69

From all Other Sources—Lease Account.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
December, 1876,	\$29	64	.	.	\$78	72	\$108 36
January, 1877,	29	65	.	.	101	65	131 30
February, 1877,	29	65	.	.	63	04	92 69
March, 1877,	29	65	.	.	80	70	110 35
April, 1877,	157	50	.	.	105	03	262 53
May, 1877,	42	44	.	.	85	77	128 21
June, 1877,	42	43	.	.	75	04	117 47
July, 1877,	42	44	.	.	103	59	146 03
August, 1877,	42	43	.	.	72	81	115 24
September, 1877,	42	44	.	.	73	26	115 70
October, 1877,	42	43	.	.	109	19	151 62
November, 1877,	42	44	.	.	70	84	113 28
Total,	\$573	14	.	.	\$1,019	64	\$1,592 78

Total passenger earnings for the year,	\$12,546 74
Total freight earnings for the year,	52,994 69
Total earnings from all other sources for the year,	1,592 78
Total earnings for the year,	\$67,134 21

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road, (sidings,)	\$895 01
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Earnings, Lease Account.

Passenger transportation, local and through,	\$12,546 74
Freight transportation, local and through,	52,994 69
Mail service,	573 14
All other sources of income,	1,019 64
Total,	\$67,134 21
Expenses of Corporation.	
Contingent account,	\$2,254 80
Premium on gold,	6,511 20
State tax, capital stock,	22 50
Total,	\$8,788 50

General Balance Sheet, November 30, 1877.

DR.			
Railroad,		\$1,942,501	05
Depots and offices,		50,873	79
Real estate,		19,591	91
Land damages,		43,224	88
Cash,		365	42
Debts due company,		13,498	67
Funded coupons, consolidated mortgage bonds,		86,130	00
Profit and loss, income account,		644,077	76
		\$2,800,263	48
CR.			
Capital stock,		\$38,040	00
First mortgage bonds,		799,800	00
Consolidated mortgage bonds, (gold,)		1,125,000	00
Unfunded debt,		706,726	48
Coupons unpaid,		14,151	00
Coupons, due December 1, 1877, (accrued,)		33,750	00
Coupons, due April 1, 1878, (accrued,)		7,996	00
Sinking fund bonds purchased and canceled,		75,000	00
		\$2,800,263	48

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$38,040 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

All returns not here given will be included in the report of the Philadelphia and Reading Railroad Company, lessees.

Date of lease: August 16, 1868, for a term of nineteen (19) years.

Terms of lease: P. & R. R. Co. to pay all expenses of operating, and to this company, as rental, 30 per cent. of the gross receipts.

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

Personally appeared before me, A. H. Seipt, president, and John Welch, treasurer of the Perkiomen Railroad Company, who being duly sworn, or affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

A. H. SEIPT, *President.*

JOHN WELCH, *Treasurer.*

Sworn, or affirmed, and subscribed before me, this nineteenth day of March, A. D. 1878.

J. Y. HUMPHREY, *Notary Public.*

PHILADELPHIA AND BALTIMORE CENTRAL.

Officers.

NAMES.		Residence.	Salary.
Henry Wood,	President,	Broad and Wash- ington ave., Phila., Pa.,	\$2,500
John J. Pinkerton,	Secretary, . . . . .			West Chester, Che- ster county, Pa.,	Nosal'y
Henry Wood,	Acting Treasurer,	Philadelphia, Pa.,	\$1,000
Henry Wood,	General Superintendent,	Philadelphia, Pa.,	2,500

Above statement or division of salaries is estimated.

General offices at Philadelphia, Pa., Broad street and Washington avenue.

Names of Directors.

Residences.

David Woelpper,	Chadd's Ford, Delaware co., Pa.
Samuel Dickey,	Oxford, Chester co., Pa.
Job H. Jackson,	West Grove, Chester co., Pa.
Rev. J. M. Dickey,	Philadelphia, Pa.
Edwin Haines,	Rising Sun, Cecil co., Md.

Capital Stock.

Capital stock authorized by law,	\$2,000,000 00
Capital stock, amount subscribed,	235,000 00
Capital stock paid in by last report,	230,606 11
Capital stock, total amount now paid in,	220,606 11
Capital stock, number of shares issued, (common, 4,335; preferred, 4,859,)	9,194
Capital stock, amount paid in on each share,	All.
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	No sales.
Preferred stock issued in exchange for coupons on 1st mortgage bonds.	

Debt.

Funded Debt.	
State of Pennsylvania first mortgage bonds, (due January 1, 1879, bear interest at 7 per cent.,) amount,	\$800,000 00
State of Maryland first mortgage bonds, (due October 1, 1891, bear interest at 6 per cent.,) amount,	300,000 00
States of Pennsylvania and Maryland second mortgage bonds, (due January 1, 1900, bear interest at 7 per cent.,) amount,	400,000 00
Total amount now of funded debt,	\$1,500,000 00
Floating Debt.	
Debt incurred for any other purpose, and for what? Unpaid interest on bonds, amount not known.	
Total amount now of floating and funded debt,	\$1,500,000 00
Funded debt as per last report,	\$1,500,000
Total cash realized from capital stock and debt,	Don't know.

Cost.

Total cost of entire road to date,	\$1,859,408	25
Average of same per mile of road laid,	40,421	92
Proportion of same for Pennsylvania,	Don't know.	
Total cost of entire equipment,	256,831	56
Average cost of equipment per mile of road operated by company,	4,505	82
Proportion of same for Pennsylvania,	Don't know.	
Cost of road and equipment per mile,	67,744	34
Proportion of same for Pennsylvania,	Don't know.	

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from West Chester railroad junction to junction of Columbia and Port Deposit railroad,	46	36½
Length of double main track,	None.	
Branches.		
None.		
Leased Roads.		
Chester Creek railroad branch, from Lamokin junction to West Chester railroad junction,	Length of road, Length of double track,	7 None.
Columbia and Port Deposit railroad branch, from Columbia and Port Deposit junction to Port Deposit,	Length of road, Length of double track,	4 None.
Aggregate length of main line and branches,	46	36½
Aggregate length of leased roads,	11	7
Aggregate length of sidings and other track not above enumerated, about,	7	
Aggregate length of main line, branches, leased roads, sidings, and other track,	64	43½

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, about one mile of steel-balance irons.

Weight of rail per yard, { Iron, 50, 56, 57, 60 pounds.
 { Steel, 52½ and 58 pounds.

What is the relative durability, practicability of use, and value, as used on your road? Have no data on which statement can be made.

Bridges and Trestles erected in Pennsylvania during the year.

Location.	Kind.	Whether wood, stone, or iron.	Length in feet.	When completed.
Over Chester creek, at Rockdale,	Truss,	Iron,	310	August, 1877.
Over run near Chadds Ford	Girder with trestles, . .	Iron,	90	September, 1877.

Wooden bridges, number of, 28 ; aggregate length,	2,600 feet.
Stone bridges,	None.
Iron bridges, number of, 2 ; aggregate length,	400 feet.
Wooden trestles, number of 6 ; aggregate length,	2,800 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? West Chester and Philadelphia railroad, at West Chester junction ; Wilmington and Northern railroad, at Chadds Ford junction: Pennsylvania and Delaware railroad, at Avondale junction ; Peach Bottom narrow gauge railway, at Oxford, Pa.

What railroads cross your road, either over or under your grade in this Commonwealth, and where?	None.
Number of crossings of highways, at grade,	70
Number of crossings of highways over railroad,	10
Number of crossings of highways under railroad,	11
Number of crossings at which gates or flagmen are maintained,	None.
Number of crossings at which there are neither gates nor flagmen,	None.
What regulations govern your employes in regard to these crossings? Have no such employes.	

Stations.

Number of stations on main road, passenger and freight,	18
Number of stations on leased roads, passenger and freight,	14
Number of wood and water stations on main road,	3
Number of wood and water stations on leased roads,	2
Value of real estate held by the Company, exclusive of roadway, in Pennsylvania, (about,)	\$25,000 00
Number of tunnels,	None.
How is track laid and on what foundation? On stone, ballast, and dirt.	

Equipment.	Number.	Average cost of each.
Number of locomotives of more than thirty tons weight,	3	
Number of locomotives of more than twenty tons weight,	7	
Number of first-class passenger cars,	8	\$3,500 00
Number of baggage, mail, and express cars,	3	2,250 00
Number of freight cars, { House cars, 67		675 00
{ Trucks, 35		500 00
Number of coal, ore, and stone cars, 13	115	250 00

What kind of train brake in use on your road? Smith's vacuum brake on passenger equipment; hand brake on other cars.

Average number of cars in passenger trains, including baggage cars, Don't know.

Average number of cars in freight trains,	Don't know.
Average weight of passenger trains, including locomotive and tender, in working order,	Don't know.
Average weight of freight trains, including locomotive and tender, in working order,	Don't know.

Employees.

Average number of persons regularly employed by Company, including officials,	200
Same in Pennsylvania,	Don't know.

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	103,553
Number of miles run by freight trains,	56,589
Number of miles run by ballast trains,	2,950
Number of through passengers for the year on main road,	101,307
Number of passengers (all classes) carried in cars,	227,913
Number of passengers carried one mile,	3,325,587
Number of passengers carried one mile in Pennsylvania, supposed,	2,993,028
Number of tons (of 2,000 pounds) of through freight for the year on main road,	74,476
Number of tons of freight carried one mile,	2,610,563
Number of tons of freight carried one mile in Pennsylvania, supposed,	2,349,507
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	143,110
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, (miles per hour,)	None.
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	8

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1876,	24,552	May, 1877,	16,364
December, 1876,	15,696	June, 1877,	18,368
January, 1877,	22,377	July, 1877,	24,404
February, 1877,	13,694	August, 1877,	25,931
March, 1877,	16,543	September, 1877,	19,658
April, 1877,	15,671	October, 1877,	14,655

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	24,036	Stone and lime,	6,658
Bituminous coal,	857	Agricultural products,	33,142
Petroleum and other oils,	194	Merchandise and manufactures,	31,762
Pig iron,	None.	Live stock,	4,009
Ores,	16,224	Lumber,	7,439
Other iron or castings,	None.	Other articles,	15,260
Iron manufactures,	3,529		

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 cents.
For second-class through passengers,	None.
For second-class way passengers,	None.

Rate per Ton of 2,000 pounds per mile charged for Freight.

For through freight, per ton, per mile,	None.
For through coal, per ton per mile,	None.
For local freight, per ton per mile,	None.
For local coal, per ton per mile,	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.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
November, 1876,			\$11,613 23
December, 1876,			7,882 47
January, 1877,			7,169 77
February, 1877,			6,339 23
March, 1877,			7,520 81
April, 1877,			7,524 87
May, 1877,			7,846 10
June, 1877,			9,223 73
July, 1877,			9,945 65
August, 1877,			11,825 35
September, 1877,			9,450 25
October, 1877,			7,229 16
Total,			\$108,570 84

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
November, 1876,			\$12,219 06
December, 1876,			12,252 32
January, 1877,			12,469 64
February, 1877,			12,564 20
March, 1877,			14,286 28
April, 1877,			15,471 31
May, 1877,			15,195 35
June, 1877,			12,751 56
July, 1877,			11,214 91
August, 1877,			15,141 01
September, 1877,			15,500 47
October, 1877,			13,663 19
Total,			\$162,739 50

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
November, 1876, . . .	\$364	39	\$229	11	\$107	08	\$700	58
December, 1876, . . .	364	39	300	82	127	67	792	88
January, 1877, . . .	364	39	197	44	109	29	671	12
February, 1877, . . .	364	39	191	78	99	80	655	97
March, 1877, . . .	364	38	223	24	104	10	691	72
April, 1877, . . .	364	39	243	41	125	17	732	97
May, 1877, . . .	349	77	269	03	183	54	752	84
June, 1877, . . .	358	24	234	22	125	97	718	43
July, 1877, . . .	413	27	212	16	143	85	789	28
August, 1877, . . .	413	27	224	74	127	44	765	45
September, 1877, . . .	413	26	208	59	268	33	890	18
October, 1877, . . .	413	27	208	38	599	34	1,220	99
Total,	\$4,547	41	\$2,742	92	\$2,071	58	\$9,361	91

Total passenger earnings for the year,	\$108,570	82
Total freight earnings for the year,	162,739	50
Total earnings from all other sources,	9,361	91
Total earnings for the year,	\$275,672	23
Total receipts from all sources on whole length of line,	\$275,672	23
Proportion of earnings in Pennsylvania to earnings of whole line,	Don't know	

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road,	\$4,005	82
Passenger and freight houses,	500	00
New passenger cars, number of, 1,	1,000	00
New freight cars, number of, 5,	3,309	39
Any other expenditures chargeable to this account,	8,943	38
Total,	\$17,758	59

Expenditures during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$41,174	14
New iron rails, number of tons, 700,	18,040	81
New steel rails, number of tons, 60,	9,898	61
Repairs of bridges,	2,539	69
Repairs of buildings and fixtures,	1,712	87
All other expenses for maintenance of way,		
Total for maintenance of way,	\$73,366	12
Cost per mile of road kept in repair,	\$1,287	12
Proportion for Pennsylvania,	Don't know	

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$9,308	35
Repairs of machinery,	602	08
Repairs of passenger, baggage, and mail cars,	4,382	14
Repairs of freight cars,	5,737	51
All other expenses for maintenance of motive power and cars,	16,493	08
Total for maintenance of motive power and cars,	\$36,523	11
Cost per mile of road operated,	\$640	76
Proportion for Pennsylvania,	Don't know	

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$14,336	42
Salaries, wages, and incidentals chargeable to freight department,	20,349	92
Fuel—number of tons of coal, 3,933; cost,	16,418	84
Oil and waste,	2,261	30
Damages for loss of goods and baggage,	147	06
Taxes and insurance,	2,435	41
Telegraph expenses,	2,295	96
Amount paid other corporations or individuals for use of all other cars,	1,649	34
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, including rent of leased lines and property,	45,835	19
Total miscellaneous,	\$105,729	43
Amount per mile of road operated,	\$1,854	90
Proportion for Pennsylvania,	Don't know	
Total expenditures for operating the road,	179,477	08
Expenses per mile of the road operated,	3,148	72
Expenses per mile of single track operated, not including sidings,	3,148	72
Expenses per train mile,	1	12
Proportion for Pennsylvania,	Don't know	

Earnings.

Passenger transportation, local,	\$103,570	82
Freight transportation, local,	162,739	50
Mail service,	4,547	41
Express service,	2,742	91
Miscellaneous,	2,071	58
Total,	\$275,672	23
Operating Expenses.		
Maintenance of way and buildings,	\$73,366	12
Maintenance of motive power and cars,	36,523	11
Miscellaneous,	69,587	80
Total operating expenses, being 65 per cent. of earnings,	179,477	03
Net earnings,	\$96,195	20
Earnings per mile of road operated,	\$4,536	36
Expenses per mile of road operated,	3,148	72
Net earnings per mile of road operated,	1,687	64

General Balance Sheet, October 31, 1877.

DR.

Construction,	\$1,859,408	25
Equipment,	231,831	58
Chester Creek Railroad Company,	7,000	00
Chester Creek railroad improvements,	74,059	48
Shops at Lamokin,	55,525	79
Interest,	140,000	00
Peach Bottom Railway Company,	1,256	16
Adams Express Company,	208	38
Post Office Department,	1,060	02
West Chester and Philadelphia Railroad Company,	552	20
Wilmington Northern Railway Company,	663	59
Agents,	2,307	10
Cash and cash items,	47,873	56
	\$2,421,746	09

CR.

Common stock,	\$220,606	11
Preferred stock,	242,950	00
Bonds, mortgage loan Pennsylvania, due January 1, 1879,	800,000	00
Bonds, mortgage loan Maryland, due October 1, 1891,	300,000	00
Bonds, mortgage loan Penn'a and Maryland, due January 1, 1900,	400,000	00
State of Maryland,	35,000	00
Bonds, car lease,	6,500	00
Bonds, car shop loans,	24,000	00
Scrip, payable in preferred stock,	1,276	58
New scrip,	42	00
Old scrip,	970	60
Due bills, payable in scrip,	784	67
Peach Bottom Railway Company,	1,532	95
Philadelphia, Wilmington and Baltimore Railroad Company,	1,270	33
Philadelphia and Reading Railway Company,	2,507	40
Revenue,	384,305	45
	\$2,421,746	09

The above statement does not give a correct report of the company's financial condition, as the unpaid interest on the bonds is not included, and it is impossible to ascertain correctly what this amounts to.

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company; pay in proportion to weight carried.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? Office of express company.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? Have contract with Columbia and Port Deposit railroad, for joint use of track between Octoraro Junction and Port Deposit, four miles.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? Nothing.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? None.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$4,959 22 per annum.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued? 4,859 shares, of \$50 each, issued in exchange for coupons on first mortgage bonds.

Amount of common stock now outstanding: 4,335 shares, of \$50 each.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,			1	3		
Others,						
Total,			1	3		

Statement of Each Accident.

March 10, 1877. George R. Powell, freight conductor, killed while shifting cars, at Concord.

September 29, 1877. Isaac Preston, freight conductor, leg crushed, at Oxford, between freight cars, in shifting train.

October 20, 1877. George Smart, freight brakeman, hand mashed, coupling cars, at Elkview.

October 24, 1877. John Gunning, track hand, thrown from car, and run over, leg badly injured, at Hughes' Quarry, near Avondale.

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

Personally appeared before me, Henry Wood, president and acting treasurer of the Philadelphia and Baltimore Central Railroad Company, who being duly affirmed, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1877, according to the best of his knowledge and belief.

(Signed)

HENRY WOOD,
President and Acting Treasurer.

Affirmed and subscribed before me this 2d day of January, A. D. 1878.
 ALBERT HAVERSTICK, *Notary Public.*

PHILADELPHIA AND CHESTER COUNTY.

Officers.

NAMES.		Residence.	Salary.
Thomas S. Cox.,	President,	Sugartown, Pa.,	No salary.
J. G. Allen,	Secretary,	1237 Spruce st., Phila.,	No salary.
J. G. Allen,	Treasurer,	1237 Spruce st., Phila.,	No salary.

General offices at No. 1237 Spruce street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
David J. Stevenson,	Philadelphia.
Rowland D. Allen,	Philadelphia.
John T. Williams,	Philadelphia.
J. Clinton Sharpless,	West Chester.
Albert H. Stevenson,	Philadelphia.
J. G. Allen,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$500,000 00
Capital stock authorized by votes of company, preferred,	5,000,000 00
Capital stock, amount subscribed, per last report,	84,450 00
Capital stock, paid in by last report,	35,220 00
Capital stock, number of shares issued, 10,000	
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year: No market value.	

Debt.

Funded Debt.

First mortgage bonds, bear interest at six per cent., which is payable annually,	\$13,375 00
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Floating Debt.

Total amount now of floating debt,	None.
Floating debt as per last report,	13,900 00

Cost.

Total cost of entire road to date, for grading, &c.,	61,577 65
Average of same per mile of road laid,	No road laid.

Characteristics of Road.

Main Line.

Proposed length of main line, from Philadelphia to Downingtown,	30 miles.
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Gauge.

What is the gauge of your lines? Proposed gauge; . . . 4 ft. 8½ inches

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

Personally appeared before me, Thomas S. Cox, president, and J. G. Allen, treasurer, of the Philadelphia and Chester County Railroad Company, who being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

THOMAS S. COX, *President.*

J. G. ALLEN, *Treasurer.*

Affirmed and subscribed before me, this 2d day of March, A. D. 1878.

JOHN URIAN, *Alderman.*

PHILADELPHIA AND READING.**Officers.**

NAMES.	Residence.	Salary.
F. B. Gowen,	President,	\$12,660 00
D. J. Brown,	Secretary,	4,320 00
S. Bradford,	Treasurer,	7,200 00
George de B. Keim,	General Solicitor,	4,000 00
W. Lorens,	Chief Engineer,	5,400 00
J. E. Wootten,	General Manager,	7,500 00
George Eltz,	Superintendent of Trans.,	2,700 00
I. A. Sweigard,	Division Superintendent,	2,550 00
D. C. Reinhart,	Division Superintendent,	2,040 00
J. H. Olhausen,	Division Superintendent,	1,980 00
W. C. Wheeler,	Division Superintendent,	1,620 00
H. W. Tracy,	Division Superintendent,	1,215 00
A. A. Hesser,	Division Superintendent,	1,200 00

General office at 227 South Fourth street, Philadelphia, Pa.

Names of Managers.

<i>Names of Managers.</i>	<i>Residences.</i>
H. Pratt McKean,	Philadelphia, Pa.
A. E. Borie,	Philadelphia, Pa.
J. B. Lippincott,	Philadelphia, Pa.
John Ashhurst,	Philadelphia, Pa.
Henry Lewis,	Philadelphia, Pa.
I. V. Williamson,	Philadelphia, Pa.

Capital Stock.

Capital stock authorized by law,	Unlimited.	
Capital stock paid in by last report,		\$34,278,175 28
Capital stock, total amount now paid in: { Preferred, \$1,551,800 00 } { Common, 32,726,375 28 }		34,278,175 28
Capital stock, number of shares issued,	685,583	
Capital stock, amount paid in on each share,	Full paid.	
Capital stock, par value of each share,		50 00
Capital stock, average market value during the year,		15 12½

Debt.

Funded Debt.	
Mortgage bonds, (due —, bear interest at 5, 6, and 7 per cent., which is payable —,) amount,	\$55,042,500 00
Debenture bonds, (due —, bear interest at 6 and 7 per cent., which is payable —,) amount,	11,633,200 00
Scrip, (due —, bear interest at 6 per cent., which is payable,) amount,	4,294,396 40
Bonds and mortgages—real estate,	1,869,078 41
Total amount now of funded debt,	\$72,869,174 81
Floating Debt.	
The amount now of floating debt,	5,501,999 95
Total amount now of floating and funded debt,	\$78,371,174 76
Funded debt as per last report,	\$66,800,444 75
Floating debt as per last report,	6,417,319 45
Total cash realized from capital stock and debt,	\$73,217,764 20

5 per cent. £ mortgage loan, 1836-1880, coupon,	\$182,400	00		
7 per cent. £ mortgage loan, 1836-1882, coupon,	124,400	00		
6 per cent. £ mortgage loan, 1843-1880, coupon,	967,200	00		
6 per cent. \$ mortgage loan, 1843-1880, coupon,	545,500	00		
6 per cent. \$ mortgage loan, 1844-1880, coupon,	800,000	00		
6 per cent. \$ mortgage loan, 1848-1880, coupon,	98,000	00		
6 per cent. \$ mortgage loan, 1849-1880, coupon,	67,000	00		
6 per cent. \$ mortgage convertible loan, 1867-1886, coupon,	79,000	00		
7 per cent. \$ mortgage loan, 1868-1888, coupon,	2,700,000	00		
			\$5,573,500	00
Consolidated Mortgage Loan, 1871-1911.				
6 per cent., gold, \$ or £, coupon,	\$6,999,000	00		
6 per cent., gold, \$, coupon,	805,000	00		
6 per cent., gold, \$, registered,	663,000	00		
7 per cent., \$, registered,	3,389,000	00		
7 per cent., \$, coupon,	7,310,000	00		
			18,616,000	00
Improvement Mortgage Loan, 1873-1887.				
6 per cent., gold, \$ or £, coupon,			9,264,000	00
General Mortgage Loan, 1874-1908.				
6 per cent., gold, \$ or £, coupon,			\$23,553,500	00
Income Mortgage Loan, 1876-96.				
7 per cent., \$, coupon,			1,803,000	00
			\$25,042,500	00
Bonds and mortgages on real estate,				
			1,869,078	41
			\$26,911,578	41
Total mortgage loans,				
6 per cent. \$ debenture loan, 1868-93, coupon,	\$1,185,300	00		
7 per cent. \$ debenture convertible loan, 1870-90, coupon,	28,000	00		
7 per cent. \$ debenture convertible loan, 1873-93, coupon,	10,409,900	00		
Scrip, 1877-82.				
6 per cent. debenture and guaranteed,	\$2,782,575	00		
6 per cent. debenture and guaranteed, fractional,	741	40		
6 per cent. general mortgage, gold, \$ or £, 1,444,950	00			
6 per cent. Perkiomen mortgage, guar- anteed, gold, \$ or £,	86,130	00		
			4,294,296	40
			15,957,586	40
Loan of Schuylkill Navigation Co., maturing 1885.				
Loan of Schuylkill Navigation Co., maturing 1913,	\$1,200,000	00		
Loan of Schuylkill Navigation Co., maturing 1915,	736,650	00		
	621,800	00		
	\$2,578,250	00		
Loan of East Pennsylvania railroad, maturing 1898,				
	496,900	00		
			3,074,160	00
Common stock,				
Preferred stock,			\$2,728,375	28
			1,551,900	00
			\$4,280,275	28
Sinking fund bonds purchased and canceled :				
Loan 1849-70,	\$4,800	00		
Loan 1861-71,	6,000	00		
Loan 1871-1911,	611,000	00		
Loan 1873-97,	686,000	00		
Loan 1874-1908,	314,000	00		
			\$1,571,800	00
Less—				
Sinking fund of Philadelphia and Reading Coal and Iron Company, bond and mortgage applied to sinking fund, loan 1874-1908,			262,034	47
			\$1,309,765	53
LIABILITIES :				
Floating debt,			\$5,501,999	95
Debts due by the company, including rentals, and principally for current business,			925,961	14
Wages, materials, drawbacks, and connecting roads, for November business,			660,108	44
Coupons and interest on registered loans, to Decem- ber 1, 1877, inclusive,			788,540	00
State tax on capital stock and gross receipts,			81,506	78
Sinking funds,			265,434	90
Sinking funds, Schuylkill Navigation Company Im- provement bonds,			211,650	65
Credit, balance of insurance funds,			318,391	34
Credit, balance of renewal fund,			1,122	77
			\$8,855,015	57
			\$120,396,231	89

Cost.

Total cost of entire road to date, including all real estate owned by the company, all depots, machine shops, and tools,	\$38,201,433	17
Average of same per mile of road laid,	116,823	95
Average of same per mile of single track,	48,819	72
Proportion of same for Pennsylvania, All in Pennsylvania.		
*Total cost of entire equipment,	9,355,442	24
Average cost of equipment per mile of road operated by company,	12,591	44
Average cost of equipment per mile of road owned by company,	28,609	91
Proportion of same for Pennsylvania, All in Pennsylvania.		
Cost of road and equipment per mile of road owned by company,	145,433	86
Proportion of same for Pennsylvania, All in Pennsylvania.		

* This includes locomotives and cars alone, not included above.

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penna.
Length of main line, from Philadelphia to Mt. Carbon,	98.4	All in Penna.
Length of double main track,	98.4	
Branches.		
Northern Liberties and Penn Township branch, from Broad street, Philadelphia, to Delaware river, Philadelphia,	Length of branch,	1.4
	Length of double track,	1.4
Port Kennedy branch, from Port Kennedy to lime kilns,	Length of branch,	1.2
	Length of single track,	1.2
Lebanon Valley branch, from Reading to Harrisburg,	Length of branch,	53.7
	Length of single track,	9.2
	Length of double track,	44.5
Lebanon and Tremont branch, from Lebanon to Brookside,	Length of branch,	42.2
	Length of single track,	42.2
Schuykill and Susquehanna branch, from Rockville to Auburn,	Length of branch,	53.4
Mount Carbon branch, from Mt. Carbon to Wadesville and Mt. Laffy,	Length of single track,	53.4
	Length of branch,	8.5
	Length of single track,	8.5
Mahanoy and Shamokin branch, from Mahanoy city to Herndon,	Length of branch,	64.6
	Length of single track,	53.8
	Length of double track,	10.8
Moselem branch, from Leesport to Quarry,	Length of branch,	1.7
	Length of single track,	1.7
West Reading branch, from Reading to Reading,	Length of road,	1.9
	Length of single track,	1.9
Leased Roads.		
Chester Valley branch, from Bridgeport to Downingtown,	Length of road,	21.5
	Length of single track,	21.5
Perkiomen branch, from Perkiomen junction to Emaus,	Length of road,	38.6
	Length of single track,	38.6
Colebrookdale branch, from Pottstown to Barto,	Length of road,	12.8
	Length of single track,	12.8
Pickering Valley branch, from Phoenixville to Byers,	Length of road,	11.3
	Length of single track,	11.3
East Pennsylvania branch, from Reading to Allentown,	Length of road,	96
	Length of single track,	17.7
	Length of double track,	18.3
Allentown branch, from Topton to Kutztown,	Length of road,	4.5
	Length of single track,	4.5
Little Schuykill branch, from Port Clinton to Tamanend,	Length of road,	28.1
	Length of single track,	28.1

Main Line.	MILES.	
	Whole length.	Length in Penna.
Mine Hill branch, from Schuylkill Haven to Tremont and Locust Gap, . . .	Length of road,	53.7
	Length of single track,	31.9
	Length of double track,	28.1
Mt. Carbon and Pt. Carbon branch, from Mt. Carbon to Palo Alto, . . .	Length of road,	2.5
	Length of double track,	2.5
Mill Creek branch, from Palo Alto to New Castle,	Length of road,	3.8
	Length of double track,	3.8
Schuylkill Valley branch, from Palo Alto to Tuscarora,	Length of road,	11
	Length of single track,	5.7
	Length of double track,	5.3
East Mahanoy branch, from E. Mahanoy junction to Mahanoy City, . . .	Length of road,	10.7
	Length of single track,	10.7
Philadelphia, Germantown and Norristown branch, from Philadelphia to Germantown and Norristown, . . .	Length of road,	29.7
	Length of single track,	9.5
	Length of double track,	20.2
Chestnut Hill branch, from Germantown to Chestnut Hill,	Length of road,	4
	Length of single track,	4
Catawissa branch, from Tamanend to Williamsport,	Length of road,	92.6
	Length of single track,	92.6
Philadelphia and Chester branch, from Philadelphia to Chester,	Length of road,	14
	Length of single track,	4.1
	Length of double track,	9.9
Berks and Lehigh branch, from Reading to Slatington,	Length of road,	41.2
	Length of single track,	41.2
Aggregate length of main line and branches owned,		327
Aggregate length of leased roads,		416
Aggregate length of sidings and other track not above enumerated,		506.1
Aggregate length of main line, branches, leased roads, sidings, and other track,		1,249.1
Length of main line, branches owned, and leased roads,		1,486

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, *i. e.*, miles of track, 1,333.5
 Miles of steel rails in use, *i. e.*, miles of track, 102.5
 Weight of rail per yard, { Iron, 56 and 68 lbs.
 { Steel, 68 lbs.

What is the relative durability, practicability of use, and value, as used on your road? Have not used steel rails sufficiently long to answer the question definitely, but from our own experience, consider that the iron rails of our own manufacture, taking interest account and all things into consideration, are more economical than steel whenever the latter cost more than ten dollars per ton over the former.

Bridges and Trestles erected in Pennsylvania during the year.

None.

Number of bridges and trestles on whole line, including leased lines, 257
 Wooden bridges, number of, 134; aggregate length, 9,344 feet.
 Stone bridges, number of, 76; aggregate length, 7,459 feet.
 Iron bridges, number of, 45; aggregate length, 2,574 feet.
 Wooden trestles, number of, 2; aggregate length, 185 feet.

Crossings.

What steam railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Trenton railroad, at Richmond, Philadelphia; Philadelphia and Erie railroad, at Milton, Montgomery, and Williamsport; Northern Central railroad, at Herndon; Mine Hill railroad, at Schuylkill Haven.

What steam railroads cross your road, either over or under your grade, in this Commonwealth, and where? Catasauqua and Fogelsville railroad, at Alburdis, overhead; Connecting railroad, at Philadelphia and Philadelphia park, overhead; Lehigh Valley railroad, at Quakake, overhead; Norristown branch railroad, at Falls near Philadelphia, overhead; Germantown branch railroad, at Nicetown, overhead.

Number of crossings of highways, at grade, in this Commonwealth, about,	300
Number of crossings of highways over railroad, about,	125
Number of crossings of highways under railroad, about,	50
Number of crossings at which gates or flagmen are maintained, about,	128
What regulations govern your employes in regard to these crossings? The special regulations of the company with reference to crossing watchman.	

Stations.

Number of stations on main road, passenger and freight,	35
Number of stations on branches, passenger and freight,	45
Number of stations on leased roads, passenger and freight,	129
Number of wood and water stations on main road,	} 56
Number of wood and water stations on branches,	
Number of wood and water stations on leased roads,	
Value of real estate held by the company,	\$7,688,344 25
Number of tunnels, 9; aggregate length,	12,107 feet.
How is track laid, and on what foundation? Broken stone and furnace cinder.	

Equipment.	Number.	Present average cost of each.
Number of locomotives of more than forty tons weight,	1	\$10,750 00
Number of locomotives of more than thirty tons weight,	219	10,250 00
Number of locomotives of more than twenty tons weight,	150	9,500 00
Number of locomotives of more than ten tons weight,	42	7,500 00
Number of locomotives of less than ten tons weight,	3	7,000 00
Number of first-class passenger cars,	244	4,500 00
Number of second class passenger cars,	90	2,750 00
Number of baggage, mail, and express cars,	59	1,650 00
Number of freight cars, { House cars,	1,316	525 00
{ Trucks,	2,319	419 00
Number of coal cars,	14,811	460 00
Number of ore and stone cars,	909	450 00
Number of cabooses cars,	119	528 00

The average cost of cars, as stated, is that of eight wheeled cars of the several classes, present values.

What kind of train brake is in use on your road? Westinghouse automatic air-brake.

Average number of cars in passenger trains, including baggage cars,	5
Average number of cars in freight trains, (4-wheeled cars,)	80
Average number of cars in coal trains, (4-wheeled cars,)	130
Average weight of passenger trains, including locomotive and tender, in working order, including passengers,	169 tons.
Average weight of coal trains, including locomotive and tender, in working order, including coal,	1,025 tons.
Average weight of freight trains, including locomotive and tender, in working order, including freight,	493 tons.

Employees.

Average number of persons regularly employed by railroad company, including officials, (not including canals,)	9,325
Same in Pennsylvania,	All in Penna.

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	1,694,412
Number of miles run by freight trains,	1,965,981
Number of miles run by coal trains,	5,066,651
Number of passengers, averaged as through, for the year on main road,	799,088
Number of passengers (all classes) carried in cars,	6,674,889
Number of passengers carried one mile,	74,315,237
Number of passengers carried one mile in Pennsylvania: All in Pennsylvania.	
Number of tons of 2,000 pounds of through merchandise and coal for the year on main road,	8,378,001

Number of tons of merchandise and coal carried one mile on main line and branches,	779,154,130
Number of tons of freight carried one mile in Pennsylvania: All in Pennsylvania.	
Gross amount of tonnage for the year, (2,000 lbs. per ton,) including materials for use of road, and weight of passengers,	11,833,826
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, (miles per hour,)	28
Average rate of speed adopted by freight and coal trains, including stops, (miles per hour,)	freight 14, coal 9

Monthly Statement of Passengers, all classes, carried in cars.

December, 1876,	523,360	July, 1877,	609,055
January, 1877,	552,763	August, 1877,	588,929
February, 1877,	430,853	September, 1877,	682,731
March, 1877,	483,383	October, 1877,	612,263
April, 1877,	532,472	November, 1877,	489,635
May, 1877,	582,155		
June, 1877,	587,290		<u>6,674,889</u>

The amount of Freight specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	7,951,005	Merchandise and manufactures,	140,210
Bituminous coal,	174,951	Live stock,	25,015
Petroleum and other oils,	324,376	Lumber,	243,656
Pig iron,	228,867	Other articles and express goods, company's merchandise, materials, passengers, baggage, &c.,	1,221,332
Railroad iron,	45,062		
Other iron or castings,	175,108		
Iron and other ores,	381,170		
Stone and lime,	387,910		
Agricultural products,	535,164	Total,	<u>11,833,826</u>

The rate of Fare for Passengers charged per mile, as follows:

For passengers, proximate average per mile, 2 ¹⁷/₁₀₀ cents.

The Rate per Ton (of 2,000 pounds) per mile charged for Freight.

For freight and tolls on merchandise, (2,000 lbs.) per ton per mile, proximate average, 1 ⁹⁷/₁₀₀

For freight and tolls on coal, (2,240 lbs.,) per ton per mile, proximate average, 1 ³³/₁₀₀

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
December, 1876,					\$131,262	36
January, 1877,					119,239	88
February, 1877,					105,175	99
March, 1877,					123,430	75
April, 1877,					131,515	55
May, 1877,					142,163	50
June, 1877,					140,194	63
July, 1877,					138,633	97
August, 1877,					149,900	83
September, 1877,					153,806	36
October, 1877,					144,969	27
November, 1877,					127,626	71
Total,					\$1,610,049	64

From Transportation of Merchandise and Coal.

MONTHS.	Merchandise.		Coal.		Total.	
December, 1876,	\$206,109	67	\$444,762	55		
January, 1877,	226,582	09	355,739	43		
February, 1877,	228,087	27	330,662	80		
March, 1877,	234,864	89	494,472	55		
April, 1877,	275,791	89	744,830	81		
May, 1877,	254,647	81	744,308	52		
June, 1877,	233,366	38	643,711	43		
July, 1877,	184,006	91	584,672	67		
August, 1877,	301,369	99	788,396	34		
September, 1877,	265,788	86	901,104	88		
October, 1877,	323,289	21	853,299	32		
November, 1877,	179,682	69	619,246	04		
Total,	\$2,913,587	66	\$7,505,207	34	\$10,418,795	00

From all Other Sources.

MONTHS.	Mails.		Steam colliers and coal barges.		Miscellaneous.		Total.	
December, 1876,	\$4,590	36	\$45,339	65	\$6,381	86		
January, 1877,	4,590	35	68,689	71	5,578	13		
February, 1877,	4,590	36	66,635	13	4,519	20		
March, 1877,	3,440	66	58,540	18	5,782	18		
April, 1877,	3,405	04	74,896	15	5,354	82		
May, 1877,	3,433	52	82,890	73	7,241	92		
June, 1877,	3,433	58	56,875	31	6,607	78		
July, 1877,	3,433	52	56,786	51	6,460	85		
August, 1877,	2,571	25	68,763	10	6,417	37		
September, 1877,	2,571	24	55,031	13	6,250	47		
October, 1877,	2,879	41	69,810	90	6,429	84		
November, 1877,	2,648	28	79,974	68	5,453	99		
Total,	\$41,587	52	\$784,233	18	\$72,477	91	\$898,298	61
Other sources,							77,276	26
							\$975,574	87

Total passenger earnings for the year,	\$1,610,049	69
Total merchandise and coal earnings for the year,	10,418,795	00
Total earnings from all other sources,	975,574	87
Total earnings for the year,	\$13,004,419	51
Proportion of earnings in Pennsylvania to earnings of whole line: All in Pennsylvania.		

Expenditures Charged to Cost of Road and Equipment during the Year.
Nothing.

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of road, exclusive of bridges and new rails,	\$860,811	19
Railroad iron, \$179,170 28 }	166,030	69
Less cr. bal. of renewal of years 1876, and 1877, 12,549 59 }	87,324	18
Repairs of bridges,	67,612	47
Repairs of buildings and fixtures,	164,948	43
All other expenses for maintenance of way,		
Total for maintenance of way,	\$1,147,316	96
Cost per mile of road kept in repair,	\$1,544	17
Proportion for Pennsylvania,	All in Pa.	

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$369,943	41
Repairs of plane machinery,	42,309	41
Repairs of passenger, baggage, and mail cars,	104,190	45
Repairs of merchandise and coal cars,	707,826	57
Total for maintenance of motive power and cars,	\$1,224,269	84
Cost per mile of road operated,	\$1,647	74
Proportion for Pennsylvania,	All in Pa.	

Miscellaneous.

Salaries of officers, agents, etc. on road, wages of engineers, firemen, conductors, and other train hands,	\$1,776,776	47
Wages of switchmen, signal-men, gate-keepers, watchmen, and other depot hands,	320,362	94
Fuel, number of cords of wood, 6,513; cost, { And preparing for }	30,278	63
Fuel, number of tons of coal, 325,370; cost, { use, }	639,573	93
Oil and waste,	122,263	96
Telegraph, water rents, &c.,	74,942	14
Hauling and assorting cars in coal region, and at Pt. Richmond,	369,219	92
Damages for loss of goods and baggage,	5,567	13
Labor at depots, stationary engines, pumping water, &c.,	80,684	28
Taxes,	254,140	01
Premium on gold and insurance,	121,207	61
Rent of laterals, &c.,	1,211,001	95
Steam colliers and coal barges,	525,610	91
For real estate and new tracks charged to expenses,	39,051	77
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	335,005	04
Total miscellaneous,	\$5,905,716	71
Amount per mile of road operated, (not including steam colliers and coal barges,)	\$7,241	06
Proportion for Pennsylvania,	All in Pa.	
Total expenditures for operating the road, steam colliers and coal barges,	8,277,303	51
Expenses per mile of the road operated, not including steam colliers and coal barges,	10,432	96
Expenses per train mile, not including steam colliers and coal barges,		88.44
Proportion for Pennsylvania,	All in Pa.	

Earnings.

Passenger transportation,		\$1,610,049	64
Merchandise transportation,	\$2,918,587	66	} Total,
Coal transportation,	7,505,207	34	
Mail service,		41,587	62
Steam colliers and coal barges,		784,233	18
All other sources of income,		149,754	17
Total,		\$13,004,419	51
Operating Expenses.			
Maintenance of way and buildings,	\$1,147,316	96	
Maintenance of motive power and cars,	1,224,269	84	
Miscellaneous,	5,905,716	71	
Total operating expenses, being 63.44 per cent. of earnings,		8,277,303	51
Net earnings, not including loss on canals,		\$4,727,116	00
Earnings per mile of road operated, not including steam colliers and coal barges,		\$16,447	09
Expenses per mile of road operated, not including steam colliers and canal barges,		10,432	96
Net earnings, not including loss on canals,		4,727,116	00

General Balance Sheet, November 30, 1877.

DR.					
Railroad,			\$28,318,377	58	
Depots,			4,194,711	39	
Locomotive engines and cars,			8,355,442	24	
Real estate,			7,688,344	25	
Philad'a, Reading and Pottsville telegraph stock,			20,780	00	
East Pennsylvania railroad stock,			949,358	13	
Reading and Columbia railroad stock,			232,480	00	
Allentown railroad stock,			320,582	98	
East Mahanoy railroad stock,			247,286	61	
Blue Hill and Schuylkill Haven railroad stock,			175,287	75	
Philadelphia and Reading Coal and Iron Co. stock,			8,000,000	00	
Philadelphia and Reading Coal and Iron Co. bond and mortgage, July 1, 1874,	\$29,737,965	53			
Philadelphia and Reading Coal and Iron Co. bond and mortgage, December 28, 1876,	10,000,000	00			
Steam colliers,			39,737,965	53	
Susquehanna canal coal barges,			2,671,289	39	
Schuylkill canal coal barges,			28,627	80	
Schuylkill Navigation works and franchises,			438,589	91	
			1,000,000	00	
			\$101,379,072	52	
Less Installments for 1877,					
Schuylkill canal coal barges,	\$749	21			
Susquehanna canal coal barges,	2,735	00			
			3,504	21	
					\$101,375,568 31
ASSETS.					
Cash on hand,	\$717,613	96			
Bills receivable,	207,204	63			
Freight and toll bills receivable in December, 1877,	563,981	17			
			\$1,488,779	77	
Stocks and bonds held by the company,			5,199,425	29	
Materials on hand,			671,477	30	
Debts due to the company:					
Sundry branch roads,	\$2,587,973	84			
Philadelphia and Reading Coal and Iron Co.,	741,180	04			
Sundry accounts,	1,509,885	86			
			4,849,139	74	
					12,178,622 10
Funded coupons not yet matured:					
Philadelphia and Reading Railroad Co. coupons,			\$4,406,242	00	
Schuylkill Navigation Co., coupons,			167,700	00	
Susquehanna Canal Co., coupons,			286,780	00	
					4,812,732 00
Discount, commission, and expenses of general mortgage loan, 1874-1896, issue of \$10,000,000 in January, 1876,					600,000 00
Profit and loss per report November 30, 1876,			\$1,355,706	58	
Add profit and loss, year 1877,			168,450	60	
					1,519,159 18
					\$120,386,281 59

CR.					
5 per cent. £ mortgage loan, 1886-90, coupon,	\$182,400	00			
7 per cent. £ mortgage loan, 1886-92, coupon,	184,400	00			
6 per cent. £ mortgage loan, 1843-90, coupon,	967,200	00			
6 per cent. \$ mortgage loan, 1843-90, coupon,	545,500	00			
6 per cent. \$ mortgage loan, 1844-90, coupon,	800,000	00			
6 per cent. \$ mortgage loan, 1843-90, coupon,	98,000	00			
6 per cent. \$ mortgage loan, 1849-90, coupon,	67,000	00			
6 per cent. \$ mtg. conv. loan, 1867-96, coupon,	79,000	00			
7 per cent. \$ mortgage loan, 1869-93, coupon,	2,700,000	00			
				\$5,573,500	00
Consolidated Mortgage Loan, 1871-1911.					
6 per cent. gold \$ or £, coupon,	\$6,999,000	00			
6 per cent. gold \$, coupon,	308,000	00			
6 per cent. gold \$, registered,	683,000	00			
7 per cent. \$, registered,	3,339,000	00			
7 per cent. \$, coupon,	7,310,000	00			
				18,616,000	00
Improvement Mortgage Loan, 1873-97.					
6 per cent gold, \$ or £, coupon,				9,364,000	00
				\$23,543,500	00
General Mortgage Loan, 1874-1908.					
6 per cent. gold \$ or £, coupon,				19,696,000	00
Income Mortgage Loan, 1878-96.					
7 per cent. \$, coupon,				1,806,000	00
				\$55,042,500	00
Bonds and mortgages on real estate,					
				1,899,078	41
Total mortgage loans,					
				\$56,911,578	41
6 per cent. \$ debenture loan, 1868-93, coupon,	\$1,135,300	00			
7 per cent. \$ deb. conv. loan, 1870-90, coupon,	23,000	00			
7 per cent. \$ deb. conv. loan, 1873-93, coupon,	10,469,900	00			
Scrip, 1877-82.					
6 per cent. debent. and guar.,	\$2,762,575	00			
6 per cent. debent. and guar., fractional,	741	40			
6 per cent. general mortgage, gold \$ or £, 1,444,950	00				
6 per cent. Perklomen mortgage guar.,	86,180	00			
				4,294,396	40
				15,957,566	40
Loan of Schuylkill Nav. Co., maturing 1896,					
	\$1,200,000	00			
Loan of Schuylkill Nav. Co., maturing 1913,					
	756,650	00			
Loan of Schuylkill Nav. Co., maturing 1915,					
	621,900	00			
	\$2,578,250	00			
Loan of East Penna. railroad, maturing 1888,					
	495,900	00			
				3,074,150	00
Common stock,					
				\$22,726,375	28
Preferred stock,					
				1,551,800	00
				\$75,943,324	81
Sinking Fund Bonds Purchased and Canceled.					
Loan 1849-70,	\$4,800	00			
Loan 1861-71,	6,000	00			
Loan 1871-1911,	611,000	00			
Loan 1873-97,	636,000	00			
Loan 1874-1908,	314,000	00			
				\$1,571,800	00
Less—					
Sinking fund of Philadelphia and Reading Coal and Iron Company bond and mortgage applied to sinking fund, loan 1874-1908,					
				362,084	47
				1,209,716	53
LIABILITIES.					
Floating debt,					
				\$5,501,999	95
Debts due by the company, including rentals and principally for current business,					
				925,961	14
Wages, materials, drawbacks, and connecting roads for November business,					
				680,108	44
Coupons and interest on registered loans, to December 1, 1877, inclusive,					
				788,840	00
State tax on capital stock and gross receipts,					
				81,506	78
Sinking funds,					
				365,434	90
Sinking funds, Schuylkill Navigation Company improvement bonds,					
				311,650	65
Credit balance of insurance funds,					
				318,391	34
Credit balance of renewal fund,					
				1,122	77
				\$8,965,015	97
				\$120,398,281	59

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? P. and R. Co. transacts its own express business.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? No transportation companies do business between local points on P. and R. or branches other than lines of cars belonging to different railroad companies interchanging business with us.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? Answered above.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? Answered above.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? Not to our knowledge.

What running arrangements have you with other railroad companies? What are the details of the contract? We exchange business generally with connecting roads upon a *prorata* distribution of traffic receipts.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? Not kept separate.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Nothing.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$41,587 52
No contracts. Terms vary on the different branches.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued,	\$1,551,800 00
Amount of common stock now outstanding,	32,726,375 28
Amount of stock issued as stock dividends, and dates of issue: None issued during the year.	
Rate and date of all cash dividends on stock of original and consolidated companies: None issued during the year.	
Number and per cent. of dividends: None paid.	
Amount paid in dividends: Nothing.	
Paid to sinking fund: Nothing.	
Balance for the year, charged to profit and loss,	163,450 60
Loss at commencement of the year,	1,355,708 58
Total charged to profit and loss,	1,519,159 18

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	5	16	2	3	7	19
Employés	8	34	15	19	23	53
Others,	2		66	38	68	38
Total,	15	50	83	60	98	110

Statement of Accidents

To persons on the Philadelphia and Reading railroad, and branches, during year ending November 30, 1877:

December 2, 1876. James Daley, fatal; fell upon track, and was run over by cars, at Philadelphia.

December 6, 1876. John Leahy, fatal; caught between freight cars, at Palo Alto.

December 6, 1876. Michael Murphy, leg cut off; jumping from freight train while in motion, at Wissahickon.

December 7, 1876. Richard Murphy, fatal; caught between bumpers, at Shenandoah.

December 12, 1876. Theodore Oves, foot crushed; jumping from train while in motion, at Belmont.

December 13, 1876. Nicholas Hollman, fatal; falling from coal train, near Reading.

December 14, 1876. John Towers, foot cut off; attempting to get on coal train, near Port Richmond.

December 15, 1876. D. R. Kistler, fatal; falling from train, at Allentown.

December 17, 1876. James McGuire, fatal; run over while lying on track, near Newcastle.

December 24, 1876. Albert Snyder, fatal; run over while lying on track, near Leesport.

December 26, 1876. John McKnight, leg broken; struck by engine, at Belmont.

December 27, 1876. S. Watkins, fatal; struck by passenger train while walking on track, near Tamaqua.

January 9, 1877. Anthony Dougherty, fatal; attempting to get on freight train, at Philadelphia.

January 10, 1877. Edward Connelly, internal injuries; caught between coal cars, at Palo Alto.

January 12, 1877. Peter Betzler, jaw broken; struck by engine, at Reading.

January 16, 1877. Frederick Lickey, fatal; struck by cars while walking on track, near Lebanon.

January 16, 1877. John Hanson, fatal; struck by train while attempting to control an unmanageable horse, at Philadelphia.

January 16, 1877. George Hare, arm crushed; caught between bumpers, at Reading.

January 22, 1877. Trego Miller, fatal; struck by engine while walking on track, near Reading.

January 25, 1877. Andrew J. Rider, ribs fractured; and leg bruised, at Mifflin Lane, Philadelphia.

January 27, 1877. Charles Enoch, fatal; struck by train while walking on track, near Port Richmond.

January 31, 1877. John Miller, arm broken; struck by train while walking on track, near Mill Creek.

February 1, 1877. Daniel Shoemaker, injured in abdomen; struck by train while walking on track, near Germantown.

February 10, 1877. W. D. Hutchinson, head cut; attempting to get on coal train, at West Falls.

February 12, 1877. James Moyer, hand crushed; while coupling cars, at Belmont.

February 12, 1877. Barbara Vandyke, fatal; run over by train while lying on track, at Letshaw.

February 13, 1877. George Rismiller, fatal; falling through bridge, near Macungie.

February 16, 1877. Josiah Feterolf, internal injuries; caught between cars while coupling them.

February 20, 1877. Charles Coburn, fatal; run over while lying on track, near Chestnut Hill.

February 21, 1877. Edward Lockwood, arm broken ; while coupling cars, at Reading.

February 22, 1877. Ephriam Thompson, arm broken ; while coupling cars, at Shamokin.

February 24, 1877. Christian Eckert, internal injuries ; struck by cars, at Mahanoy Plane.

March 6, 1877. Jacob P. Boyer and Henry Lucas, fatal ; collision with street car, in which they were riding, the car having been driven upon the track immediately in front of approaching train, at Philadelphia.

March 9, 1877. Hiram Griffith, (boy,) fatal ; falling from freight train, at South Chester.

March 9, 1877. John Landrigan, fatal ; falling from coal train into canal, near Auburn.

March 10, 1877. Joseph Oxman, foot crushed ; attempting to get on coal train, at West Conshohocken.

March 14, 1877. Howard B. Thomas, leg cut off ; falling from coal train, near Port Richmond.

March 18, 1877. Albert J. Miller, head cut and body bruised ; struck by freight train, at Reading.

March 21, 1877. G. Schwartz, fatal ; struck by train while walking on track, near Macungie.

March 22, 1877. Alonzo H. Rapp, fatal ; falling from freight train, at Alburtis.

March 25, 1877. John H. Taylor, fatal ; struck by a train while walking on track, near Womelsdorf.

March 30, 1877. W. S. Devine, hand crushed ; while coupling cars, at Reading.

March 31, 1877. Charles Sweeny, (boy,) fatal ; run over by coal car while playing on track, at Philadelphia.

April 2, 1877. Unknown man, fatal ; struck by train while crossing track, near Exeter.

April 3, 1877. C. Supplee, leg broken ; struck by train while marking cars, at Bridgeport.

April 5, 1877. Philip Rhoeder, fatal ; falling from train, at Reading.

April 5, 1877. Isaiah March, arm crushed while coupling cars, at Byers.

April 7, 1877. Charles H. Lehre, leg broken ; attempting to get on freight train, at Bridgeport.

April 7, 1877. John Sheppard, (boy,) fatal ; falling from freight train, at Danville.

April 11, 1877. F. Binkley, shoulder blade broken ; striking overhead bridge, at Nicetown.

April 16, 1877. Samuel Shappell, fatal ; struck by train while walking on track, at Kempton.

- April 17, 1877. E. A. Maynard, fatal; run over by coal cars while engaged in coupling them, at Philadelphia.
- April 17, 1877. Frank Mellon, fatal; falling from coal train, at Phoenixville.
- April 18, 1867. William Walker, leg broken; falling from freight car, at Philadelphia.
- April 18, 1877. Michael Coulter, foot crushed; by being run over by a coal car, at Mahanoy Plane.
- April 24, 1877. W. R. Burkert, skull fractured; striking overhead bridge, at Reading.
- April 27, 1877. Peter Resh, head cut; attempting to get on freight train, at Mohrsville.
- April 27, 1877. John McGlinchy, fatal; falling from freight train, near Cedar Hollow.
- April 30, 1877. Patrick McGlinchy, fatal; attempting to get on freight train, at Reading.
- April 30, 1877. Richard Ninnis, (boy,) fatal; attempting to get on coal train, near Tamaqua.
- April 30, 1877. C. F. Grow, hip dislocated; caught between cars while coupling them, at Reading.
- April 30, 1877. Stephen McDonough, internal injuries; caught between bumpers, at Valley Forge.
- May 1, 1877. Albert Raysor, foot crushed; attempting to get on coal train, at Royer's Ford.
- May 6, 1877. Patrick O'Donald, fatal; struck by train while walking on track, near Schuylkill Haven.
- May 7, 1877. Samuel Gilbert, fatal; struck by cars while walking on track, at Philadelphia.
- May 10, 1877. Charles Zwicker, arm crushed; caught between bumpers, at Port Richmond.
- May 12, 1877. Frank Tomney, leg broken; falling from coal train, near Reading.
- May 12, 1877. Albert Moore, fatal; falling from coal train, near West Falls.
- May 13, 1877. Howard Leedon, fatal; caught between bumpers, while riding on a coal train, at West Falls.
- May 15, 1877. John Fox, foot crushed; caught between bumpers while riding on coal train, at Pottstown.
- May 18, 1877. Mary Krouse, fatal; struck by train while walking on track, near Exeter.
- May 19, 1877. John Barker, fatal; attempting to get on coal train, at Port Richmond.
- May 19, 1877. Daniel H. Long, foot crushed; run over by car, at Reading.

May 19, 1877. Edward Deitzel, hand crushed ; while coupling cars, at Cressona.

May 21, 1877. Philip Steinbach, fatal ; run over by freight train while standing on track, at Mount Carbon.

May 22, 1877. John Fry, fatal ; run over while coupling cars, at Pine Grove.

May 22, 1877. John Henry, fatal ; struck by train while walking on track, at Nicetown.

May 23, 1877. Lewis Ullman, internal injuries ; caught between cars while coupling them, at Belmont.

May 23, 1877. George Kepner, hand crushed ; caught between bumpers, at Mahanoy Plane.

May 24, 1877. Margaret Curry, head cut ; struck by train while gathering coal on track, near Reading.

May 26, 1877. Alexander Kenney, arm crushed ; while coupling cars, at Philadelphia.

May 28, 1877. Oliver Heffner, head cut ; struck by train while lying along side track, near Fleetwood.

May 31, 1877. C. Sweigard, leg crushed ; falling from coal train, at Douglassville.

June 2, 1877. John Redman, (boy,) fatal ; run over by coal car in which he was gathering coal at West Falls.

June 4, 1877. William Smith, head cut and arms bruised ; falling from train, near Reading.

June 5, 1877. Thomas Norton, fatal ; falling from trestle work, near Chester.

June 7, 1877. George Cills, arm crushed ; caught between bumpers while coupling cars at Phoenixville.

June 11, 1877. Daniel McGuire, internal injuries ; jumping from train, at Philadelphia.

June 13, 1877. Charles Schultz, internal injuries ; caught between cars, while shifting them, at Jonestown.

June 14, 1877. Ammon Dry, (boy,) foot crushed ; while playing upon coal cars, at Reading.

June 16, 1877. John Wolf, fatal ; run over while lying on track, near Jonestown.

June 20, 1877. John Lessig, fatal ; falling from trestle work, at Glasgow.

June 26, 1877. Michael Keely, fatal ; attempting to get on passenger train while in motion, at Philadelphia.

June 27, 1877. Ethan Crandall, skull fractured ; struck by rope, at Palo Alto.

July 2, 1877. Joseph G. Mitchell, fatal ; falling from train, at Philadelphia.

July 3, 1877. John Plater, bruised about the body ; struck by train while working on track, at Mill Creek.

July 3, 1877. D. McChrystal, injured about the body; while shifting cars, at Philadelphia.

July 4, 1877. R. H. Kelly, fatal; circumstances of accident unknown; body found lying on track, near Prescott.

July 4, 1877. Patrick Broderick, fatal; run over by train while lying on track, at Locust Summit.

July 7, 1877. Dennis Gibbons, both legs broken; struck by train while working at bridge, at Philadelphia.

July 9, 1877. William Brennan, leg broken; struck by rope while shifting cars, near Cressona.

July 10, 1877. Richard Rehr, (boy,) fatal; run over by cars while sitting on track, at Reading.

July 13, 1877. David Reinhart, fatal; circumstances of accident unknown; body found on track, near Mount Carbon.

July 16, 1877. Christopher Voltz, fatal; struck by train while walking on track, near Perkiomen junction.

July 16, 1877. Patrick Dolan, leg broken; jumping off coal train, at Auburn.

July 16, 1877. John Hood, leg injured; caught between bumpers, at Mahanoy City.

July 17, 1877. Jacob Beez, fatal; caught between coal cars, at Philadelphia.

July 18, 1876. John Scanlon, (boy,) fatal; attempting to get on coal train, at Rappahannock.

July 18, 1877. Joseph Gehret, fatal; jumping off coal train, at Exeter.

July 21, 1877. William Birkmire, fatal; caught between cars while coupling them, at West Falls.

July 24, 1877. Philip Gotmyer, (boy,) skull fractured; struck by engine while gathering coal, at Philadelphia.

July 24, 1877. Alpheus Matthews, (boy,) foot crushed; attempting to get on train, at Philadelphia.

July 25, 1877. Edward Waltmyer, leg broken; struck by cars while lying alongside track, at Germantown.

July 26, 1877. John Heck, fatal; striking overhead bridge, near Heilman Dale.

July 27, 1877. William Koch, striking overhead bridge, near Reading.

July 28, 1877. Edward Siter, bruised about the body; struck by engine while sitting on track, at Mingo.

August 1, 1877. John W. Hollingsworth, fatal; struck by train while walking on track, near Germantown.

August 8, 1877. William Petry, arm crushed; caught between cars, at Stanhope.

August 8, 1877. John Hennessey, (boy,) arm crushed; by freight car while playing about the track, at Philadelphia.

August 9, 1877. J. A. Hamilton, (boy,) fatal; struck by train while walking on track, at West Conshohocken.

August 10, 1877. Israel Rauenzahn, fatal; falling from freight train, at Alburdis.

August 11, 1877. Patrick Dorsey, fatal; circumstances of accident unknown, found lying on track, at Port Richmond.

August 13, 1877. Jacob Zimmerman, arm cut off; run over by train while walking on track, near Minersville.

August 13, 1877. Robert Curren, (boy,) foot crushed; attempting to get on coal train, near Port Richmond.

August 14, 1877. Howard F. Richards, head injured; striking overhead bridge, at Pottstown.

August 14, 1877. William Herb, (boy,) ribs and arm broken; attempting to get off train while in motion, at Reading.

August 21, 1877. John Krastel, fatal; struck by train while walking on track, near Bellevue.

August 21, 1877. William McNamara, (boy,) leg lacerated; attempting to get on construction train, at Norristown.

August 21, 1877. Henry Stout, crossing watchman, while attempting to remove an intoxicated man from the track, was thrown down by the latter, run over by a passenger car and killed, at Philadelphia.

August 21, 1877. Robert Link, fatal; while intoxicating and resisting the efforts of crossing watchman to remove him from the track, fell upon the rail and was run over.

August 21, 1877. Penrose Smith, arm crushed; caught between bumpers, at Palo Alto.

August 21, 1877. Charles Zimmerman, foot crushed; run over by a coal car, at Palo Alto.

August 27, 1877. James Mulligan, arm crushed; caught between bumpers while coupling cars, at Tuckerton.

August 28, 1877. William Sullenberger, leg injured; caught between cars, at West Falls.

August 30, 1877. George Sturges, fatal; attempting to get on coal train, at West Conshohocken.

August 31, 1877. D. J. Dampman, foot crushed; attempting to get on freight train, at Perkiomen junction.

September 3, 1877. Charles Scott, wrist broken; falling from coal car, at Merion.

September 4, 1877. A. C. Reiff, injured about the body; struck by engine while standing on track, at Reading.

September 4, 1877. Peter Wanamacher, fatal; caught between cars while gathering coal on track, at Reading.

September 5, 1877. George Savage, fatal; struck by train while gathering coal on track, near Reading.

September 6, 1877. David Jones, fatal; caught between cars, at Montgomery.

September 10, 1877. Michael Conway, collar bone broken; falling from train, near West Manayunk.

September 11, 1877. Elmer Engle, (boy,) fatal; struck by train while gathering coal on track, at Pottstown.

September 15, 1877. John McFadden, (boy,) fatal; falling from coal train, at Bridgeport.

September 17, 1877. Richard King, foot crushed; falling from car, at Port Richmond.

September 19, 1877. John Kelly, (boy,) fatal; falling from coal train, at Nicetown.

September 20, 1877. Thomas Johnson, fatal; circumstances of accident unknown, body found on track, near Phoenixville.

September 21, 1877. William Dickson, hip injured; falling through coal car, at Philadelphia.

September 25, 1877. Bernard Cavanaugh, fatal; falling from engine, at Phoenixville.

September 25, 1877. Dennis Faitch, arm crushed; caught between cars, at Palo Alto.

September 26, 1877. James Brennan, fatal; run over by train while walking on track, near Ashland.

September 26, 1877. Henry Knapp, fatal; struck by train while walking on track, near Mingo.

September 27, 1877. William Fleck, (boy,) leg cut off; attempting to get on coal train, at Reading.

September 27, 1877. John George Sweeny, fatal; struck by train while walking on track, near Springfield.

September 29, 1877. William Jones, foot crushed; attempting to get on coal train, at Pittstown.

October 2, 1877. William Bankes, foot crushed; by being caught in machinery of engine, near Cressona.

October 4, 1877. Thomas Williams, (boy,) fatal; attempting to get on freight train, at Perkiomen junction.

October 4, 1877. George McGilligan, arm broken; falling off freight train, at Centreville.

October 4, 1877. Isaac Tustin, Jones Tustin, William Hallman and wife, and Nathan Pennypacker, passengers; J. Frank Kenney, engineer; George T. Griffith, fireman, and Michael Corbett, brakeman, were killed, and Joseph J. Tustin, Herman Anderson and wife, John Latschaw, Abraham Pennypacker, Herman Pennypacker and wife, Olive Prizer, Peter Danfield, Mrs. George Pennypacker, J. B. McC. Clevestine, Hosea, Moses, and wife, Isaac Hartman and wife, and John Young, jr., passengers, were more or less injured by accident, near Kimberton, on Pickering Valley branch, on night of October 4, caused by embankment having been

washed away, and the engine and two cars of the train falling into the opening.

October 10, 1877. William Hogan, head cut; struck by train while walking on track, near Philadelphia.

October 13, 1877. Mrs. ——— Needham, fatal; run over while gathering coal on track, at Rappahannock.

October 13, 1877. Abraham H. Hendricks, fatal; struck by train while walking on track, near Collegeville.

October 16, 1877. Bernard McNamee, fatal; struck by train, while crossing bridge at Phoenixville.

October 16, 1877. Jesse Chambers, (boy,) injured about the body; fell from bridge, at West Falls.

October 22, 1877. Bernard Cunningham, (boy,) fatal; falling from coal train, near Rappahannock.

October 25, 1877. Patrick O'Neill, leg injured, jumping from coal car at Gordon.

October 27, 1877. Michael McGovern, (boy,) fatal; struck by train, while playing on track at Mount Carbon.

October 29, 1877. Joseph Deibert, fatal; attempting to get on coal train, at Schuylkill Haven.

November 1, 1877. James Bradley, arm crushed; run over while lying on track at Philadelphia.

November 2, 1877. B. F. Kraft, head injured; struck by stone which fell from side of cutting, near Tuckerton.

November 4, 1877. John McKernan, back injured; struck by train while walking on track at Manayunk.

November 6, 1877. John O'Connell, leg and arm broken; stepping on track as train was approaching, at Palo Alto.

November 10, 1877. Owen Hughes, fatal; falling from train, at Palo Alto.

November 12, 1877. Thomas P. Keegan, (boy,) fatal; run over by train while crossing track, at Philadelphia.

November 12, 1877. Alexander McWhaney, head injured; fell from arch of bridge, at West Falls.

November 13, 1877. Robert Steward, bruised about the body; attempting to get on train while in motion, at Germantown.

November 14, 1877. William Heisler, fatal; struck by train while crossing track, at Pottstown.

November 14, 1877. Frank Moyer, (boy,) fatal; attempting to get on coal train, near Auburn.

November 16, 1877. George Collins, arm broken; caught between bumpers, while coupling cars at Norristown.

November 17, 1877. John Grey, arm broken; falling from cars, at Mahanoy plane.

November 21, 1877. G. W. Moyer, injured about the body; caught between cars, at Reading.

November 22, 1877. Patrick Hamill, leg cut off; run over by car, against which he was standing, at Port Richmond.

November 27, 1877. Peter Glynn, foot crushed; falling upon track while shifting cars, at Port Richmond.

November 28, 1877. Cecelian Bear, fatal; struck by train while walking on track, at Pencoyd.

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

Personally appeared before me, Franklin B. Gowen, president, and Samuel Bradford, treasurer of the Philadelphia and Reading Railroad Company, who being duly sworn or affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

FRANKLIN B. GOWEN, *President.*
 S. BRADFORD, *Treasurer.*

Sworn or affirmed and subscribed before me, this nineteenth day of March, A. D. 1878.

J. Y. HUMPHREY, *Notary Public.*

PHILADELPHIA, GERMANTOWN AND NORRISTOWN.

Officers.

NAMES.		Residence.	Salary.	
Coffin Colket,	President,	Philadelphia, Pa., . .	\$1,000	00
Alex'r E. Dougherty, . .	Secretary and Treasurer, . .	Philadelphia, Pa., . .	2,500	00
Wm. W. Stephens,	Assistant Treasurer,	Philadelphia, Pa., . .	1,500	00

General office at No. 12, Philadelphia Exchange, Philadelphia, Pa.

<i>Names of Managers.</i>	<i>Residences.</i>
Coffin Colket,	Philadelphia, Pa.
William Musser,	Philadelphia, Pa.
William H. Slingluff,	Norristown, Pa.
William Harmar,	Philadelphia, Pa.
J. J. Woodward,	Philadelphia, Pa.
I. V. Williamson	Philadelphia, Pa.
Winfield S. Wilson,	Tredyffrin, Chester co., Pa.
Daniel Longaker,	Norristown, Pa.
Richard Dale,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
John F. Gilpin,	Philadelphia, Pa.
John A. Brown, jr.,	Philadelphia, Pa.

Capital Stock.

Capital stock authorized by law,	\$2,500,000 00
Capital stock authorized by votes of company,	2,246,900 00
Capital stock, amount subscribed, including amount of loans converted and stock issued under act, approved March 29, 1870,	2,246,900 00
Capital stock paid in by last report, (as above stated,)	2,246,900 00
Capital stock, total amount now paid in, (as above stated,)	2,246,900 00
Capital stock, number of shares issued,	44,938
Capital stock, amount paid in on each share, including value of loans converted and stock issued under act, approved March 29, 1870,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year, about,	97 50

Debt.

Funded Debt.

None.

Floating Debt.

None.

Cost.

Total cost of entire road to date, including Germantown branch,	\$1,139,078 84
Average of same per mile of road laid,	56,953 94
Proportion of same for Pennsylvania, the entire road and branches in Pennsylvania.	
Total cost of entire equipment,*	367,988 09
Average cost of equipment per mile of road operated by company, leased in 1870, (see lease,)	18,399 40
Cost of road and equipment per mile,	75,353 34

The railroad of this company, with the Germantown and Plymouth branches, with all the real estate and appurtenances, including depots, station houses, machine shop, engine house, and lots of ground of every description, belonging to the Philadelphia, Germantown and Norristown

*The cost of station houses and lots, and machine shop, and engine houses and lots, is included in the cost or "value of real estate, exclusive of roadway," and as charged in balance sheet. There is no separate account for machinery and tools, their cost appears to be included in cost of machine shop, &c.

Railroad Company were, on the 10th of November, 1870, leased to the Philadelphia and Reading Railroad Company, for the term of 999 years, at an annual rent of \$269,623²⁴/₁₀₀, equal to about 12 per cent. on \$2,246,900 capital, together with \$8,000, yearly, for expenses of maintaining the corporate organization, and to pay all taxes and assessments on the capital stock and on dividends, and all taxes and assessments of every kind, in pursuance of any lawful authority, on the demised premises, or upon the business there carried on, or the receipts, gross or net, therefrom.

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Philadelphia to Norristown,	17	All.
Length of single main track, none; length of sidings,	5	
Length of double main track,	17	
Branches.		
Germantown branch, from Junction to Germantown,	3	
} Length of branch,	3	
} Length of double track,	3	
Plymouth branch, from Conshohocken to Oreland,	9 ²⁴ / ₁₀₀	
} Length of branch,	9 ²⁴ / ₁₀₀	
} Length of single track,	2 ³⁷ / ₁₀₀	
} Length of sidings,	2 ³⁷ / ₁₀₀	
Aggregate length of main line and branches,	29 ²⁴ / ₁₀₀	
Aggregate length of sidings and other track not above enumerated,	7 ¹¹ / ₁₀₀	

Gauge.

What is the gauge of your lines? 4 feet 8¹/₂ inches.

Track.

Miles of iron rail in use, exclusive of 5 miles of sidings, 16¹/₂
 Miles of steel rail in use, 3¹/₂
 Weight of rail per yard, 50, 57, 58, and 67 lbs.

Bridges and Trestles erected in Pennsylvania.

Wooden bridges, number of, 16
 Stone bridges, number of, 9
 Iron bridges, number of, 1; aggregate length, 33 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None. There are four city passenger railways that cross the railroad of this company, at grade, in this city, viz: The Green and Coates, at 9th and Green and 9th and Coates streets; the Union, at Wallace and Master streets, and Columbia avenue, &c.; the Germantown, at Girard avenue, and a branch of the 13th and 15th, at Broad street.

What railroads cross your road, either over or under your grade, in this

Commonwealth, and where? The Philadelphia and Reading, under, at or near Nicetown.

Stations.

Number of stations on main road: Passenger, and freight,	17
Number of stations on branches: Passenger, and freight,	4
Number of wood and water stations on main road, . . .	4
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	\$500,793. ⁴⁴ / ₁₀₀
Number of tunnels,	None.

How is track laid, and on what foundation? With iron and steel rails, oak and chestnut cross-ties, on cinder and broken stone.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight,	None.	
Number of locomotives of more than 30 tons weight,	1	\$6,780 93
Number of locomotives of more than 20 tons weight,	23	
Number of first-class passenger cars,	45	
Number of baggage, mail, and express cars,	13	1,211 00
Number of freight cars, { House cars, } Equal to 192 eight-	192	469 00
And ore, and stone cars, { Trucks, } wheeled cars,		

General Balance Sheet, September 30, 1877.

DR.		
Road account,		\$1,139,078 84
Depot and lot, N. E. corner Ninth and Green streets, . . .	\$86,468 47	
Depot and lot, S. W. corner Ninth and Green streets, . . .	53,006 49	
Machine and workshops and lot, N. W. corner Ninth and Green streets,	66,564 83	
Engine-house and lots, N. E. corner Ninth and Green sts.,	45,358 19	
Lots, at 8th, 9th, Master, and Thomson streets, station, &c.,	74,919 87	
Depot and lots, at Norristown,	45,376 43	
Depot and lots, at Conshohocken,	10,488 86	
Depot and lots, at Manayunk,	28,389 54	
Depot and lots, at Germantown,	27,472 89	
House and lot, at Norristown,	2,691 75	
House and lot, at Mount Vernon and Ellis streets, . . .	3,471 12	
Lot and house, at Broad street,	3,715 10	
Lot, at Hutchinson street, (for Columbia avenue station,)	3,287 07	
Triangular lot, at Tenth street,	5,436 19	
Station-houses,	35,261 09	
Lot, at Junction and Eighteenth street,	1,899 68	
Lot, near Intersection,	6,025 92	
Lot, near Intersection,	835 50	
Ice-house, at Norristown,	94 50	
		500,793 49
Locomotive engines,	\$162,742 28	
Passenger cars,	115,174 89	
Burden cars,	90,070 92	
		367,988 09
Plymouth Railroad Company, (for cost of branch, including real estate,)		274,485 19
Bonds of the European and North American Railway Company,		3,000 00
Cash,		20,294 63
		\$2,305,580 34

CR.			
Capital stock,		\$2,246,900	00
Contingent account,		47,535	44
Dividends, unpaid,		7,947	00
Organization fund,		3,197	80
		\$2,305,580	24

Stock and Dividends.

Receipts during the year, ending the 30th September, 1877.

MONTHS.	Miscellaneous.		Total.	
October, 1876,				
November, 1876,				
December 1876,	\$69,410	06	\$69,410	06
January, 1877,				
February, 1877,				
March, 1877,	69,405	83	69,405	83
April, 1877,				
May, 1877,				
June, 1877,	69,405	84	69,405	84
July, 1877,				
August, 1877,				
September, 1877,	69,405	83	69,405	83
	\$277,627	56	\$277,627	56

Date and rate per cent. of dividends during the same year : Cash 12 per cent. per annum, on \$2,246,900 capital, viz : 3 per cent. December 4, 1876 ; 3 per cent. March, 1877 ; 3 per cent. June 4, 1877 ; and 3 per cent. September 4, 1877. Amount dividends declared during same year, \$269,628.

Summary of Payments during year, ending 30th September, 1877.

For dividends,	\$268,075	50
For miscellaneous expenses, including salaries, office rent, advertising, stationery, legal and incidental office expenses,	6,866	56
Total,	\$274,942	06

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

Personally appeared before me, Coffin Colket, president, and Alexander E. Dougherty, treasurer of the Philadelphia, Germantown and Norristown Railroad Company, who being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

C. COLKET, *President.*

A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this 29th day of October, A. D. 1877

W. W. DOUGHERTY, *Notary Public.*

PICKERING VALLEY.

Officers.

NAMES.		Residence.	Salary.
Franklin B. Gowen, . . .	President,	Philadelphia,	Nothing.
Howard Hancock,	Secretary,	Philadelphia,	\$162 00
John Welch,	Treasurer,	Philadelphia,	202 50

Names of Directors.

Residences.

Harman Pennypacker,	Chester Springs, Pa.
Dr. Levi Oberholtzer,	Phoenixville, Pa.
John Oberholtzer,	Cambria Station, Pa.
Daniel Keeley,	Uwchlan, Pa.
H. K. Brownback,	Uwchlan, Pa.
Samuel Butler,	Cambria Station, Pa.
Jacob Beerbrower,	Uwchlan, Pa.
Joseph J. Tustin,	Chester Springs, Pa.
Samuel Kreamer,	Phoenixville, Pa.
Samuel Holman,	Chester Springs, Pa.
Levi B. Kaler,	Phoenixville, Pa.
Samuel Bartoletti,	Kimberton, Pa.
James Boyd,	Norristown, Pa.

Capital Stock.

Capital stock authorized by law,	\$100,000 00
Capital stock authorized by votes of company,	100,000 00
Capital stock, amount subscribed,	96,850 00
Capital stock paid in by last report,	93,065 00
Capital stock, total amount now paid in,	95,592 17
Capital stock, number of shares issued, full paid,	1,836
Capital stock, amount paid in on each share issued,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	No sales.

Debt.

Funded Debt.		
First mortgage bonds, (due April 1, 1900, bear interest at 7 per cent., which is payable April and October,) amount,		\$332,300 00
Total amount now of funded debt,		\$332,300 00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	}	\$261,778 03
Debt incurred for any other purpose, and for what,		
Total amount now of floating debt,		261,778 03
Total amount now of floating and funded debt,		\$594,078 03
Funded debt as per last report,	\$332,300 00	
Floating debt as per last report,	242,758 66	

Cost.

Total cost of entire road to date,	\$476,292	68
Average of same per mile of road laid, 11.3	42,149	79
Average of same per mile of track laid, 11.9, including sidings,	40,024	59

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Phoenixville, Pa., to Byers, Pa.,	11.3	
Length of single main track,	11.3	
Length of double main track,	None.	
Aggregate length of main line and branches, all in Pennsylvania,	11.3	
Aggregate length of leased roads,	0.6	
Aggregate length of main line, branches, sidings, and other track,	11.9	

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, (*i. e.*, miles of track,) 11.9
 Miles of steel rail in use, None.
 Weight of rail per yard, iron, 56 lbs.

What is the relative durability, practicability of use, and value, as used on your road? No comparison; iron alone is used.

Bridges and Trestles erected in Pennsylvania.

Wooden bridges, number of, 2; aggregate length, about 170 feet.
 Iron bridges, number of, 3; aggregate length, 66 feet.
 Wooden trestles, number of, 2; aggregate length, 877 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Number of crossings of highways, at grade, in this Commonwealth, 15
 Number of crossings of highways over railroad, 3
 Number of crossings of highways under railroad, 5
 Number of crossings at which gates or flagmen are maintained, 3
 Number of crossings, at grade, at which there are neither gates nor flagmen? 12

Stations.

Number of stations on main road, passenger and freight, 9
 Number of wood and water stations on main road, None.
 Number of tunnels, None.

How is track laid and on what foundation? Cross-ties, broken stone, and cinder ballast.

Equipment.

Furnished by Philadelphia and Reading Railroad Company, lessee.

Monthly Earnings for the Year.

From Transportation of Passengers—Lease Account.

MONTHS.	Through.	Local.	Total.
December, 1876,			\$158 76
January, 1877,			125 83
February, 1877,			124 13
March, 1877,			166 94
April, 1877,			155 15
May, 1877,			174 88
June, 1877,			167 00
July, 1877,			183 10
August, 1877,			212 13
September, 1877,			172 07
October, 1877,			151 61
November, 1877,			129 50
Total,			\$1,926 06

From Transportation of Freight—Lease Account.

MONTHS.	Through.	Local.	Total.
December, 1876,			\$69 01
January, 1877,			87 96
February, 1877,			123 75
March, 1877,			123 63
April, 1877,			155 18
May, 1877,			144 82
June, 1877,			138 81
July, 1877,			87 67
August, 1877,			169 78
September, 1877,			156 77
October, 1877,			127 75
November, 1877,			136 65
Total,			\$1,552 27

From all Other Sources—Lease Account.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1876,	\$18	89	.	.	\$33	38	\$47	27
January, 1877,	13	90	.	.	32	48	46	38
February, 1877,	13	90	.	.	33	42	47	32
March, 1877,	13	90	.	.	43	19	57	09
April, 1877, . . . . .	.	.	.	.	47	89	47	89
May, 1877,	12	51	.	.	59	04	71	55
June, 1877,	12	51	.	.	58	52	71	03
July, 1877,	12	51	.	.	53	95	66	46
August, 1877,	12	51	.	.	50	31	62	82
September, 1877,	12	51	.	.	43	43	55	94
October, 1877,	12	51	.	.	39	47	51	98
November, 1877,	12	51	.	.	35	40	47	91
Total,	\$143	18	.	.	\$630	48	\$673	64
Total passenger earnings for the year,							\$1,926	06
Total freight earnings for the year,							1,552	27
Total earnings from all other sources,							673	64
Total earnings for the year,							\$4,151	97

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road, (sidings,)	\$103	49
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Earnings, Lease Account.

Passenger transportation, local and through,	\$1,926	06
Freight transportation, local and through,	1,552	27
Mail service,	143	16
All other sources of income,	530	48
Total,	\$4,151	97
Expenses of Corporation.		
State tax, capital stock,	\$53	49
Contingent expenses,	2,423	20
Total,	\$2,476	69

General Balance Sheet, November 30, 1877.

DR.		
Railroad,		\$423,451 47
Land damages,		34,656 25
Real estate,		900 00
Depots and offices,		17,884 91
Cash,		817 17
Debts due company,		3,234 22
Income account, profit and loss,		213,773 52
		\$694,117 54
CR.		
Capital stock,		\$95,592 17
First mortgage bonds,		332,300 00
Unfunded debt,		261,778 08
Coupons unpaid,		570 50
Coupons due April 1, 1878, (accrued,)		3,876 84
		\$694,117 54

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$95,592 17
Amount of stock issued as stock dividend, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

All returns not here given will be included in report made by Philadelphia and Reading Railroad Company, lessees.

Date of lease: September 1, 1871, for a term of twenty-nine (29) years.

Terms of lease: Lessees to pay all expenses of operating, and to this company, as rental, 30 per cent. of the gross receipts.

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

Personally appeared before me, Franklin B. Gowen, president, and John Welch, treasurer of the Pickering Valley Railroad Company, who being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

FRANKLIN B. GOWEN, *President.*
JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this nineteenth day of March, A. D. 1878.

J. Y. HUMPHREY, *Notary Public.*

PITTSBURGH AND CASTLE SHANNON.

Officers.

NAMES.		Residence.	Salary.	
M. D. Hays,	President,	Pittsburgh, Pa.,	. . . . .	. . . . .
Jas. Kerr,	Vice President,	Pittsburgh, Pa.,	. . . . .	. . . . .
Josiah Reamer,	Secretary and Treasurer,	Pittsburgh, Pa.,	\$2,000	00
D. T. Watson,	General Solicitor,	Pittsburgh, Pa.,	500	00
Jas. S. Devlin,	Chief Engineer,	Pittsburgh, Pa.,	\$10 per day.	
M. D. Hays,	General Superintendent,	Pittsburgh, Pa.,	2,500	00

General offices at Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
James Kerr,	Pittsburgh, Pa.
Josiah Reamer,	Pittsburgh, Pa.
F. T. Plunkett,	Pittsburgh, Pa.
D. O. Cunningham,	Pittsburgh, Pa.
Thos. N. Miller,	Pittsburgh, Pa.
John Zahn,	Pittsburgh, Pa.
H. M. Rolfe,	Pittsburgh, Pa.
J. H. Ortman,	Pittsburgh, Pa.
James M. Bailey,	Pittsburgh, Pa.
James McQuiston,	Pittsburgh, Pa.

Capital Stock.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of the company,	14,169	00
Capital stock, amount subscribed,	961,600	00
Capital stock paid in by last report,	655,439	77
Capital stock, total amount now paid in,	661,355	27
Capital stock, number of shares issued,	19,232	
Capital stock, amount paid in on each share on which all assessments due are paid,	38	00
Capital stock, par value of each share,	50	00

Debt.

Funded Debt.		
First mortgage bonds, (due May 1, 1887, bear interest at 7 per cent., which is payable in gold semi-annually,) amount,		\$125,000 00
* First mortgages, (due, held over by mortgages, bear interest at 6 per cent., which is payable on settlements April yearly,) amount,		116,735 77
Total amount now of funded debt,		\$241,735 77
Floating Debt.		
Bills payable,	\$43,129 95	
Unfunded debt, incurred for construction, equipment or purchase of property and interest unpaid,	28,454 97	71,584 92
Total amount now of floating and funded debt,		\$313,320 69
Funded debt as per last report,	\$210,352 09	
Floating debt as per last report,	79,669 25	

* Balance owed on purchase money mortgages due on real estate held by company.

Cost.

Total cost of entire road to date, with coal privileges,	\$455,527 18
Average of same per mile of road laid,	50,614 13
Total cost of entire equipment,	93,107 39
Average cost of equipment per mile of road operated by company,	10,345 26

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh to Castle Shannon,		6
Length of single main track,		6
Branches.		
At Fair Haven coal works and High Bridge coal works, length of single track,		3½
Aggregate length of main line and branches,		9½
Aggregate length of sidings and other track not above enumerated,		½
Aggregate length of main line, branches, leased roads, sidings, and other track,		10

Gauge.

What is the gauge of your lines? 40 inches.

Track.

Miles of iron rail in use, 9½
 Miles of steel rail in use, ½
 Weight of rail per yard, { Iron, 45 to 50
 Steel, 56

Bridges and Trestles erected in Pennsylvania during the year.

None.
 Number of bridges and trestles on whole line, 4
 Wooden bridges, number of, 4 ; aggregate length, 1,530 feet.

Crossings.

None.
 Number of crossings of highways, at grade, in this Commonwealth, 3
 Number of crossings of highways under railroad, 1
 Number of crossings at which there are neither gates nor flagmen at any crossing.

What regulations govern your employes in regard to these crossings?
 The engineers are instructed by superintendent in reference to keeping look-out at crossings.

Stations.

Number of stations on main road : Passenger and freight, 14
 Number of wood and water stations on main road, 2
 Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$274,426 62
 Number of tunnels, 2 ; aggregate length, 1,740 and 1,766 ft., 3,506 ft.
 How is track laid, and on what foundation? On oak and locust ties ; stone ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than twenty tons weight,	1	\$8,000 00
Number of locomotives of more than ten tons weight,	4	6,500 00
Number of locomotives of more than eight tons weight, worn out,	1	6,000 00
Number of first-class passenger cars,	4	2,700 00
Number of baggage, mail, and express cars,	1	1,100 00
Number of freight cars,	5	325 00
{ House cars,		
{ Trucks,	413	48 00
Number of coal and pit cars,		

What kind of train brake is in use on your road? Common hand brake.
 Average number of cars in passenger trains, including baggage cars, 3
 Average number of cars in freight trains : Pit cars, 25
 Average weight of passenger trains, including locomotive and tender, in working order, 30 tons.
 Average weight of freight trains, including locomotive and tender, in working order, 25 tons.

Employees.

Coal miners, 138 }
 Average number of persons regularly employed by company, including officials, 106 } 244

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	37,660
Number of miles run by coal trains,	25,600
Number of through passengers for the year on main road,	102,439
Number of passengers (all classes) carried in cars,	188,994
Number of passengers carried one mile,	697,358
Number of tons of freight carried one mile,	} 319,032
Number of tons of freight carried one mile in Pennsylvania,	
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	79,758
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	13
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

	Railroad.	Inclined plane.		Railroad.	Inclined plane.
January, 1877,	4,916	5,062	July, 1877,	24,224	6,637
February, 1877,	5,273	4,450	August, 1877,	24,162	5,469
March, 1877,	6,183	5,288	September, 1877,	8,340	5,614
April, 1877,	5,980	5,760	October, 1877,	5,777	5,786
May, 1877,	11,229	6,349	November, 1877,	5,951	4,496
June, 1877,	14,456	5,590	December, 1877,	6,661	5,321

The amount of Freight, specifying the Quantity in Tons of 2,000 pounds.

Bituminous coal,	78,551	Lumber,	300
Railroad iron,	600	Other articles,	287

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 cents.
For incline plane passengers,	5 cents.

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

For through freight, per ton per mile,	About 10 cts.
For through coal; handle our own coal only.	
For local freight, per ton per mile,	About 15 cts.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Railroad.		Inclined Plane.		Total.	
January, 1877,	\$444	08	\$236	95		
February, 1877,	449	18	220	60		
March, 1877,	596	20	268	60		
April, 1877,	588	65	290	15		
May, 1877,	1,405	80	535	60		
June, 1877,	1,475	02	691	43		
July, 1877,	3,028	77	1,141	65		
August, 1877,	3,009	15	1,160	12		
September, 1877,	870	36	418	55		
October, 1877,	596	71	285	82		
November, 1877,	589	50	268	76		
December, 1877,	651	56	310	98		
Total,	\$13,704	98	\$5,829	21	\$19,534	19

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1877,			\$6	00		
February, 1877,			6	00		
March, 1877,						
April, 1877,			17	00		
May, 1877,			7	00		
June, 1877,			1	00		
July, 1877,			3	66		
August, 1877,						
September, 1877,			87	72		
October, 1877,			8	50		
November, 1877,			13	60		
December, 1877,			527	69		
Total,			\$693	87		

From all Other Sources, exclusive of Real Estate.

MONTHS.	Mails.		Coal Departm't.		Miscellaneous.	Total.	
Total,	\$171	91	\$103,054	86			
Total passenger earnings for the year,						\$19,534	19
Total freight earnings for the year,						693	87
Total earnings from coal department,						103,054	86
Total earnings from mails,						171	91
Total earnings for the year,						\$123,454	83

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road,	\$2,605	33
Engine houses, car sheds, wood and coal sheds, and water tanks,	925	53
New freight cars, number of, 3,	727	50
New machine shops, machinery, and tools,	495	00
Any other expenditures chargeable to this account,	129	51
Total,	\$4,882	27

Expenditures for Operating during the Year.**Cost of Maintenance of Motive Power and Cars.**

Total for maintenance of motive power and cars, and maintenance and repairs of locomotives, cars, roadway, buildings, and machinery,	\$9,814	65
Proportion for Pennsylvania,	1,090	52

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$7,300	00
Salaries, wages, and incidentals chargeable to freight department and pit post, wages of switchmen, signal men, gate-keepers, watchmen, and for feed for horses,	33,700	50
Oil and waste,	1,379	94
Books and stationery,	712	78
Advertising,	1,548	33
Damages for loss of goods and baggage,	Nothing.	
Taxes, included in general expense,		
Insurance, included in general expense,		
Operating coal mines, wages, &c.,	57,970	48
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	8,292	82
Total miscellaneous,	\$110,804	85
Amount per mile of road operated,	\$12,311	65
Total expenditures for operating the road and coal mines,	120,619	50

Earnings.

Passenger transportation,	\$19,534	19
Freight transportation,	698	87
Mail service,	171	91
Receipts from coal sales,	108,034	86
Total,	\$128,454	83

Operating Expenses.

Maintenance of motive power and cars,	\$9,814	65
Miscellaneous,	110,804	85
Total operating expenses, being 97½ per cent. of earnings,	\$120,619	50
Net earnings, exclusive of interest,	\$8,835	33
Earnings per mile of road operated,	\$13,717	20
Expenses per mile of road operated,	13,391	06
Net earnings, exclusive of interest,	316	15

General Balance Sheet, January 1, 1878.

ASSETS.*		
Railroad and equipment, original purchase,	\$225,000	00
Coal owned by the company,	100,471	11
Improvement and construction,	267,246	37
Equipment, added to original purchase,	56,388	40
Live stock,	8,085	50
Real estate and buildings,	274,426	62
Bonds, mortgages, and notes,	\$76,863	95
Bonds and mortgages due on real estate sold,	23,865	25
	100,729	20
Office furniture,	1,387	88
Due from outstanding accounts,	19,966	04
Interest accrued on bonds and mortgages,	13,008	42
Cash,	373	76
Discount on bonds sold,	11,340	00
Bonds unsold,	11,600	00
Total,	\$1,090,023	30
LIABILITIES.		
Capital stock, cash,	\$481,081	50
Capital stock, 1872, dividend,	72,045	00
Forfeited stock,	108,278	77
Bonds and mortgages due on coal,	\$9,254	96
Bonds and mortgages due on real estate,	107,480	81
	116,735	77
First mortgage bonds,	125,000	00
Bills payable,	43,129	95
Interest accrued on bonds and mortgages,	12,989	00
Due on pay rolls,	4,465	97
Due on other accounts,	11,000	00
Total,	\$974,675	96
Surplus,	115,347	34
	\$1,090,023	30

* The assets, as here enumerated, are entered at the original cost, and accrued interest for part of time, and is now depreciated in value fully 36 per cent.

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? None.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$252 per annum for four years from July 1, 1877.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

U. S. Mail.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? Some of the officers furnish supplies, on order of company, at market rates.

Stock and Dividends.

Amount of common stock now outstanding: See statement former page.

Amount of stock issued as stock dividends, and dates of issue: See statement former page.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

Balance for the year, or loss,	\$11,363 84
Surplus at commencement of the year,	126,711 18
Total surplus,	115,347 34
Surplus invested as follows: In real estate and coal owned by the company, and property which is now greatly depreciated in value,	115,347 34

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,					1	
Others,					1	1
Total,					2	1

Statement of each Accident.

August 28, 1877. Freight engine jumped the track, and fell over, instantly killing John Erkel, a coal miner, who was on the engine at the time. Thomas Welsh, engineer, was injured, he was able to walk home, but died next day.

July 16, 1877. James McGuire was fatally injured by going under the inclined plane building, and trying to ride on a ballast car; he was crushed between the car and foundation timbers of the building. No blame was attached to the company, but they (company) presented the family twenty-five dollars for funeral expenses. (McGuire was a small boy.)

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

Personally appeared before me, Milton D. Hays, president, and Ed. J. Reamer, assistant secretary of the Pittsburgh and Castle Shannon Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed) M. D. HAYS, *President.*
 ED. J. REAMER, *Assistant Secretary.*

Sworn and subscribed before me, this 23d day of March, A. D. 1878,
 WM. LITTLE, *Notary Public.*

PITTSBURGH AND CONNELLSVILLE.

Officers.

NAMES.		Residence.	Salary.
John King, junior,	President,	Baltimore, Md., . . .	*\$2,000 00
J. B. Washington,	Secretary,	Pittsburgh, Pa., . . .	*500 00
C. Donnelly,	Treasurer,	Pittsburgh, Pa., . . .	*500 00

* Less 10 per cent. from July 18, 1877.

General office at Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
John King, junior,	Baltimore, Md.
Mendes Cohen,	Baltimore, Md.
John D. Smith,	Baltimore, Md.
Charles Webb,	Baltimore, Md.
Hugh Sisson,	Baltimore, Md.
William Baldwin,	Pittsburgh, Pa.
William S. Bissell,	Pittsburgh, Pa.
G. L. B. Fetterman,	Pittsburgh, Pa.
Charles Donnelly,	Pittsburgh, Pa.
W. H. Markle,	Greensburg, Pa.
General W. H. Koontz,	Somerset, Pa.
John D. Scully,	Pittsburgh, Pa.

Capital Stock.

Capital stock authorized by law,	\$5,000,000	00
Capital stock, amount subscribed,	2,340,474	59
Capital stock, paid in by last report,	1,960,682	45
Capital stock, total amount now paid in,	1,960,682	45
Capital stock, number of shares issued,	38,887	
Capital stock, amount paid in on each share,		50 00
Capital stock, par value of each share,		50 00
Capital stock, average market value during the year,		5 00

Debt.

Funded Debt.		
First mortgage bonds, (due July, 1898, bear interest at 7 per cent., which is payable January and July,) amount,	\$4,000,000	00
Construction bonds, T. C. division, (due August, 1889, bear interest at 6 per cent., which is payable February and August,) amount,	326,600	00
Consolidated mortgage bonds, (due January, 1926, bear interest at 6 per cent., gold, which is payable January and July,) amount,	6,292,000	00
Real estate bonds, (due 1883, bear interest at 6 per cent., which is payable January and July,) amount,	100,000	00
Total amount now of funded debt,	\$10,718,600	00
Floating Debt.		
Debt incurred for any other purpose, and for what: Interest,	\$552,715	61
The amount now of floating debt,	\$3,459,369	06
Total amount now of floating and funded debt,	\$14,177,969	06
Funded debt as per last report,	\$10,718,600	00
Floating debt as per last report,	2,906,653	45

Cost.

Total cost of entire road to date,	\$12,018,670	98
Average of same per mile of road laid, (149 $\frac{4}{10}$ miles,)	80,338	71
Proportion of same for Pennsylvania, (143 $\frac{4}{10}$ miles,)	11,552,706	49
Total cost of entire equipment,	470,698	49
Average cost of equipment per mile of road operated by company,	2,706	16
Proportion of same for Pennsylvania,	455,008	57
Cost of road and equipment per mile,	83,485	09
Proportion of same for Pennsylvania,	12,005,155	95

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Pittsburgh, Pa., to Cumberland, Md., (Cumberland and Piedmont railroad not included,)	149 ⁵ / ₁₀	143 ⁵ / ₁₀
Length of single main track,	146 ⁵ / ₁₀	143 ⁵ / ₁₀
Length of double main track,	2 ¹⁴ / ₁₀₀	2 ¹⁴ / ₁₀₀
Branches.		
Hickman Run branch, from Hickman	Length of branch, 1 ⁸ / ₁₀	1 ⁸ / ₁₀
Run junction to Jimtown,	Length of single track, 1 ⁸ / ₁₀	1 ⁸ / ₁₀
	Length of double track, None.	None.
Leased Roads.		
Mount Pleasant and Broadford branch, from Broadford to Mount Pleasant,	Length of road, 9 ⁴ / ₁₀	9 ⁴ / ₁₀
	Length of single track, 9 ⁸ / ₁₀	9 ⁴ / ₁₀
	Length of double track, None.	None.
Fayette County branch, from White Rock to Uniontown,	Length of road, 12 ⁴ / ₁₀	12 ⁴ / ₁₀
	Length of single track, 12 ⁸ / ₁₀	12 ⁴ / ₁₀
	Length of double track, None.	None.
Aggregate length of main line and branches, (double track, included,)	153 ⁷⁴ / ₁₀₀	147 ⁸⁴ / ₁₀₀
Aggregate length of leased roads,	22 ⁴ / ₁₀₀	22 ⁴ / ₁₀₀
Aggregate length of sidings and other track not above enumerated,	35	34 ⁵ / ₁₀₀
Aggregate length of main line, branches, leased roads, sidings, and other track,	211 ³⁴ / ₁₀₀	204 ⁸⁴ / ₁₀₀
Length of track laid, if not completed,	None.	None.

Gauge.

What is the gauge of your lines? 4 feet 8³/₄ inches.

Track.

Miles of iron rail in use, 199⁸⁴/₁₀₀ miles.
 Miles of steel rail in use, 8³/₁₀₀ miles.
 Weight of rail per yard, { Iron, 64 lbs.
 Steel, 60 lbs.

What is the relative durability, practicability of use, and value, as used on your road? The steel rail has not been laid a sufficient length of time to make a comparison.

Bridges and Trestles erected in Pennsylvania.

Number of bridges and trestles on whole line, 57
 Wooden bridges, number of, 13; aggregate length, 1,039 feet.
 Stone bridges, number of, 1; aggregate length, 25 feet.
 Iron bridges, number of, 26; aggregate length, 3,292 feet.
 Wooden trestles, number of, 17; aggregate length, 2,853 feet.

Crossings.

What railroads cross your road, at grade, in this Commonwealth, and at what locality? None. South-western Pennsylvania railroad, at Everson, Pa., Mt. Pleasant and Broadford branch.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pittsburgh, Cincinnati and St. Louis railroad, at Pittsburgh, Pa.; South-western Pennsylvania railroad, at Connellsville.

Number of crossings of highways at grade in this Commonwealth,	145
Number of crossings of highways over railroad,	8
Number of crossings of highways under railroad,	12
Number of crossings at which gates or flagmen are maintained,	3
Number of crossings at which there are neither gates nor flagmen,	163
What regulations govern your employes in regard to these crossings? Usual whistle and bell signals are used in thickly settled towns and speed is reduced.	

Stations.

Number of stations on main road: Passenger and freight,	57
Number of stations on leased roads: Passenger and freight,	13
Number of wood and water stations on main road,	23
Number of wood and water stations on leased roads,	3
Value of real estate held by the company, exclusive of roadway in Pennsylvania, assessed value,	\$104,401
Number of tunnels, 4; aggregate length,	7,832 feet.
How is track laid and on what foundation? Cross ties resting on broken stone ballast.	

Equipment.	Number.	Av. cost of each.
Number of locomotives of more than 30 tons weight,	11	\$14,000 00
Number of locomotives of more than 20 tons weight,	5	10,000 00
Number of first-class passenger cars,	15	4,000 00
Number of baggage, mail, and express cars,	7	2,500 00
Number of freight cars, { House cars 84,	164	550 00
{ Trucks, . 80,		
Number of coal, ore, and stone cars,	15	500 00
Number of caboose cars,	27	600 00

What kind of train brake is in use on your road? Loughridge air brake.	
Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	40

Average weight of passenger trains, including locomotive and tender, in working order,	100 tons
Average weight of freight trains, including locomotive and tender, in working order,	700 tons.

Employees.

Average number of persons regularly employed by company, including officials,	1,240
Same in Pennsylvania,	1,223

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	399,663
Number of miles run by freight trains, tonnage,	740,830
Number of miles run by coal trains, ballast, 67,162, shifting,	162,626
Number of through passengers for the year on main road,	18,068
Number of passengers (all classes) carried in cars,	737,914
Number of passengers carried one mile,	10,569,410
Number of passengers carried one mile in Pennsylvania,	10,478,162
Number of tons (of 2,000 lbs.) of through freight for the year on main road,	296,226
Number of tons of freight carried one mile,	75,032,923
Number of tons of freight carried one mile in Penna.,	72,258,697
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,551,552
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

Monthly Statement of Passengers (all classes) carried in Cars.

October, 1876, 80,417	April, 1877, 58,907
November, 1876, 62,560	May, 1877, 62,915
December, 1876, 58,472	June, 1877, 61,162
January, 1877, 56,205	July, 1877, 60,740
February, 1877, 52,887	August, 1877, 58,363
March, 1877, 62,696	September, 1877, 63,090

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Coke, 699,276	Stone and lime, 39,378
Bituminous coal, 438,792	Agricultural products, 19,325
Petroleum and other oils, 100,251	Merchandise and manufactures, 86,409
Pig iron, 18,524	Live stock, 1,439
Railroad iron, 6,544	Lumber, 21,048
Other iron or castings, 61,797	Other articles, 36,458
Iron and other ores, 22,311	

The Rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers,	1½ cents.
For first-class way passengers,	3 cents.
For second-class through passengers,	1½ cents.

The rate per Ton, of 2,000 pounds, per mile charged for Freight.

For through freight per ton per mile, . . . . .	.0114
For through coal per ton per mile, . . . . .	.0103
For local freight per ton per mile, . . . . .	.0236
For local coal per ton per mile, . . . . .	.0184

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
October, 1876,					\$38,617 65
November, 1876,					20,438 86
December, 1876,					19,542 39
January, 1877,					16,134 23
February, 1877,					15,806 30
March, 1877,					18,285 20
April, 1877,					17,810 24
May, 1877,					19,571 64
June, 1877,					18,940 17
July, 1877,					20,851 46
August, 1877,					21,782 33
September, 1877,					22,216 12
Total,					\$250,006 59

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.
October, 1876,					\$94,173 91
November, 1876,					83,014 22
December, 1876,					106,579 39
January, 1877,					77,370 35
February, 1877,					69,810 87
March, 1877,					104,721 79
April, 1877,					62,043 30
May, 1877,					101,661 67
June, 1877,					100,276 02
July, 1877,					79,986 54
August, 1877,					95,738 57
September, 1877,					116,091 24
Total,					\$1,102,007 87

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
October, 1876, . . .	\$1,011	25	\$1,842	76	\$70	79	\$2,924	80
November, 1876, . .	1,011	24	1,817	07	64	26	2,892	57
December, 1876, . .	1,011	24	1,650	67	50	36	2,712	27
January, 1877, . . .	1,011	24	1,575	35	61	39	2,647	98
February, 1877, . .	1,011	24	1,512	72	54	14	2,578	10
March, 1877,	2,629	09	1,486	73	57	44	4,173	26
April, 1877,	1,280	89	1,486	73	73	05	2,840	67
May, 1877,	1,280	89	1,486	73	60	79	2,828	41
June, 1877,	1,280	87	1,486	73	61	68	2,829	28
July, 1877,	1,265	89	1,486	73	73	68	2,826	30
August, 1877,	1,265	89	2,979	76	75	56	4,321	21
September, 1877, . .	562	48	2,228	84	53	59	2,844	91
Total,	\$14,622	21	\$21,040	82	\$756	73	\$36,419	76
Total passenger earnings for the year,							\$250,006	59
Total freight earnings for the year,							1,102,007	87
Total earnings from all other sources,							36,419	76
Total earnings for the year,							\$1,388,434	22
Total receipts from all sources on whole length of line,							\$1,388,434	22
Proportion of earnings in Pennsylvania to earnings of whole line,							1,334,604	92

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$156,370	27
New iron rails, (number of tons, 1,446,888,)	61,161	24
New steel rails, (number of tons, 703,888,)	38,430	24
Repairs of bridges,	8,700	60
Repairs of buildings and fixtures,	25,432	08
Watching tunnels and cuts,	21,206	80
Total for maintenance of way,	\$306,301	23
Cost per mile of road kept in repair, 149.4,	\$2,047	47
Proportion for Pennsylvania, 143.4,	294,426	18

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$97,837	17
Repairs of machinery,	10,417	28
Repairs of passenger, baggage, and mail cars,	35,497	43
Repairs of freight cars,	52,598	99
All other expenses for maintenance of motive power and cars,	24,073	08
Total for maintenance of motive power and cars,	\$220,423	95
Cost per mile of road operated, 149.4,	\$1,473	42
Proportion for Pennsylvania, 143.4,	211,877	79

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$44,144	36
Salaries, wages, and incidentals chargeable to freight department,	123,494	65
Wages of switchmen, signal-men, gate-keepers, and watchmen, and depot labor,	24,687	45
Fuel—number of tons of coal, . . . ; cost,	37,241	11
Oil and waste, gas, candles, and tallow,	16,403	21
Damages for injuries to persons,	9,094	33
Damages for cattle killed or injured,		
Damages for loss of goods and baggage,		
Damages to property, including damages by fire,	11,700	28
Stationery, printing, and advertising,		
Taxes,	7,155	23
Agents and clerks,	62,196	07
Telegraph expenses,	16,274	25
Amount paid for use of palace and sleeping cars, (\$1,084 56 shown in total car service,	78,220	68
Amount paid other corporations or individuals for use of all other cars,	84,678	78
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,		
Total miscellaneous,	\$455,290	40
Amount per mile of road operated,	\$3,043	38
Proportion for Pennsylvania,	437,638	04
Total expenditures for operating the road,	982,015	58
Expenses per mile of road operated, 149.16,	6,564	23

Earnings.

Passenger transportation, local and through,	\$250,006	59
Freight transportation, local and through,	1,102,007	87
Mail service,	14,622	21
Express service,	21,040	32
All other sources of income,	756	73
Total,	\$1,388,434	22

Operating Expenses.

Maintenance of way and buildings,	\$306,301	23
Maintenance of motive power and cars,	220,423	95
Miscellaneous,	455,290	40
Total operating expenses for year, being 70.78 per cent. of earnings,	\$982,015	58
Net earnings,	406,418	64
Earnings per mile of road operated,	\$9,290	96
Expenses per mile of road operated,	6,564	23
Net earnings,	2,716	70

General Balance Sheet, October 1, 1877.

DR.		
Trustees' stock subscription fund,	\$435	71
Mt. Pleasant and Broadford Railroad Company, stock,	10,600	00
Construction,	12,018,670	98
Equipment,	470,698	49
Balance of open accounts,	18,620	62
Sinking fund consolidated mortgage,	21,296	00
Profit and loss,	3,648,816	93
	\$16,189,138	73
CR.		
Capital stock,	\$1,944,350	00
Scrip stock,	252	50
Stock partly paid,	9,583	55
Forfeited stock,	6,467	00
Consolidated mortgage, gold,	6,292,000	00
Turtle Creek division bonds,	326,600	00
First mortgage bonds,	4,000,000	00
Real estate bonds,	100,000	00
Baltimore and Ohio Railroad Company, general account,	3,509,885	68
	\$16,189,138	73

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc. ? Adams Express Company, from October 1, 1876, until August 11, 1877. Since August 11, 1877, we operate our own express.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies ? A general express business ; their freights are received at company's stations.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc. None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road ? If so, why ? No.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company ? No.

What running arrangements have you with other railroad companies ? What are the details of the contract ? The Pittsburgh and Connellsville Railroad Company is leased to the Baltimore and Ohio Railroad Company.

Lease.

THIS INDENTURE, made this 13th day of December, A. D. 1875, between the Pittsburgh and Connellsville Railroad Company of the first part, and the Baltimore and Ohio Railroad Company of the second part.

WHEREAS, The railroads of the parties hereto connect with each other,

and the said parties are desirous of entering into a lease and contract with each other in respect to the use, management, and working of the railroad of the party of the first part.

NOW THIS INDENTURE WITNESSETH, That the party of the first part, for and in consideration of said Baltimore and Ohio Railroad Company guaranteeing the consolidated mortgage bonds of the party of the first part, and for and in consideration of the covenants and agreements hereinafter contained, on the part of the said party of the second part, to be kept and performed, has leased, demised, and by these presents does lease and demise unto the party of the second part, and it does take the railroad of the party of the first part, from its present terminus at the town of Cumberland, Maryland, to its terminus in the city of Pittsburgh, State of Pennsylvania; together with all the branch roads, depots, stations, buildings, appurtenances, and property, real and personal, to said demised railroad belonging and appertaining, as well that now owned as that hereafter to be acquired, by the said party of the first part, at and between the said before mentioned points, or as appertaining thereto, and all the locomotives, engines, cars, and other rolling stock, and the machinery now belonging to said party of the first part, or which may hereafter be acquired by it in connection with said railroad, to have and to hold the said demised railroad and property, real and personal, unto the said party of the second part, its successors and assigns, to and for the full end and term of fifty years from the 1st day of January, A. D. 1876, fully to be completed and ended.

That in consideration of the premises, the party of the first part hereby covenants and agrees that the party of the second part shall at all times, during the term aforesaid, have full and exclusive power, right, and authority to use, manage, and work the said railroad of the said party of the first part, and shall have the right to fix the tolls thereon, but not at a higher rate than is authorized by the charter of the party of the first part hereto; and further, that the said party of the second part shall have full, free, and exclusive right to charge and collect all of the said tolls on, and freight and other charges and ones to accrue from said railroad during said term, and to appropriate the same in the way and manner hereinafter mentioned, and shall have, use, exercise, and enjoy all the rights, powers, and authority aforesaid, and all other lawful powers and privileges which can or may be lawfully exercised and enjoyed on and about the said demised railroad and property, as exclusively, fully, and amply as the same might or could have been used, exercised, and enjoyed by the said party of the first part, had this lease and contract not been made; and as exclusively, fully, amply, and entirely as the said party of the first part has authority by law to grant the same.

And in consideration of the premises, the party of the second part hereby covenants and agrees to and with the said party of the first part, as follows, viz:

ARTICLE FIRST.—That the party of the second part shall and will, at all times during the hereby demised term, work, use, manage, maintain, operate, and keep in public use the railroad of the party of the first part, with the appurtenances; and will so work, use, and efficiently operate the said railroad and appurtenances, with all such additional locomotives, cars, and rolling stock, owned and to be owned, controlled, or used by it, the party of the second part, as shall in the judgment of the party of the second part reasonably be required for, and properly adapted to promptly and fully accommodate the business thereof; and shall and will collect and receive all the said tolls, freight and other charges and dues which shall accrue as aforesaid, and apply and appropriate the same in the manner following, to wit:

Firstly, To the payment of the annual cost of repairing, maintaining, and perpetuating for public use the said railroad and property, and all the expense of working, using, managing, maintaining, operating, and running the same, including reasonable compensation for the use of engines, cars, and all needed equipment belonging to the party of the second part actually employed thereon, and all tolls, taxes, or assessments, now or hereafter to be levied or assessed by the laws of the United States, or of the Commonwealths of Pennsylvania and Maryland, upon the traffic passing over the said railroad and the property of the party of the first part, now or hereafter acquired by the party of the second part, by and under this lease, and also including the expense of maintaining the corporate organization of the party of the first part.

Secondly. To the payment of the interest upon the consolidated mortgage bonds of the party of the first part, issued or to be issued, and secured by a mortgage, dated the 13th day of December, 1875, on the said railroad and appurtenances, as described in said mortgage; and to the furnishing of the annual remittances for the sinking fund as described in said mortgage; and the payment of the interest on the other outstanding mortgage bonds of the party of the first part described in the said consolidated mortgage.

But if, during any one year, the receipts shall not be sufficient to pay the interest upon the bonded debt and annual remittances, as aforesaid, then such deficiency, with interest thereon from date of payment, may be made up from the receipts and earnings of any subsequent year or years, and if, after the payment of the annual expenses, interest on the bonded debt, and remittances for the sinking fund, as aforesaid, there be a surplus, the same shall be applied to the payment of the indebtedness of the party of the first part to the party of the second part, and the other indebtedness of party of the first part, not incurred by mortgage, and after the payment of such indebtedness, the excess, if any, shall be applied by the party of the second part to the improvement of the hereby demised railroad and property, including the purchase of such real estate, rolling stock, equipment, and machinery as said party of the second part may deem necessary

for the proper and economical working of said railroad, the remainder, after the making of such improvements, shall be paid to the party of the first part.

ARTICLE SECOND.—A schedule of the personal property, delivered under this contract, shall be made out by the party of the first part, and given to the party of the second part at the time of the delivery of such property, and the party of the second part shall keep the said demised railroad and property in good order and repair, and will, at the expiration of the hereby demised term, or other sooner determination of this lease and contract, yield and deliver up the hereby demised railroad, appurtenances, and property in the same good order and repair as the same are now in, and as shown by the schedule aforesaid, or as the same may be put in during the hereby demised term, reasonable wear and tear excepted.

It is understood that the party of the second part, if by it deemed necessary to an economical working and management of said railroad, may, by sale or otherwise, dispose of the machinery and rolling stock hereby demised, and replace the same, being bound, as above mentioned, to return machinery and rolling stock equal in quality and value to that so disposed of. The party of the second part shall, in like manner, at the expiration of the term, or other sooner determination of this lease and contract, deliver up to the party of the first part all such property as may be purchased as provided in article first.

ARTICLE THIRD.—That the party of the second part shall keep accurate accounts of all the business, receipts, and revenues arising from the said demised railroad and property, and all the expenses of operating the same; and their books relating thereto shall be subject to the examination of the president of the party of the first part, or of any agent duly authorized by them to examine the same; and the party of the second part shall furnish to the party of the first part monthly accounts of all the gross receipts, and a semi-annual account of all the said business, receipts, revenues, and expenses. And the said president, or duly appointed agent of the party of the first part, shall have the right, at all times, to travel without charge on the cars of the party of the second part, over the said demised railroad, for the purposes of ascertaining the business and management of the said railroad, and reporting thereon to the party of the first part.

ARTICLE FOURTH.—That if any difference, shall arise in relation to this lease and contract between the parties hereto, each of said parties shall select a referee of experience and skill in railway management, and the said referees shall hear and decide such differences, and their decision shall be final and conclusive upon the parties hereto, and if said referees cannot agree, they shall select a person of like skill and experience to act as umpire, whose decision in like manner will be final and conclusive upon the parties hereto.

ARTICLE FIFTH.—It is further agreed that, after the expiration of the term of fifty years aforesaid, the party of the second part may, at its option,

continue to operate and use the hereby demised railroad and property, under the terms of this lease and contract from year to year; and the said party of the second part shall give at least twelve months' notice in writing to the party of the first part, of its intention to terminate this right of operating and using said demised railroad and property after the expiration of the term aforesaid.

ARTICLE SIXTH.—It is understood and agreed that the party of the second part, shall furnish to and permit the party of the first part, to have and use all the necessary rolling stock, machinery, equipment, and, material which may be required by said first party for the proper and efficient operating and maintaining of the several lines of railroad now leased by said party of the first part, so that said party of the first part, may in all respects fully comply with all the terms and provisions of the said several leases and contracts, under which it operates said leased lines, and the said first party, however, after disposing of the revenues derived from said leased lines in the manner provided by said leases, shall pay the remainder of such revenues to the party of the second part, to be by it appropriated as provided in the second paragraph of article the first of this contract.

ARTICLE SEVENTH.—The party of the first part shall keep up its corporate organization, the expense of the same to be paid by the party of the second part, as provided in article first—such expense not to exceed the sum of three thousand dollars per annum.

The party of the second part shall have the right to use the franchises and privileges of every character of the party of the first part, either on the line of the road or elsewhere, for the purposes of operating the demised railroad and property under the terms of this contract; and the franchises of said first party, and its right of eminent domain shall be exercised by it and through its said corporate name and organization, whenever required by the second party, for the purpose of carrying out the terms of this contract, and for the purpose of making appropriation of property by it deemed necessary for making any improvements, or extensions, or branches contemplated under this agreement.

The party of the first part further covenants and agrees that it shall, and it will at any and all times hereafter, upon reasonable request, make, do, and execute all such other and further reasonable assurances, acts, deeds, and things, as in the opinion of competent counsel shall be necessary or proper to effectuate the intention and purposes of this agreement.

IN WITNESS WHEREOF, the parties hereto have caused their respective corporate seals to be hereto affixed, and these presents to be signed by their respective presidents and attested by their respective secretaries.

Attest:

Attest:

J. B. WASHINGTON,

JOHN KING, jr., [P. & C. SEAL.]

Secretary.

President.

THE BALTIMORE AND OHIO RAILROAD CO.

By JOHN W. GARRETT,

President.

Attest:

W. H. IJAMS, [B. & O. SEAL.]

Secretary.

Signed, sealed, and delivered in presence of

EDWARD POTTS,

WM. YARDLEY.

Test as to the signature of JOHN W. GARRETT, *President.*DANIEL PIQUETT, *J. P.*

STATE OF PENNSYLVANIA, }
 County of Allegheny, } ss:
 City of Pittsburgh, }

Be it remembered, that on the 13th day of December, in the year of our Lord 1875, before me, James S. Young, Esq., a notary public in and for said city, county, and State, personally appeared John King, junior, Esquire, president of "The Pittsburgh and Connellsville Railroad Company," and, being duly sworn, deposes and says that he was personally present at the execution of the above written indenture of agreement, and saw the common seal of the said "The Pittsburgh and Connellsville Railroad Company" duly affixed thereto, and that the seal so affixed thereto is the common and corporate seal of the said "The Pittsburgh and Connellsville Railroad Company," and that the above written indenture of agreement was duly signed, sealed, and delivered by, and as and for the act and deed of the said "The Pittsburgh and Connellsville Railroad Company," for the uses and purposes therein mentioned; and that the name of this deponent, subscribed to the said indenture as president of the said corporation, in attestation of the due execution and delivery of the said deed or indenture of agreement, is of this deponent's own proper and respective handwriting.

JOHN KING, junior,

President.

Sworn and subscribed before me, the day and year aforesaid, as witness my hand and notarial seal.

[SEAL.]

JAS. S. YOUNG,

Notary Public.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? \$1,084 56 Pullman's Palace Car Company.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made

in addition to the regular passenger rates? Four cents per mile is paid to Pullman Palace Car Company.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.
Number and per cent. of dividends,	None.
Amount paid in dividends,	None.
Paid to sinking fund,	\$21,296 00

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		6	1	1	1	7
Employés,	2	2	3	3	5	2
Others,			5	3	5	3
Total,	2	8	9	4	11	12

Statement of each Accident.

October 6, 1876. Elmira Penrose, aged thirty-five years, in passing between the cars of a moving freight train, at Bridgeport, fell on the track and was run over, causing instant death.

October 6, 1876. David Weimer, in attempting to cross the track ahead of approaching freight train, at West Newton, was struck, and fatally injured.

October 28, 1876. Mrs. Lucinda Booher was severely injured by jumping from express train, at Garret.

November 23, 1876. Geo. R. Stinger, aged twenty-seven years, found near track, west of Connellsville, fatally injured; supposed to have been struck by night train.

December 9, 1876. Marion Glover, brakemen, fell from train, at Ferguson's Station, and instantly killed.

December 13, 1876. Martin Holien, track watchman, sitting on track, was struck by express train, near Sterling Mines, and killed.

January 3, 1877. Mrs. Elizabeth Mitchell was instantly killed, at McKean's Station, by express train, in attempting to rescue a dog.

January 21, 1877. Jacob Everette, resident of West Newton, was run

over, and killed, by switching engine, in Pittsburgh yard; it is thought he was intoxicated.

February 1, 1877. Daniel Murray, brakeman, fatally injured by falling from train, at Tintzman Station.

March 1, 1877. Peter Kelly, track-walker, was struck by mail train, while sitting on track, near Egypt, and killed.

March 15, 1877. John Cook, tramp, while climbing over cars, in Connellsville yard, was caught between the bumpers, and seriously injured.

June 11, 1877. John Wallace, passenger, under influence of liquor, while attempting to get off train while in motion, at Ellrods, fell under the cars, and was fatally injured.

July 24, 1877. Wm. Audenreid, walking on track, south of Dunbar, was struck by accommodation train, and severely injured.

September 2, 1877. Isaac Parker, brakeman, in attempting to board his train, while in motion, at McKeesport, fell between the cars, and was instantly killed.

September 15, 1877. James T. Jenkins attempted to board freight train, at McKeesport, for the purpose of stealing a ride; was thrown under the cars, and seriously injured.

September 20, 1877. Pittsburgh express, west, was thrown from track by broken axle under tender of engine, two miles west of Mineral Point. The following persons were injured: S. S. Drake, conductor; Daniel Hunt, baggage master; passengers, J. W. Webber, Mrs. Webber, Mary Dunan, Mrs. M. R. Legge, W. H. Miller, and R. S. Bower.

STATE OF MARYLAND, }
City of Baltimore, } ss:

Personally appeared before me, John King, jr., president, and J. B. Washington, secretary and auditor of the Pittsburgh and Connellsville Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending September 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed,) JOHN KING, jr., *President.*

J. B. WASHINGTON, *Secretary and Auditor.*

Sworn and subscribed before me, this eighteenth day of February, A. D. 1878.

WM. BONE, *J. P.*

STATE OF MARYLAND, }
Baltimore City, } sct:

I hereby certify that Wm. Bone, Esquire, before whom the annexed affidavit, was made, and who has thereto subscribed his name, was at the time

of so doing, a justice of the peace of the State of Maryland, in and for the city of Baltimore, duly commissioned and sworn.

In testimony whereof, I hereto set my hand and affix the seal of the Superior Court of Baltimore city, this eighteenth day of February, L.S. A. D. 1878.

FRANCIS A. PREVOST,
Clerk of the Superior Court of Baltimore City.

PITTSBURGH, TITUSVILLE AND BUFFALO.

Officers.

NAMES.	Residence.	Salary.	Per annum.	
Thos. H. Dudley,	President,	Camden, N. J.,	\$4,000	Per annum.
George Bull,	Secretary,	Philadelphia, Pa.,	900	
John W. Moffly,	Treasurer,	Philadelphia, Pa.,	None.	
M. Crosby,	General Solicitor,	Corry, Pa.,	1,350	
T. F. Brown,	Auditor,	Pittsburgh, Pa.,	1,620	
T. R. Robinson,	Assistant Treasurer,	Pittsburgh, Pa.,	1,260	
David McCargo,	General Superintendent,	Pittsburgh, Pa.,	1,800	
C. J. Hepburn,	Superintendent,	Oil City, Pa.,	2,600	

General offices at Pittsburgh and Philadelphia, Penna.

Names of Directors.

Residences.

Joseph C. Herr,	Philadelphia.
John W. Moffly,	Philadelphia.
John S. Ritter,	Philadelphia.
John Scott,	Pittsburgh.
James H. Campbell,	Philadelphia.
Christian Stiver,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$5,000,000	00
Capital stock, amount for which certificates have been issued,	4,959,450	00
Capital stock as in by last report,	4,959,450	00
Capital stock, total amount of stock,	4,959,450	00
Capital stock, number of shares issued,	99,189	00
Capital stock, amount paid in on each share,	Nothing.	
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year, about,	8	00

This road having been organized under act of April 8, 1861, the bond holders, stockholders, and some of creditors of the old company made an agreement for foreclosing and selling the road and re-organizing a new company, by virtue of said act. Under this agreement certificates of stock

were issued by the new company to the stockholders of the old company, giving one share of stock in the new company for each share in the old company; and all the stock has been issued in this way. No subscriptions made or money paid for the stock so issued.

Debt.

Funded Debt.	
First mortgage bonds, (due April 1, 1882, July 2, 1890, and February 1, 1896, bear interest at 7 per cent., which is payable 1st April and October, January and July, February and August,) amount, . . .	\$2,580,000 00
Consolidated mortgage bonds, (due February 1, 1896, bear interest at 7 per cent., which is payable 1st February and August,) amount, . .	1,155,000 00
Income bonds, (due February 1, 1896, bear interest at 6 per cent., which is payable 1st February and August,) amount,	815,933 00
Total amount now of funded debt,	\$4,550,933 00
Floating Debt.	
Debt incurred for any other purpose, and for what, scrip issued for defaulted interest balance remaining, \$34,597 50	34,597 50
The amount now of floating debt,	34,597 50
Total amount now of floating and funded debt,	\$4,085,530 50
Funded debt as per last report,	\$4,050,933 00
Floating debt as per last report,	69,195 00

Cost.

Total cost of entire road to date,	\$8,483,122 16
Average of same per mile of road laid,	70,692 68
Proportion of same for Pennsylvania,	70,692 68
Total cost of entire equipment,	587,500 00
Average cost of equipment per mile of road operated by company, . .	4,895 83
Proportion of same for Pennsylvania,	4,895 83
Cost of road and equipment per mile,	75,588 51
Proportion of same for Pennsylvania,	75,588 51

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line—from Corry to Ironton,	95	95
Length of single main track,	95	95
Branches.		
Union and Titusville Branch, from } Length of branch,	25	25
Union to Titusville, } Length of single track,	25	25
Aggregate length of main line and branches,	120	120
Aggregate length of sidings and other track not above enumerated, . . .	33	33
Aggregate length of main line, branches, leased roads, sidings, and other track,	153	153

Gauge.

What is the gauge of your lines? Eighteen miles three rails, 6 feet and 4 feet 9 inches; and 102 miles, 4 feet 9 inches

Track.

Miles of iron rail in use, about, 103 miles
 Miles of steel rail in use, about, 17 miles
 Weight of rail per yard: { Iron, 60 pounds.
 { Steel, 60 pounds.

Bridges and Trestles erected in Pennsylvania during the year.

None.
 Number of bridges and trestles on whole line, 10
 Wooden bridges, number of, 10; aggregate length, 2,100 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Atlantic and Great Western railroad, at Union.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Stations.

Number of stations on main road, . { Passenger, . . . 38 } 58
 { Freight, 20 }
 Number of stations on branches, . { Passenger, . . . 5 } 8
 { Freight, 3 }
 Number of wood and water stations on main road, 20
 Number of wood and water stations on branches, 3
 Value of real estate held by the company, exclusive of roadway in Pennsylvania, \$40,000
 How is track laid, and on what foundation? On cross-ties, ballasted with stone and gravel.

Equipment.	Number.	Average cost of each	
Number of locomotives of more than 30 tons weight,	28	\$15,000	00
Number of locomotives of more than 20 tons weight,	4	15,000	00
Number of first-class passenger cars,	10	4,500	00
Number of second class passenger cars,	9	3,000	00
Number of baggage, mail, and express cars,	8	2,500	00
Number of freight cars, { House cars,	29	700	00
{ Trucks,	179	500	00
Number of oil tank cars,	25	900	00
Number of caboose cars,	13	800	00

What kind of train brake is in use on your road? Westinghouse air-brake.
 Average number of cars in passenger trains, including baggage cars, 2 2/10
 Average number of cars in freight trains, 15 2/10

Employees.

Average number of persons regularly employed by company, including officials,	750
Same in Pennsylvania,	750

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	144,557
Number of miles run by freight trains,	341,483
Number of miles run by coal trains: Included in freight.	
Number of through passengers for the year on main road,	10,911
Number of passengers (all classes) carried in cars, . . .	317,914
Number of passengers carried one mile,	5,375,847
Number of passengers carried one mile in Pennsylvania,	5,375,847
Number of tons (of 2,000 pounds) of through freight for the year on main road,	163,143
Number of tons of freight carried one mile,	23,346,304
Number of tons of freight carried one mile in Pennsylvania,	23,346,304
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	724,433
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	19

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1877,	18,756	August, 1877,	31,465
February, 1877,	22,485	September, 1877,	28,818
March, 1877,	26,149	October, 1877,	27,622
April, 1877,	26,526	November, 1877,	26,381
May, 1877,	26,628	December, 1877,	28,651
June, 1877,	26,781		
July, 1877,	27,652	Total,	317,914

The amount of Freight specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	23,722	Stone and lime,	5,449
Bituminous coal,	239,354	Agricultural products,	12,075
Petroleum and other oils,	235,708	Merchandise and manufactures,	46,954
Pig iron,	} 30,209	Lumber,	54,773
Railroad iron,		Other articles,	76,189
Other iron or castings,			
Iron and other ores,		Total,	734,433

The Rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers,	3 ³ / ₁₀₀ cents.
For first-class way passengers,	3 ³ / ₁₀₀ cents.
For second class through passengers,	3 ³ / ₁₀₀ cents.
For second class way passengers,	3 ³ / ₁₀₀ cents.

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through freight and coal and local freight and coal, 2 ¹²/₁₀₀ cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1877,	\$603	70	\$9,769	99	\$10,373	69
February, 1877,	646	20	11,036	28	11,682	48
March, 1877,	664	45	12,327	23	12,891	68
April, 1877,	771	96	13,631	35	14,403	31
May, 1877,	1,158	37	13,075	58	14,233	95
June, 1877,	1,053	22	13,318	92	14,372	14
July, 1877,	1,033	16	13,717	29.	14,750	45
August, 1877,	1,276	23	16,365	60	17,641	83
September, 1877,	2,684	78	14,181	54	16,866	32
October, 1877,	1,279	05	15,177	57	16,456	62
November, 1877,	1,409	77	13,836	35	15,246	12
December, 1877,	864	39	14,280	71	15,145	10
Total,	\$13,345	28	\$160,718	41	\$174,063	69

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1877,	\$7,884	24	\$28,203	90	\$36,088	14
February, 1877,	9,478	92	23,263	01	32,741	93
March, 1877,	8,638	06	36,524	38	45,162	44
April, 1877,	6,220	52	41,775	29	47,995	81
May, 1877,	7,105	18	31,549	51	38,654	69
June, 1877,	5,935	24	44,440	23	50,375	47
July, 1877,	3,668	30	33,758	13	37,426	43
August, 1877,	7,225	23	44,022	68	51,247	91
September, 1877,	6,222	12	43,466	28	49,708	40
October, 1877,	5,340	24	39,340	10	44,680	34
November, 1877,	6,793	72	29,576	62	36,370	34
December, 1877,	4,700	54	18,983	23	23,683	77
Total,	\$79,212	31	\$414,923	36	\$494,135	67

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1877,	\$530	25	\$715	57	\$347	68	\$1,593	50
February, 1877,	530	25	631	81	204	10	1,366.	16
March, 1877,	530	26	727	38	301	33	1,558	97
April, 1877,	530	25	677	46	507	97	1,715	68
May, 1877,	530	25	727	72	335	88	1,593	85
June, 1877,	519	13	679	57	232	57	1,431	27
July, 1877,	530	25	677	51	301	92	1,509	68
August, 1877,	530	25	714	24	348	67	1,593	16
September, 1877,	530	25	678	26	354	32	1,562	83
October, 1877,	615	74	745	61	279	89	1,641	24
November, 1877,	551	62	706	36	273	82	1,531	80
December, 1877,	551	63	716	44	507	61	1,775	68
Total,	\$6,480	13	\$8,397	93	\$3,995	76	\$18,873	82

CR.		
Capital stock,		\$4,959,450 00
First mortgage bonds,		2,580,000 00
Consolidated mortgage bonds,		1,155,000 00
Income, mortgage bonds,		315,933 00
Unfunded debt, scrip outstanding,		34,597 50
Unpaid vouchers and pay rolls, (December,)		67,865 65
Unpaid interest, due January 1, 1878,		19,047 00
Due other railroad companies,		22,516 67
Balance to credit of profit and loss,		128,891 39
		\$9,283,101 21

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? United States Express Company, between Union and Titusville, who pay at the rate of 30 cents per 100 pounds; Union Express Company, Corry and Irvineton, at the rate of \$25 per day.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? General express business. We take their freight at the depot.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Our road free to all.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? They use their own cars. No preference shown.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies and individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? Where a company or person will give us a large, fixed, definite, and certain quantity of freight, we will make a special contract in such a case, and carry it for less than we would a small, indefinite, and uncertain quantity in the same way, and to the same extent in all things, as a dealer in merchandise would do in cases of a wholesale buyer and a retail buyer.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? None.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names

of individuals or company, location of general office of said company or individuals, and amount paid to each? None.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Pullman palace sleeping cars, the railroad company charging regular passenger rates, and the sleeping car company charging additional rates.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Nothing.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$6,619 50 per annum from July 1, 1877.

Stocks and Dividends.

Amount of preferred stock, and rate of preference, and for what issued, None.
 Amount of common stock now outstanding, \$4,959,450 00
 Amount of stock issued as stock dividends, and dates of issue, None.
 Rate and date of all cash dividends on stock of original and consolidated companies, None.

Deficit for the year,	\$2,285	90
Surplus at commencement of the year,	131,177	29
Total surplus,	128,891	39
Surplus invested as follows:		
Cash,	\$108,482 40	
Balance of accounts due by company,	47,966 25	
	60,516	15
Material, fuel, and stores,	42,733	58
Other items,	25,641	66

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,			1	8	1	8
Others,			1	1	1	1
Total,			2	9	2	9

Statement of each Accident.

June 15, 1877. Oil City. Daniel Gynny, brakeman; hand caught be-

tween draw-heads while coupling cars, one finger broken and another injured, so as to require amputation.

July 19, 1877. Titusville. D. A. Fuller, flagman; coupling cars, hand caught between draw-heads, one finger amputated.

August 6, 1877. Titusville. Patrick Brew, brakeman; coupling cars, hand caught between draw-heads, one finger amputated.

August 21, 1877. Oil City. M. Burns, brakeman; coupling cars, one finger broken, and another bursted; also injured about head and shoulders.

September 15, 1877. One mile north of Spartansburg. Frank Sauford, brakeman; got down between cars and uncoupled them to admit another engine to assist train up hill; fell from forward part of train, and rear portion ran over him, killing him instantly.

September 29, 1877. Oil City. Daniel McCarthy, brakeman; coupling cars, arm caught, and broken below the elbow.

October 13, 1877. Oil City. James H. Fones, brakeman; uncoupling cars with a foot on each car, fell on track; arm run over, rendering amputation necessary.

November 28, 1877. Boyd Farm bridge. Annie Eaton, aged 8 years; crossing bridge as train approached, foot caught, fell and was run over before engine could be stopped; killed.

December 10, 1877. Corry. John Darby, brakeman; coupling cars, hand caught, thumb amputated.

December 19, 1877. Oil City. Thomas B. Jordan, brakeman; coupling cars, hand caught, one or two bones broken, use of hand entirely recovered.

December 31, 1877. Titusville. Andrew Stettnuller; attempting to cross track as train approached; flagman at crossing called to him, but being deaf he did not hear; knocked down and run over by train; left leg fractured so as to render amputation necessary; recovering.

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

Personally appeared before me, Thomas H. Dudley, president, and John W. Moffly, treasurer of the Pittsburgh, Titusville and Buffalo Railway Company, who being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

THOMAS H. DUDLEY,
President.

JOHN W. MOFFLY,
Treasurer.

Affirmed and subscribed before me, this 13th day of February, A. D. 1878.

GEO. W. THURSTON,
Notary Public.

PLYMOUTH.

Officers.

NAMES.		Residence.	Salary.
Coffin Colket,	President,	Philadelphia, Pa., . .	None.
Alexander E. Dougherty,	Secretary and Treasurer,	Philadelphia, Pa., . .	None.

General offices at No. 12, Philadelphia Exchange, city of Philadelphia, Pa.

<i>Names of Managers.</i>	<i>Residences.</i>
James Boyd,	Norristown, Pa.
William H. Slingluff,	Norristown, Pa.
Daniel Longaker,	Norristown, Pa.
Winfield S. Wilson,	Tredyffrin, Chester co., Pa.
I. V. Williamson,	Philadelphia, Pa.
Edwin Swift,	Philadelphia, Pa.

Capital Stock.

Capital stock authorized by law, (with power to increase,)	\$30,000	00
Capital stock authorized by votes of company,	30,000	00
Capital stock, amount subscribed, (uncertain, but supposed,)	30,000	00
Capital stock paid in by last report, (as registered,)	12,050	00
Capital stock, total amount now paid in, (as now registered,)	12,050	00
Capital stock, number of shares issued, (as now registered,) 241,		
Capital stock, amount paid in on each share, (as now registered,)	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year: No market value,		

Debt.

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$274,495	19
The amount now of floating debt,	274,495	19
Total amount now of floating and funded debt,	274,495	19
Floating debt as per last report,	274,495	19
Total cash realized from capital stock and debt,	286,545	19

Cost.

Total cost of entire road to date, (including amount realized from capital stock,)	\$286,545	19
Average of same per mile of road laid,	30,977	85
Proportion of same for Pennsylvania, All.		

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Conshohocken to Oreland,	9 $\frac{23}{100}$	All.
Length of single main track,	9 $\frac{23}{100}$	All.

Gauge.

What is the gauge of your lines? 4 ft. 8 $\frac{1}{2}$ in.

Track.

Miles of iron rail in use, (including sidings,) 11 $\frac{53}{100}$
 Weight of rail per yard, iron, 57

Bridges and Trestles erected in Pennsylvania.

Wooden bridges, number of, 11; aggregate length, 340 feet.
 Iron bridges, number of, 2; aggregate length, 137 feet.

Crossings.

What railroads cross your road, at grade, in this Commonwealth, and at what locality? None.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Stations.

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, in Pennsylvania, \$11,231
 How is track laid, and on what foundation? With iron rails; oak and chestnut cross-ties; on broken cinder.

Miscellaneous.

On the 10th of November, 1870, the Plymouth railroad, (with its appurtenances,) as a branch of the Philadelphia, Germantown and Norristown railroad, was leased to the Philadelphia and Reading Railroad Company, for the term of 999 years, and since December, 1870, the Plymouth railroad and appurtenances have been maintained by and the road operated by the lessees. All questions unanswered in this report should be answered by said lessees, or included in their report.

General Balance Sheet, December 10, 1877.

DR.			
Plymouth railroad,		\$286,545	19
CR.			
Capital stock,		\$12,050	00
Philadelphia, Germantown and Norristown Railroad Company,		274,495	19
		\$286,545	19

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

Personally appeared before me, Coffin Colket, president, and Alexander E. Dougherty, treasurer of the Plymouth Railroad Company, who being duly affirmed, do depose and say that he caused they foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 10, A. D., 1877, according to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*

A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this 12th day of December, A. D 1877

W. W. DOUGHERTY, *Notary Public.*

POINT BREEZE.

Officers.

NAMES.		Residence.	Salary.
Wm. G. Warden,	President,	Philadelphia,	None.
Henry L. Davis,	Secretary and Treasurer,	Philadelphia,	None.

Names of Directors.

Residences.

Norris W. Harkness,	Philadelphia.
Henry L. Davis,	Philadelphia.
Edward P. Cooper,	Philadelphia.
Thornton Pike,	Lower Mayfield twp., Bucks co., Pa.
Charles H. Quarles,	Philadelphia.
William G. Brown,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$18,000 00
Capital stock authorized by votes of company,	18,000 00
Capital stock, amount subscribed,	18,000 00
Capital stock paid in by last report,	5,400 00
Capital stock, total amount now paid in,	5,400 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	None sold.

Cost.

Total cost of entire road to date, \$4,003 00.

Characteristics of Road.

None of the road bed down yet. Expenditures thus far principally for right of way.

General Balance Sheet, January 1, 1878.

DR.		
Construction account,		\$1,878 00
Land account,		2,125 00
Cash on hand,		1,397 00
		<hr/>
		\$5,400 00
CR.		
Capital stock,		\$5,400 00
		<hr/>
		\$5,400 00

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

Personally appeared before me, W. G. Warden, president, and Henry L. Davis, treasurer, of the Point Breeze Railroad Company, who being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

W. G. WARDEN, *President.*
 HENRY L. DAVIS, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1878.

FRANKLIN NICHOLSON, *Notary Public.*

READING AND COLUMBIA.

Officers.

NAMES.		Residence.	Salary.	
G. A. Nicolla,	President,	Reading, Pa.,	\$2,000	00
Howard Hancock,	Secretary,	Philadelphia,	384	50
John Welch,	Treasurer,	Philadelphia,	486	00
Benj. Van Lew,	General Superintendent,	Columbia, Pa.	1,759	56

General offices at No. 227 South Fourth street, Philadelphia.

Names of Directors.

Residences.

H. Pratt McKean,	Philadelphia, Pa.
A. E. Borie,	Philadelphia, Pa.
J. B. Lippincott,	Philadelphia, Pa.
John Ashhurst,	Philadelphia, Pa.
Franklin B. Gowen,	Philadelphia, Pa.
Henry Lewis,	Philadelphia, Pa.
I. V. Williamson,	Philadelphia, Pa.
Fredk. Lauer,	Reading, Pa.
George Bogle,	Columbia, Pa.
W. G. Case,	Columbia, Pa.
Thomas Baumgardner,	Lancaster, Pa.
Samuel Small,	York, Pa.

Capital Stock.

Capital stock authorized by law, with power to increase unlimited,	\$600,000	00
Capital stock authorized by votes of the company,	600,000	00
Capital stock, amount subscribed,	511,600	00
Capital stock paid in by last report,	508,268	09
Capital stock, total amount now paid in,	508,268	09
Capital stock, number of shares issued, full paid,	10,144	
Capital stock, amount paid in on each share issued,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	No sales.	

Debt.

Funded Debt.		
First mortgage bonds, (due March 1, 1882, bear interest at 7 per cent., which is payable March and September,) amount,		\$650,000 00
Second mortgage bonds, (due June 1, 1884, bear interest at 7 per cent., which is payable June and December,) amount,		350,000 00
Debenture bonds, (due December 1, 1917, bear interest at 6 per cent., which is payable June and December,) amount,		1,000,000 00
Mortgage bonds, real estate,		4,166 67
Total amount now of funded debt,		\$2,004,166 67
Floating Debt.		
The amount now of floating debt,		439,409 90
Total amount now of floating and funded debt,		\$2,443,576 57
Funded debt as per last report,	\$1,004,166 67	
Floating debt as per last report,	1,439,718 52	
		\$2,443,885 19

Cost.

* Total cost of entire road to date,		\$2,102,655 21
Average of same per mile of road laid, 48 miles,		43,805 32
Average of same per mile of track laid, 60.41,		34,806 41
Total cost of entire equipment,		245,241 18
Average cost of equipment per mile of road operated by company, 63.25 miles,		3,877 33
Average cost of equipment per mile of road owned by company, 48 miles,		5,109 19
Cost of road and equipment per mile,		48,914 51

* This amount does not include the leased road. We have no knowledge whatever of its cost.

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Columbia to Sinking Spring,		40
Length of single main track,		40
Length of double main track,		None.
Branches.		
Lancaster branch, from Lancaster Junction to Lancaster,	Length of branch,	8
	Length of single track,	8
Lebanon branch,	Length of branch,	1.6
	Length of single track,	1.6
Haldeman's branch,	Length of branch, . . . . .	.84
	Length of single track, . . . . .	.84
Cabeen's branch,	Length of branch,	1.33
	Length of single track,	1.33
Leased Roads.		
Quarryville branch of the Lancaster and Reading Narrow Gauge railroad,	Length of road,	15.25
	Length of single track,	15.25
Aggregate length of main line and branches,		51.77
Aggregate length of leased roads,		15.25
Aggregate length of sidings and other track not above enumerated,		9.80
Aggregate length of main line, sidings, and other track,		76.82
All in Pennsylvania.		

Gauge.

What is the gauge of your lines, 4 ft. 8½ in.

Track.

Miles of iron rail in use, *i. e.* miles of track, 76.82

Weight of rail per yard, iron, 56 and 68 lbs.

What is the relative durability, practicability of use, and value, as used on your road? No comparison, iron alone is used.

Bridges and Trestles erected in Pennsylvania.

Number of bridges and trestles on whole line, (includes leased road.)

Wooden bridges, number of, 75; aggregate length, 2,652 feet.

Stone bridges, number of, 2; aggregate length, 44 feet.

Iron bridges, number of, 2; aggregate length, 102½ feet.

Wooden trestles, number of, 11; aggregate length, 2,380 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Pennsylvania railroad, at Columbia; Pennsylvania railroad, at Landisville; Columbia and Port Deposit railroad, at Columbia.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pennsylvania railroad, at Lancaster, (under grade.)

Number of crossings of highways, at grade, in this Commonwealth, (includes leased road,) 134

Number of crossings of highways, over railroad, 10

Number of crossings of highways under railroad, 13

Number of crossings at which gates or flagmen are maintained, 4

Number of crossings at grade, at which there are neither gates nor flagmen, 130

What regulations govern your employes in regard to these crossings?

The book of rules and regulations of the company.

Stations.

Number of stations on main road, passenger and freight, 20

Number of stations on branches, passenger and freight, 4

Number of stations on leased roads, passenger and freight, 11

Number of wood and water stations on main road: Five water and two wood, 7

Number of wood and water stations on branches: Two water and one wood, 3

Number of wood and water stations on leased roads: Two water and one wood, 3

Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$62,556 22

Number of tunnels, None.

How is track laid, and on what foundation? Oak sills; cinder, stone, and gravel ballast.

Equipment.	Number.	Av. cost of each.
Number of locomotives of more than thirty tons weight,	6	\$19,200
Number of locomotives of more than twenty tons weight,	4	19,750
Number of first-class passenger cars,	7	4,400
Number of baggage, mail, and express cars,	1	2,500
Number of freight cars, { House cars, } { Trucks, }	31	822
Number of roadway dumps,	12	175
Number of roadway tool cars,	1	250
Number of caboose cars,	3	325

What kind of train brake is in use on your road? Hand-brake. Are now applying the Westinghouse automatic brake to all passenger trains.

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains, (loaded,)	26
Average weight of passenger trains, including locomotive and tender, in working order,	100 tons.
Average weight of freight trains, including locomotive and tender, in working order,	600 tons.

Employees.

Average number of persons regularly employed by company, including officials,	130
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Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	133,490
Number of miles run by freight and coal trains,	137,495
Number of through passengers for the year on main road,	64,198
Number of passengers (all classes) carried in cars,	907,619
Number of passengers carried one mile,	2,921,101
Number of passengers carried one mile in Pennsylvania,	2,921,101
Number of tons of freight carried one mile,	9,116,974
Number of tons of freight carried one mile in Pennsylvania,	9,116,974
Gross amount of tonnage for the year, (2,000 pounds per ton,)	302,187
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	13

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1876,	16,326	June, 1877,	15,245
January, 1877,	12,704	July, 1877,	23,876
February, 1877,	13,387	August, 1877,	24,522
March, 1877,	16,683	September, 1877,	16,119
April, 1877,	16,569	October, 1877,	16,453
May, 1877,	19,870	November, 1877,	15,865

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	201,809
Merchandise and manufactures,	100,378

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 cents.

The rate per Ton (of 2,000 pounds) per mile received for Freight.

For through freight, per ton per mile,	3 ⁹ / ₁₀₀ cents.
For through coal, per ton per mile,	1 ⁴ / ₁₀₀ cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
December, 1876,					\$5,844	43
January, 1877,					4,830	50
February, 1877,					5,028	23
March, 1877,					6,100	71
April, 1877,					6,020	51
May, 1877,					7,324	71
June, 1877,					6,242	46
July, 1877,					7,822	22
August, 1877,					8,510	45
September, 1877,					6,412	21
October, 1877,					6,735	18
November, 1877,					5,878	47
Total,					\$76,750	08

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
December, 1876,					\$7,969	80
January, 1877,					7,263	72
February, 1877,					8,686	04
March, 1877,					11,022	91
April, 1877,					17,516	27
May, 1877,					23,373	54
June, 1877,					15,003	29
July, 1877,					7,796	10
August, 1877,					15,860	82
September, 1877,					20,103	31
October, 1877,					19,844	35
November, 1877,					17,565	78
Total,					\$171,999	93

From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
December, 1876, . . .	\$262 08		\$76 84	\$338 92
January, 1877, . . .	262 09		48 66	310 75
February, 1877, . . .	262 08		54 19	316 27
March, 1877, . . .	133 39		72 02	205 41
April, 1877, . . .	247 79		916 82	1,164 61
May, 1877, . . .	247 78		1,310 96	1,558 74
June, 1877, . . .	247 79		314 09	561 88
July, 1877, . . .	247 78			247 78
August, 1877, . . .	247 79			247 79
September, 1877, . . .	265 65			265 65
October, 1877, . . .	253 74			253 74
November, 1877, . . .	253 74		599 04	852 78
	\$2,931 70		\$3,392 62	\$6,324 32

Total passenger earnings for the year,	\$76,750 04
Total freight earnings for the year,	171,999 98
Total earnings from all other sources,	6,324 32
Total earnings for the year,	\$255,074 33

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road,	\$3,178 35
New dump cars, (number of, 3,)	450 00
Total,	\$3,628 35

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$24,250 01
New iron rails, number of tons, 234,1 $\frac{3}{4}$,	6,876 26
Repairs of bridges,	2,976 94
Repairs of buildings and fixtures,	549 75
All other expenses for maintenance of way,	3,751 98
Total for maintenance of way,	\$38,404 94
Cost per mile of track kept in repair,	500 00
Cost per mile of road kept in repair,	607 19
Proportion for Pennsylvania,	Same.

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$13,999 34
Repairs of machinery,	173 92
Repairs of passenger, baggage, and mail cars,	781 29
Repairs of freight cars,	1,175 73
Total for maintenance of motive power and cars,	\$16,130 17
Cost per mile of road operated,	255 02
Proportion for Pennsylvania,	Same.

Miscellaneous.

Salaries, wages, and incidentals chargeable to freight department, . . .	\$56,874	42
Wages of switchmen, signal men, gate-keepers, and watchmen, . . .	1,753	65
Fuel—number of cords of wood, 245 $\frac{1}{2}$; cost, . . .	245	75
Fuel—number of tons of coal, 8,756.16; cost, including freight, . . .	26,605	49
Oil and waste, and tallow, . . .	2,355	42
Damages for injuries to persons, . . .	212	06
Taxes, real estate, . . .	259	06
Taxes, State, . . .	1,938	05
Insurance, . . .	105	50
Telegraph expenses, . . .	3,499	87
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . .	13,402	89
Total miscellaneous, . . .	\$107,252	16
Amount per mile of road operated, . . .	\$1,695	69
Total expenditures for operating the road, . . .	161,787	27
Expenses per mile of the road operated, . . .	2,557	90
Expenses per mile of single track operated, not including sidings, . . .	Same.	

Earnings.

Passenger transportation, local and through, . . .	\$76,750	08
Freight and coal transportation, local and through, . . .	171,999	93
Mail service, . . .	2,931	70
All other sources of income, . . .	3,392	62
Total, . . .	\$255,074	33
Operating Expenses.		
Maintenance of way and buildings, . . .	\$98,404	94
Maintenance of motive power and cars, . . .	16,130	17
Miscellaneous, . . .	107,252	16
Total operating expenses, being 63$\frac{1}{3}$ per cent. of earnings, . . .	161,787	27
Net earnings, . . .	\$93,287	06
Earnings per mile of road operated, . . .	\$4,032	80
Expenses per mile of road operated, . . .	2,557	90
Net earnings, . . .	1,474	90

General Balance Sheet, November 30, 1877.

DR.		
Construction main road and branches,		\$2,102,655 21
Equipment,		245,241 18
Material,		7,362 88
Cash,		16,269 94
Due by sundry parties,		8,108 25
Profit and loss, income account,		612,339 57
		\$2,991,877 03
CR.		
Capital stock,		\$508,268 00
Scrip,		105 00
First mortgage bonds,		650,000 00
Second mortgage bonds,		350,000 00
Debenture bonds,		1,000,000 00
Bonds and mortgages, real estate,		4,166 67
Unfunded debt,		439,469 90
Coupons unpaid,		3,622 56
Coupons second mortgage bonds, due December 1, 1877, accrued,		12,250 00
Coupons first mortgage bonds, due March 1, 1878, accrued,		11,375 00
Coupons Lane and Reading Narrow Gauge Railroad Company, Quarryville branch, first mortgage bonds, due January 1, 1878, accrued,		10,208 34
Debts due by company,		2,471 53
		\$2,991,877 00

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Philadelphia and Reading Railroad Company's express. Receipts pro rata in proportion to number of miles carried, our company supplying the agents and agencies on our own line.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? A legitimate express business, our company receiving goods at our regular depots and offices.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of materials or supplies for the company? Not to our knowledge.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No cars of this description used.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? Amount received during current year, \$2,931 70. The compensation, since July 1, 1877, has been at the rate of \$3,044 88 per annum, being \$50 40 per mile per annum for main line, Columbia to Sinking Springs, and \$45 per mile per annum for Lancaster and Quarryville branches.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued : None.

Amount of common stock now outstanding: \$508,268 09.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,	2		1	1	3	1
Others,			3	2	3	2
Total,	2		4	3	6	3

Statement of each Accident.

December 15, 1876. William Bright, brakeman, fell through a coal car, near Reinhold's Station; killed.

April 30, 1877. Bernard Miller, a tramp, was lying on track, near Lime Valley Station, Quarryville branch; run over by passenger train, and killed.

May 23, 1877. Theodore Fisher, brakeman, fell from coal train, one mile north of Columbia; run over by train, and killed.

June 9, 1877. Michael Stortz, brakeman, fell from rear of train, at Deep Cut station, and was run over by a pushing engine; killed.

July 4, 1877. Unknown man lying on the track, at a bridge one mile north of Litiz; run over by passenger train; killed.

September 1, 1877. Jacob Wolf stepped on track ahead of some cars that were being shifted at Columbia; left foot run over; leg amputated below the knee.

October 12, 1877. Henry Yost, supposed to have been intoxicated, was walking on track, at Lancaster Junction; an engine backed over him, hurting him slightly.

November 2, 1877. James Hoffmaster, thumb mashed; while coupling cars, at Litiz.

November 13, 1877. Herbert Vaughan, boy, eight years of age, in attempting to get on cars, which were being pushed by a shifter, at Columbia, was caught between the bumpers, and fatally injured; died November 15.

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

Personally appeared before me, G. A. Nicolls, president, and John Welch, treasurer of the Reading and Columbia Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

G. A. NICOLLS, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this nineteenth day of March, A. D. 1878.

J. Y. HUMPHREY, *Notary Public.*

SALISBURY.

Officers.

NAMES.		Residence.	Salary.
William S. Bissell,	President.	Pittsburgh, Pa.,	\$2,500 00
E. D. Yutzy,	Vice President, . . . . .	. . . . .	. . . . .
Noah Scott,	Secretary and Treasurer, . . . . .	. . . . .	1,500 00
A. H. Coffroth,	General Solicitor, . . . . .	. . . . .	100 00
R. J. Batzer,	Chief Engineer, General Manager, and General Superintendent, } . . . . .	. . . . .	900 00

General offices at Pittsburg.

<i>Names of Directors.</i>	<i>Residences.</i>
Noah Scott,	Ursina, Pa.
D. C. Scott,	Mineral Point, Pa.
E. D. Yutzy,	Ursina, Pa.
Peter S. Hay,	Elk Lick, Pa.
D. Kaine,	Uniontown, Pa.
William Baldwin,	Pittsburgh, Pa.
John B. Jackson,	Pittsburgh, Pa.

Capital Stock.

Capital stock authorized by law	\$200,000	00
Capital stock, amount subscribed,	104,150	00
Capital stock, total amount now paid in,	104,150	00
Capital stock, number of shares issued,	2,088	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year: None in market.		

Debt.

Funded Debt.		
First mortgage bonds (due 1885, bear interest at 7 per cent., which is payable at office of company,) amount,	\$126,600	00
Second mortgage bonds,	None.	
Third mortgage bonds,	None.	
Fourth mortgage bonds,	None.	
Total amount now of funded debt,	\$126,600	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$316 08	
The amount now of floating debt,	316	08
Total amount now of floating and funded debt,	\$126,916	08
Total cash realized from capital stock and debt,	\$39,000	00

Cost.

Total cost of entire road to date, including material on hand,	\$231,035	10
Average of same per mile of road laid,	30,781	22
Total cost of entire equipment,	8,000	00
Average cost of equipment per mile of road operated by company,	3,333	83
Proportion of same for Pennsylvania,	All.	

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Salisbury junction to Salisbury,	8.40	8.40
Length of single main track,	5.70	5.70
Branches.		
Length of branch, from Salisbury to Wilhelm Mine,	1.95	1.95
Leased Roads.		
None.		
Aggregate length of main line and branches,	10.35	10.35
Length of track laid, if not completed,	5.70	5.70

Gauge.	
What is the gauge of your lines?	4 feet 8½ inches.
Track.	
Miles of iron rail in use,	2.40
Weight of rail per yard, iron,	50 pounds.
What is the relative durability, practicability of use, and value, as used on your road? Have no experience.	
Bridges and Trestles erected in Pennsylvania.	
Wooden bridges, number of, 4; aggregate length,	407 feet.
Crossings.	
What railroads cross your road at grade in this Commonwealth, and at what locality? Keystone Coal and Manufacturing Company Narrow Gauge Railroad, at Keystone.	
Number of crossings of highways, at grade, in this Commonwealth,	4
Number of crossings at which gates or flagmen are maintained,	None.
What regulations govern your employes in regard to these crossings? Care and use of whistle.	
Stations.	
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, in Pennsylvania,	\$575
How is track laid, and on what foundation? Stone ballast and cross-ties.	
Equipment.	
Number of locomotives of more than 40 tons; cost of each,	\$8,000
What kind of train brake is in use on your road? Ordinary brake, and all freight cars are supplied by shippers.	
Average number of cars in freight trains,	No data.
Average weight of freight trains, including locomotive and tender, in working order,	No data.
Employees.	
Average number of persons regularly employed by company, including officials,	About 10
Same in Pennsylvania,	About 10
Doings of the Year.	
Transportation and Total Miles Run.	
Number of miles run by freight trains,	No data.
Number of miles run by coal trains,	No data.
Number of tons of 2,000 lbs. of local freight for the year on main road,	83,264.11 cwt.

Number of tons of freight carried one mile, 199,933.6 cwt.
 Number of tons of freight carried one mile in Pennsylvania, 199,933.6 cwt.
 Gross amount of tonnage for the year, (2,000 lbs. per ton,) 83,264.11 cwt.
 Average rate of speed adopted by freight trains, including stops, (miles per hour,) 8 miles.

The amount of Freight, specifying the quantity in tons of 2,000 pounds.

Bituminous coal, April 1 till January 1, 83,041.11 cwt.
 Lumber, etc., 223

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

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

Present rate for coal 10 cents for whole distance carried per ton.

Monthly Earnings for the Year.

From Transportation of Freight and Coal.

MONTHS.	Through.		Local.		Total.	
January, 1877,					\$834	19
February, 1877,					820	97
March, 1877,					876	95
April, 1877,					894	48
May, 1877,					491	08
June, 1877,					456	72
July, 1877,					411	87
August, 1877,					962	92
September, 1877,					569	69
October, 1877,					667	76
November, 1877,					595	49
December, 1877,					794	45
Total,					\$7,876	07

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1877,					\$5	63		
February, 1877,					29	70		
March, 1877,					29	70		
May, 1877,					35	75		
July, 1877,					4	26		
August, 1877,					412	70		
Total,					\$517	74		
Total freight earnings for the year,							\$7,876	07
Total earnings from all other sources,							517	74
Total earnings for the year,							8,393	81

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road,	\$36,117	91
New locomotive,	8,000	00
Total,	\$44,117	91

Expenditures for Operating during the Year.**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives,	\$13	20
Total for maintenance of motive power and cars, . .	\$13	20
New road, all charged in construction.		

Miscellaneous.

Salaries, wages, and incidentals chargeable to freight department, . .	\$4,000	00
Wages of watchmen and brakemen,	468	00
Fuel—coal, cost of,	236	13
Oil and waste,	69	33
Taxes,	16	50
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	2,656	68
Total miscellaneous,	\$7,446	64
Amount per mile of road operated,	\$3,102	76
Proportion for Pennsylvania,	5,102	76
Total expenditures for operating the road,	9,269	90
Expenses per mile of the road operated,	3,862	45
Expenses per mile of single track operated, not including sidings, . .	3,862	45
Expenses per train mile,	No data.	
Proportion for Pennsylvania,	All.	

Earnings.

Freight transportation, local,	\$8,393	81
Total,	\$8,393	81

Operating Expenses.

Maintenance of way and buildings, in construction.		
Deficit,	876	09
Earnings of road per mile operated,	3,499	20
Expenses per mile of road operated,	3,862	45
Net earnings,	None.	
Deficit,	876	09

Balance Sheet, January 1, 1878.

DR.			
Construction,		\$154,341	65
Organizing expenses,		1,484	05
Office expenses,		3,192	98
Tool account,		1,104	14
Interest account,		17,392	09
Operating expenses,		17,339	06
Iron and fittings,		17,582	00
Road bed graded, estimated,		30,000	00
Account due,		187	05
Cash on hand,		22	66
		\$242,595	68
CR.			
Stock,		\$104,150	00
First mortgage bonds,		126,600	00
Freight earnings,		11,529	60
Accounts payable,		66	08
Bills payable,		250	00
		\$242,595	68

The present treasurer having taken charge since January 1, 1878, and the books not having been closed December 31, 1876, the above accounts do not show the business for 1877.

Accidents to Persons.

None.

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

Personally appeared before me, William S. Bissell, president, and John B. Jackson, treasurer of the Salisbury Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

WM. S. BISSELL, *President.*
 JNO. B. JACKSON, *Treasurer.*

Sworn and subscribed before me, this thirtieth day of January, A. D. 1878.

B. McKENNA, *Alderman.*

SALISBURY AND BALTIMORE RAILROAD & COAL.

Officers.

NAMES.	Residence.	Salary.
John Anspach,	President.	None.
Charles E. Anspach, }	Secretary.	None.
General A. H. Coffroth, }	Treasurer.	None.
	General Solicitor,	None.
	Somerset, Somerset co., Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
John Anspach,	132 South Third street, Philadelphia.
Charles E. Anspach,	Philadelphia.
Frederick J. Anspach,	Philadelphia.
Frank T. Wilson,	Jersey Shore, Pa.
James Anspach,	Philadelphia.

Gen'l WILLIAM McCANDLESS,

Secretary of Internal Affairs:

DEAR SIR: The affairs of this company remain in the same condition as reported by me February 21, 1877. No work has since been done, either on the short road or at the company's mines.

Yours, very truly,

CHAS. E. ANSPACH,
Secretary and Treasurer.

PHILADELPHIA, *January 8, 1878.*

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

Personally appeared before me, John Anspach, president, and Charles E. Anspach, treasurer of the Salisbury and Baltimore Railroad and Coal Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

JOHN ANSPACH, *President.*

CHAS. E. ANSPACH, *Sec. and Treas.*

Sworn and subscribed before me, this 26th day of January, A. D. 1878.

W. W. DOUGHERTY, *Notary Public.*

SCHUYLKILL VALLEY NAVIGATION & RAILROAD.

Officers.

NAMES.		Residence.	Salary.	
Franklin B. Gowen,	President,	Philadelphia,	\$200	00
Peter C. Hollis,	Secretary and Treasurer,	Philadelphia,	250	00

<i>Names of Directors.</i>	<i>Residences.</i>
A. E. Borie,	Philadelphia.
H. P. McKean,	Philadelphia.
John Ashhurst,	Philadelphia.
Henry Lewis,	Philadelphia.
A. Hewson,	Philadelphia.
Geo. F. Tyler,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$576,050	00
Capital stock, amount subscribed,	576,050	00
Capital stock paid in by last report,	576,050	00
Capital stock, total amount now paid in,	576,050	00
Capital stock, number of shares issued, 11,521		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year: No sales reported at Stock Board.		

Debt.

None.

Cost.

Total cost of entire road to date, \$576,840 96.

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a
Length of main line—from Port Carbon to Reevesdale,		11
Length of single main track,		5 $\frac{11}{16}$
Length of double main track,		5 $\frac{11}{16}$
		Feet.
Branches.		
Port Carbon Branch, from Weigh Scales } Length of branch,		1,225
to Allison & Bannan's Foundry, } Length of single track,		1,225
Eagle Hill Branch, from Eagle Hill Sta- } Length of branch,		9,113
tion to point beyond Colliery No. 20, . } Length of single track,		9,113
Novelty Branch, from Heebner's Cut to } Length of branch,		2,402
Colliery No. 46, } Length of single track,		2,402
Silver Creek Branch, from New Phila- } Length of branch,		12,500
delphia to Colliery No. 23, } Length of single track,		12,500
Big Vein Branch, from Middleport to } Length of branch,		8,860
Colliery No. 25, } Length of single track,		8,860
Coal Hill Branch, from Middleport to } Length of branch,		1,900
Colliery No. 44, } Length of single track,		1,900
Swift Creek Branch, from point above } Length of branch,		6,500
Brockville to Colliery No. 27, } Length of single track,		6,500
Horn Branch, from Tuscarora to Col- } Length of branch,		7,534
liery No. 28, } Length of single track,		7,534
Buckville Branch, from Tuscarora Sum- } Length of branch,		3,700
mit to Colliery No. 30, } Length of single track,		3,700

Aggregate length of main line and branches,		21 $\frac{3}{100}$ ms.
Aggregate length of sidings and other track not above enumerated,		3 $\frac{100}{100}$ ms.
Aggregate length of main line, branches, leased roads, sidings, and other track,		24 $\frac{100}{100}$ ms.

Gauge.

What is the gauge of your lines? 4 feet 8 $\frac{1}{2}$ inches.

Track.

Miles of iron rail in use, 30 $\frac{0^3}{100}$ miles.
 Weight of rail per yard, iron 68 and 50 lbs.

Bridges and Trestles erected in Pennsylvania during the year.

LOCATION.	Kind.	Whether wood, stone, or iron.	Length—in feet.	When completed.
Port Carbon Branch,	Trestle, . .	Wood,	49 $\frac{1}{2}$	September, 1877.

Number of bridges and trestles on whole line, 36
 Wooden bridges, number of, 20; aggregate length, 527 $\frac{1}{2}$ feet.
 Stone bridges, number of, 6; aggregate length, 70 feet.
 Iron bridges, number of, 1; aggregate length, 54 feet.
 Wooden trestles, number of, 9; aggregate length, 430 feet.

Crossings.

Number of crossings of highways, at grade, in this Commonwealth,	33
Number of crossings of highways over railroad,	None.
Number of crossings of highways under railroad,	1
Number of crossings at gates or which flagmen are maintained,	None.
Number of crossings at which there are neither gates nor flagmen,	34

This road is leased to the Philadelphia and Reading Railroad Company. Date of lease, July 25, 1861; term, nine hundred and ninety-nine years; annual rental, \$29,450.

Stations.

Number of stations on main road, { Passenger, 7 }	10
{ Freight, 3 }	
Number of wood and water stations on main road,	1
How is track laid, and on what foundation? Cross-ties, coal dirt ballast.	

General Balance Sheet, January 1, 1878.

DR.		
Railroad,	\$576,840	94
Philadelphia and Reading Railroad Company,	16,421	11
Cash,	1,356	71
	\$594,218	76
CR.		
Capital stock,	\$576,050	00
Dividends unpaid,	498	55
State taxes,	1,296	11
Revenue account,	16,374	10
	\$594,218	76

Stock and Dividends.

- Amount of preferred stock, and rate of preference, and for what issued: None issued.
- Amount of common stock now outstanding: \$576,050.
- Amount of stock issued as stock dividends, and dates of issue: None.
- Rate and date of all cash dividends on stock of original and consolidated companies: January 16, 1877, 2½ per cent.; July 18, 2½ per cent.
- Number and per cent. of dividends: Two, of 2½ per cent.
- Amount paid in dividends: \$28,802 50.

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

Personally appeared before me, F. B. Gowen, president, and P. C. Hollis, treasurer of the Schuylkill Valley Navigation and Railroad Company, who being duly sworn, or affirmed, do depose and say, that they caused the fore-

going statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

FRANKLIN B. GOWEN, *President*.
P. C. HOLLIS, *Treasurer*.

Sworn, or affirmed, and subscribed before me, this 31st day of January, A. D. 1878.

J. Y. HUMPHREY, *Notary Public*.

SELINGROVE AND NORTH BRANCH.

STATE OF PENNSYLVANIA, }
Juniata County, } ss :

Personally appeared, E. B. McCrum, receiver of the property and effects 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 period of two years, ending November 30, 1877, are true to the best of his knowledge and belief.

(Signed)

E. B. McCRUM, *Receiver*.

Sworn and subscribed before me, this twenty-seventh day of November, A. D. 1877.

E. W. H. KREIDER, *J. P.*

The following statement of the condition of the company is taken from the president's report, as published in Annual Report of the Secretary of Internal Affairs, for 1875 :

Capital stock, as authorized by law,	\$200,000	00
Amount of stock subscribed,	125,000	00
Amount of capital stock paid in,	67,500	00
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

The appointment of receiver, under decree of the Court of Common Pleas of Snyder county, was made August 4, 1877, and the time intervening has not permitted such an examination of the financial condition of the company as to enable the receiver to assert that the statement copied is correct in all particulars.

No work has been done upon the road since date of report in 1875, and

it remains in an unfinished condition. The work of grading the road bed, has been very nearly completed, from Mifflintown to Selinsgrove, and may be fully completed when the affairs of the company are adjusted.

Names and Post Office Address of Officers.

<i>Directors.</i>	<i>Post Office Address.</i>
E. S. Doty,	Mifflintown, Pa.
J. B. Wilson,	Oakland Mills, Pa.
Jacob Smith,	McAlistersville, Pa.
Henry Brown,	Coolamus, Pa.
D. G. Winey,	Richfield, Pa.
Wm. Moyer,	Freeburg, Pa.
Aug. Springman,	Freeburg, Pa.
W. F. Eckbert,	Selinsgrove, Pa.
J. W. Gougler,	Selinsgrove, Pa.
E. S. Doty,	President.
W. F. Eckbert,	Treasurer.
Miles Wetzel,	Secretary.

SHARON.

Officers.

NAMES.		Residence.	Salary.	
George Boyce,	President,	Sharon, Pa.,	None.	00
John H. Dynes,	Secretary,	Meadville,	\$300	00
J. M. Mordook,	Treasurer,	Sharon, Pa.,	600	00

General office at Sharon, Mercer county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
James F. Clark,	Cleveland, O.
Fayette Brown,	Cleveland, O.
Charles Latimer,	Cleveland, O.
Norman Hall,	Sharon, Pa.
P. L. Kimberly,	Sharon, Pa.
E. A. Wheeler,	Sharon, Pa.
J. J. Pierce,	Sharon, Pa.

Capital Stock.

Capital stock authorized by law,	\$190,000	00
Capital stock authorized by votes of company,	190,000	00
Capital stock, amount subscribed,	183,400	00
Capital stock paid in by last report,	178,800	00
Capital stock, total amount now paid in,	183,400	00
Capital stock, number of shares issued,	3,668	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	87	50

Debt.

Funded Debt.	
First mortgage bonds, (due February 1, 1890, bear interest at 7 per cent., which is payable February 1 and August 1, each year,) amount,	\$156,000 00
Second mortgage bonds,	None.
Third mortgage bonds,	None.
Fourth mortgage bonds,	None.
Total amount now of funded debt,	\$156,000 00
Floating Debt.	
Unfunded debt, incurred for construction, equipment, or purchase of property,	None.
Total amount now of floating and funded debt,	\$156,000 00
Funded debt as per last report,	\$156,000 00
Floating debt as per last report,	13,493 62
Total cash realized from capital stock and debt,	\$311,000 00

Cost.

Total cost of entire road to date, including cost of the Sharpville, Wheatland, Sharon, and Greenfield railroad,	\$355,000 00
Average of same per mile of road laid, (for main line,)	35,000 00
Proportion of same for Pennsylvania,	35,000 00
Total cost of entire equipment,	Not equipped.

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Sharon, to connection with the Atlantic and Great Western railroad at Cape Horn curve,	9	9
Length of single main track,	9	9
Length of double main track,	None.	
Branches.		
Sharpville, Wheatland, Sharon, and Greenfield branch, from Sharon, to "Home" coal bank,	Length of branch, . . . Length of single track, Length of double track,	4 4 None.
	4 4 None.	4 4 None.
Leased Roads.		
None.		
Aggregate length of main line and branches,	13	13
Aggregate length of leased roads,	None.	
Aggregate length of sidings and other track not above enumerated,	1	1
Aggregate length of main line, branches, leased roads, sidings, and other track,	14	14

Gauge.

What is the gauge of your lines? Main line, 4 ft. 9½ in.;
branches, 3 feet.

Track.

Miles of iron rail in use,	14
Miles of steel rail in use,	None.
Weight of rail per yard, iron, main line 56 ; branches, . . .	35 lbs.

What is the relative durability, practicability of use, and value, as used on your road? Not determined.

Bridges and Trestles erected in Pennsylvania during the year.

None.

Wooden bridges, number of, 6 ; aggregate length,	420 feet.
Stone bridges,	None.
Iron bridges,	None.
Wooden trestles, aggregate length,	1,500 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Erie and Pittsburgh railroad, at Sharon, over.

Number of crossings of highways at grade in this Commonwealth,	8
Number of crossings of highways over railroad,	None.
Number of crossings of highways under railroad,	None.
Number of crossings at which gates or flagmen are maintained,	None.
Number of crossings at grade at which there are neither gates nor flagmen,	8

Stations.

Number of stations on main road, { Passenger, 3. } Total,	3
{ Freight, 3. }	
Number of stations on branches, { Passenger, 2. } Total,	2
{ Freight, 2. }	
Number of wood and water stations on main road,	1
Number of wood and water stations on branches,	1
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	\$25,500
Number of tunnels,	None.

How is track laid, and on what foundation? On cross-ties, with gravel and cinder ballast.

Equipment.

Road not equipped.

General Balance Sheet, January 1, 1878.

This road was built during the years 1875 and 1876, and is now under lease to the Atlantic and Great Western Railroad Company, for a period

of five (5) years, from the 1st day of June, A. D., 1876, at the rate of 7 $\frac{1}{4}$ per cent. on the cost thereof, which rental has, so far, been applied to the payment of interest on bonds, and to the extinguishment of the floating debt. Reference is made to the report of the A. & G. W. railroad for further information relative to the working operations of the road.

Stock and Dividends.

Amount of common stock now outstanding, \$183,400 00

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

Personally appeared before me, George Boyce, president, and J. M. Mordoc, treasurer of the Sharon Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

GEORGE BOYCE, *President.*

J. M. MORDOC, *Treasurer.*

Sworn and subscribed before me, this 18th day of February, A. D. 1878.

ABNER APPLGATE, *Justice of the Peace.*

SHENANGO AND ALLEGHENY.

Officers.

NAMES.		Residence.	Salary.
S. C. T. Dodd,	President,	Franklin, Pa.,	None.
T. H. Wells,	First Vice President,	Youngstown, Ohio,	\$3,000 00
R. B. Roosevelt,	Second Vice President,	New York City,	None.
Jno. H. Dynes,	Secretary,	Meadville, Pa.,	500 00
C. A. Derickson,	Treasurer,	Meadville, Pa.,	250 00
J. T. Blair,	General Superintendent,	Greenville, Pa.,	2,750 00

General offices at Greenville, Mercer county, Pa.

Names of Directors.

Residences.

Hon. R. B. Roosevelt,	New York City.
Hon. A. G. Egbert,	Franklin, Pa.
Hon. David Derickson,	Meadville, Pa.
Hon. S. Burke,	Cleveland, Ohio.
Gen. H. S. Huldekoper,	Meadville, Pa.
H. B. Wiok,	Youngstown, Ohio.

Capital Stock.

Capital stock authorized by law,	\$200,000	00
Capital stock authorized by votes of company,	200,000	00
Capital stock, amount subscribed,	200,000	00
Capital stock paid in by last report,	200,000	00
Capital stock, total amount now paid in,	200,000	00
Capital stock, number of shares issued, 4,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	50 per cent.	

Debt.

Funded Debt.		
First mortgage bonds, (due April 1, 1889, and July 1, 1907, bear interest at 7 per cent., which is payable semi-annually,) amount,	\$1,097,000	00
Total amount now of funded debt,	\$1,097,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$84,991 28		
Debt incurred for any other purpose, and for what? Interest on bonds, wages, and supplies, 48,109 58		
The amount now of floating debt,	\$128,100	86
Total amount now of floating and funded debt,	\$1,225,100	86
Funded debt as per last report, \$874,500 00		
Floating debt as per last report, 394,370 27		
Total cash realized from capital stock and debt,	\$1,101,495	18

Cost.

Total cost of entire road to date,	\$1,052,995	22
Average of same per mile of road laid,	22,891	20
Proportion of same for Pennsylvania,	22,891	20
Total cost of entire equipment,	131,329	34
Average cost of equipment per mile of road operated by company,	2,854	99
Proportion of same for Pennsylvania,	2,854	99
Cost of road and equipment per mile,	25,746	18
Proportion of same for Pennsylvania,	25,746	18

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Shenango to Hilliard,	46	46
Length of single main track,	46	46
Aggregate length of main line and branches,	46	46
Aggregate length of sidings and other track not above enumerated,	81,188	81,188
Aggregate length of main line, branches, leased roads, sidings, and other track,	54,188	54,188

Gauge.

What is the gauge of your lines? 9½ inches.

Track.

Miles of iron rail in use, 54,199

Miles of steel rail in use, ½

Weight of rail per yard, { Iron, 50, 56, 60, 64, and 68 lbs.
Steel, 56 lbs.

What is the relative durability, practicability of use, and value, as used on your road? Steel rail not in use long enough to give a comparison.

Bridges and Trestles erected in Pennsylvania.

Number of bridges and trestles on whole line, 24

Wooden bridges, number of, 23; aggregate length, 893 feet.

Wooden trestles, number of, 1; aggregate length, 150 feet.

Crossings.

What railroads cross your road, at grade, in this Commonwealth, and at what locality? Atlantic and Great Western railroad, at Shenango, Pa.; New Castle and Franklin railroad, near Mercer, Pa.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Number of crossings of highways, at grade, in this Commonwealth, 54

Number of crossings of highways under railroad, 3

Number of crossings at which there are neither gates nor flagmen, 54

What regulations govern your employes in regard to these crossings? Three blasts of whistle and ringing of bell to give notice of approaching train.

Stations.

Number of stations on main road: { Passenger, 1 }
Freight, & passen'r, 11 } 12

Number of wood and water stations on main road, 4

Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$25,000 00

How is track laid and on what foundation? Track is laid with cross ties, on gravel and coal slack ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight, (two leased,)	6	\$7,864	72
Number of locomotives of more than 20 tons weight,	2	7,864	72
Number of first-class passenger cars, (one leased,)	3	4,500	00
Number of second class passenger cars,	1	3,500	00
Number of baggage, mail, and express cars, (one leased,)	2	2,200	00
Number of freight cars, { House cars, 2 } { Trucks, . . . 27 }	29	487	40
Number of coal, ore, and stone cars,	65	900	00
Number of caboose cars,	5	800	00
Number of oil tank cars, 18 owned, 33 leased; average value of 13, each		722	00

What kind of train brake is used on your road? Hand brakes.

Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains,	17
Average weight of passenger trains, including locomotive and tender, in working order,	70 tons.
Average weight of freight trains, including locomotive and tender, in working order,	441 tons.

Employees.

Average number of persons regularly employed by company including officials,	150
Same in Pennsylvania,	150

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	No record kept.
Number of miles run by freight trains,	No record kept.
Number of miles run by coal trains,	No record kept.
Number of through passengers for the year on main road,	None.
Number of passengers (all classes) carried in cars,	33,533
Number of passengers carried one mile,	577,947
Number of passengers carried one mile in Pennsylvania,	577,947
Number of tons of 2,000 pounds of through freight for the year on main road,	None.
Number of tons of freight carried one mile,	12,350,711
Number of tons of freight carried one mile in Pennsylvania,	12,350,711
Gross amount of tonnage for the year, (2,000 pounds per ton,)	349,229
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,)	None.

Average rate of speed adopted by freight trains, including stops, (miles per hour)

12

Doings of the Year.

Monthly Statement of Passengers, (all classes), carried in Cars.

December, 1876,	2,423	June, 1877,	2,521
January, 1877,	2,108	July, 1877,	2,967
February, 1877,	2,804	August, 1877,	3,957
March, 1877,	2,997	September, 1877,	3,444
April, 1877,	2,917	October, 1877,	2,591
May, 1877,	2,408	November, 1877,	2,396

The amount of Freight, specifying the Quantity in Tons of 2,000 pounds.

Bituminous coal,	110,439	Agricultural products	1,978
Petroleum and other oils,	222,881	Merchandise and manufactures,	4,126
Other iron or castings,	84	Live stock,	103
Iron and other ores,	574	Lumber,	7,067
Stone and lime,	826	Other articles,	1,131

The Rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class way passengers, 4 cents.

The rate per Ton of (2,000 pounds) per mile charged for Freight.

For local freight per ton per mile, 3 to 8½ cts.

For local coal per ton per mile, 1½ cts.

For local oil per ton per mile, 1¼ to 1½ cts.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
December, 1876,			\$1,720	35	\$1,720	35
January, 1877,			1,545	75	1,545	75
February, 1877,			1,836	40	1,836	40
March, 1877,			2,167	65	2,167	65
April, 1877,			1,919	20	1,919	20
May, 1877,			1,859	10	1,859	10
June, 1877,			1,826	00	1,826	00
July, 1877,			2,361	85	2,361	85
August, 1877,			2,363	65	2,363	65
September, 1877,			2,713	55	2,713	55
October, 1877,			2,006	23	2,006	23
November, 1877,			1,683	30	1,683	30
Total,			\$24,003	03	\$24,006	06

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
December, 1876,			\$17,870	20	\$17,870	20
January, 1877,			13,393	08	13,393	08
February, 1877,			7,751	53	7,751	53
March, 1877,			16,168	80	16,168	80
April, 1877,			13,351	34	13,351	34
May, 1877,			19,272	14	19,272	14
June, 1877,			21,501	85	21,501	85
July, 1877,			24,899	00	24,899	00
August, 1877,			24,285	43	24,285	43
September, 1877,			23,519	66	23,519	66
October, 1877,			23,615	03	23,615	03
November, 1877,			21,676	74	21,676	74
Total,			\$226,904	80	\$226,904	80

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1876,	\$167	50	\$50	79	\$9	00	\$227	29
January, 1877,	167	50	26	94	9	00	203	44
February, 1877,	167	50	14	91	9	00	191	41
March, 1877,	167	50	19	07	47	01	233	57
April, 1877,	167	50	16	91	11	00	195	41
May, 1877,	167	50	33	64	9	00	210	14
June, 1877,	113	50	36	88	9	00	159	38
July, 1877,	180	96	34	49	9	00	224	45
August, 1877,	687	16	20	24	9	00	716	40
September, 1877,	180	96	24	16	9	00	214	12
October, 1877,	180	96	17	26	9	00	207	22
November, 1877,	180	96	32	00	135	00	347	96
Total,	\$2,529	50	\$327	29	\$274	00	\$3,130	79

Total passenger earnings for the year,	\$24,003	03
Total freight earnings for the year,	226,904	80
Total earnings from all other sources,	3,130	79
Total earnings for the year,	\$254,038	62
Total receipts from all sources on whole length of line,	\$254,038	62
Proportion of earnings in Pennsylvania, to earnings of whole line,	254,038	62

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road,	\$350	00
Land or land damages,	4,074	58
Passenger and freight houses,	589	85
New locomotives, number, 2,	2,144	17
New machine shops, machinery, and tools,	572	87
Any other expenditures chargeable to this account,	9,189	48
Total,	\$16,920	95

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$27,813	55
New iron rails, number of tons, 11,	696	81
New steel rails, number of tons, 40,	2,207	78
Repairs of bridges,	1,767	86
Repairs of buildings and fixtures,	1,064	54
Repairs of fences,	29	63
Total for maintenance of way,	\$33,582	17
Cost per mile of road kept in repair,	\$746	27
Proportion for Pennsylvania,	746	27

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$8,106	12
Repairs of passenger, baggage, mail, and freight cars, (account not kept separate,)	15,477	34
Total for maintenance of motive power and cars,	\$23,583	46
Cost per mile of road operated,	\$524	08
Proportion for Pennsylvania,	524	08

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight department,	\$38,661	44
Wages of switchmen, signal-men, gate-keepers and watchmen,	2,253	58
Fuel—number of cords of wood, 100; cost,	187	37
number of tons of coal, 5,684 ² / ₇₀ ; cost,	8,168	64
Oil and waste,	1,844	55
Damages for injuries to persons,	165	95
Damages for cattle killed or injured,	27	00
Damages for loss of goods and baggage,	127	49
Damages to property, including damages by fire,	None.	
Taxes,	2,640	84
Insurance,	156	00
Telegraph expenses,	2,190	00
Amount paid for use of palace and sleeping cars,	None.	
Amount paid other corporations or individuals for use of all other cars,	13,367	34
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	9,220	85
Total miscellaneous,	\$79,010	95
Amount per mile of road operated,	\$1,755	80
Proportion for Pennsylvania,	1,755	80
The following amounts, under the head of miscellaneous, are not included in our operating cost:		
Rental of cars and engines,	\$13,367	34
General expense,	1,195	19
Taxes,	2,640	84
Legal expenses,	215	44
	\$17,418	71
Total expenditures for operating the road,	\$118,757	57
Expenses per mile of the road operated,	2,689	06
Expenses per mile of single track operated, not including sidings: No record kept.		
Expenses per train mile,	No record kept.	

Earnings.

Passenger transportation, local,	\$24,003	03
Freight transportation, local,	226,904	80
Mail service,	2,529	50
Express service,	327	29
All other sources of income,	274	00
Total,	\$254,038	62
Operating Expenses.		
Maintenance of way and buildings,	\$33,582 17	
Maintenance of motive power and cars,	23,533 46	
Miscellaneous, \$79,010 86, less \$17,418 71,	61,592 24	
Total operating expenses, \$118,767 87, being 46.74 per cent. of earnings,		
Net earnings,	\$135,280	75
Earnings per mile of road operated,	\$5,645	30
Expenses per mile of road operated,	2,639	06
Net earnings, after paying interest on bonds, rental of cars and engines, and all deductions from income,	45,864	25

General Balance Sheet, November 30, 1877.

DR.		
Construction and equipment,	\$1,135,049	56
Discount on bonds, (old issue,)	28,800	00
Discount on bonds, (new issue,)	186,704	82
Supplies in locomotive and car department,	8,437	17
Supplies in engineering department,	533	51
Due by agents, on account of freight,	1,762	88
Due by agents, on account of passengers,	224	63
Due by United States Post Office Department,	752	89
Due by United States Express Company,	66	81
Due by Mercer Mining and Manufacturing Company,	62,886	43
Due by J. H. Devereux, Receiver, Atlantic and Great Western R. R.,	2,715	07
Due by National Bank of Commerce, New York city,	1,365	00
Due by sundry individuals and companies,	6,020	20
Office furniture,	123	06
Stationery,	150	00
Dividends,	5,368	08
	\$1,470,665	11
CR.		
Capital stock,	\$200,000	00
First mortgage bonds, (first issue,)	897,000	00
First mortgage bonds, (second issue,)	200,000	00
Net income after paying operating expenses, interest on bonds, &c., } from December 1, 1876, to November 30, 1877,	45,864	25
Due treasurer,	3,983	66
Due for interest on first mortgage bonds,	16,595	83
Due for wages,	8,239	98
Due for supplies, &c.,	10,058	88
Due United States Rolling Stock Company,	2,960	66
Due Butler Mining and Manufacturing Company,	7,273	06
Due bills payable,	76,718	22
Due Standard Oil Company, for car mileage,	1,709	49
Due sundry individuals and companies,	561	08
	\$1,470,965	11

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? United States Express Company; terms, twenty cents per hundred pounds.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? General express business; goods taken at depot.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? None.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? None.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each?

United States Rolling Stock Company, New York city,	\$13,630 80
Pit Hole Valley Railway Company, Pittsburgh, Pa.,	1,656 00
Thomas Mellon, Meadville, Pa.,	1,920 00
	<hr/>
	\$17,206 80
Less amount received for use of cars,	3,839 56
	<hr/>
	\$13,367 24

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, and by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

United States Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? Two thousand one hundred and seventy one dollars and fifty-two cents (\$2,171 52) per annum. Mails transported six times per week each way over the road.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding: \$200,000.

Rate and date of all cash dividends on stock of original and consolidated companies: November 30, 1876, 10 per cent.

Number and per cent. of dividends, one, 10 per cent., . . . \$20,000 00
 Amount paid in dividends, 19,985 00

Surplus invested as follows:

Balance of accounts due company, 75,793 91
 Material, fuel, and stores, 8,970 68

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employees,		1				1
Others,						
Total,		1				1

Statement of each Accident.

On July 11. James Gray, brakeman, in yard at Shenango, while on duty, passing from one car to another, stepped on a piece of coal which rolled and threw him from the train; one wheel passed over the heel of his foot, and injured it in such a manner as to necessitate amputation.

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

Personally appeared before me, Thomas H. Wells, vice president, and James T. Blair, auditor of the Shenango and Allegheny Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D 1877, according to the best of their knowledge and belief.

(Signed)

THOMAS H. WELLS, *V. President.*
 J. T. BLAIR, *Auditor.*

Sworn and subscribed before me, this 8th day of March, A. D. 1878.

RALPH MAXWELL, *Notary Public.*

SHENANGO VALLEY AND ALLIANCE.

WOOSTER, O., *February 28, 1878.*

HON. WM. McCANDLESS, *Secretary of the Interior, Penna.*

DEAR SIR: We have decided upon abandoning the project of building the "Shenango Valley and Alliance railroad," or at least the Pennsylvania portion of it, which was only about two and a half miles. The iron interest in the Shenango valley has changed so much within the past five or six years that we think it would not be a paying enterprise now. If the road should ever be built, it will only be from Alliance to Youngtown, Ohio, in all probability.

Very truly yours,

JAMES MULLINS.

SOMERSET AND MINERAL POINT.

Officers.

NAMES.		Residence.	Salary.
A. H. Coffroth,	President,	Somerset,	\$225 00
John H. Uhl,	Secretary,	Somerset,	75 00
Noah Roberts,	Treasurer,	Somerset Tp.,	75 00
Wm. H. Souner,	General Superintendent,	Somerset,	600 00
Ed. Murray,	Division Superintendent,	Somerset Tp.,	\$35 per mo.

<i>Names of Directors.</i>	<i>Residences.</i>
John H. Uhl,	Somerset.
A. J. Colborne,	Somerset.
H. L. Baer,	Somerset.
M. A. Souner,	Somerset.
Curtis Kooser,	Somerset.
Noah Roberts,	Somerset Tp.
Peter Heffly,	Somerset Tp.
Noah Scott,	Somerset Tp.
Isaac Kaufman,	Conemaugh Tp.

Capital stock authorized by law,		\$500,000 00
Capital stock paid in by last report,	126 shares.	
Capital stock, total amount now paid in,	126 shares.	
Capital stock, number of shares issued,	126 shares.	
Capital stock, amount paid in on each share issued,		50 00
Capital stock, par value of each share issued,		50 00
Capital stock, average market value during the year: None in market.		

Debt.

Funded Debt.		
First mortgage bonds, (due July 1, 1901, bear interest at 7 per cent., amount,	\$50,000	00
Second mortgage bonds, (due May 1, 1885, bear interest at per cent., amount,	45,000	00
Total amount now of funded debt,	\$95,000	00
Debt, or Judgment.		
Contractor's judgment for grading road, &c.,	\$1,284 01	
Interest 16 November, 1874,	240 71	
	\$1,524	72
Total amount funded debt and judgment,	\$96,524	72
Funded debt as per last report,	\$95,000	
Total cash realized from capital stock and debt: Don't know. Road bought at public sale and this company organized.		

Cost.

Total cost of entire road to date,	\$174,691	64
Average of same per mile of road laid,	19,196	88
Proportion of same for Pennsylvania, All in Penna.		
Total cost of entire equipment,	16,900	00
Average cost of equipment per mile of road operated by company,	1,856	04
Cost of road and equipment per mile,	21,052	92

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line—from Somerset to Mineral Point,	9 ¹ / ₁₀	9 ¹ / ₁₀
Length of single main track,	9 ¹ / ₁₀	9 ¹ / ₁₀
Length of double main track,	None.	None.

Gauge.

What is the gauge of your lines? 4 feet 8 inches.

Track.

Miles of iron rail in use, 9 ¹/₁₀
 Weight of rail per yard, iron, 45 lbs.

Bridges and Trestles erected in Pennsylvania.

Number of bridges and trestles on whole line, 2
 Wooden bridges, number of, 1; aggregate length, 60 feet.
 Stone culverts, number of, 5; aggregate length of, 60 feet.
 Wooden trestles, 60

Crossings.

What railroads cross your road, at grade, in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Stations.

Number of stations on main road: Passenger and freight, 8
 Number of wood and water stations on branches, 1
 Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$3,000
 How is track laid, and on what foundation? Wood ties and stone ballast.

Equipment.	Number.	Av. cost of each.
Number of locomotives of more than twenty tons weight,	1	\$9,500 00
Number of first-class passenger cars,	1	3,200 00
Number of second-class passenger cars,	1	800 00
Number of baggage, mail, and express cars,	1	800 00
Number of freight cars: House and truck cars,	2	450 00
Number of coal, ore, and stone cars,	2	450 00
Number of caboose cars,	1	800 00

What kind of train brake is in use on your road? The common brake.
 Average number of cars in passenger trains, including baggage cars, 9
 Average number of cars in freight trains, 9
 Average weight of passenger trains, including locomotive and tender, in working order, 46 tons.
 Average weight of freight trains, including locomotives and tender, in working order, 46 tons.

Employees.

Average number of persons regularly employed by company, including officials, 10
 Same in Pennsylvania, 10

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains, 14,195
 Number of miles run by freight trains, 11,356
 Number of through passengers for the year on main road, 13,135
 Number of passengers (all classes) carried in cars, . . . 19,703
 Number of passengers carried one mile, 19,703
 Number of passengers carried one mile in Pennsylvania, . 19,703
 Number of tons of 2,000 lbs. of through freight for the year on main road, 5,139
 Number of tons of freight carried one mile, 7,169
 Number of tons of freight carried one mile in Pennsylvania, 7,169

Gross amount of tonnage for the year, (2,000 lbs. per ton,)	7,162
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour)	18
Average rate of speed adopted by express trains, including stops,	25
Average rate of speed adopted by freight trains, including stops, (miles per hour,	15

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1877,	1,628	August, 1877,	2,288
February, 1877,	1,292	September, 1877,	2,030
March, 1877,	1,408	October, 1877,	1,798
April, 1877,	1,728	November, 1877,	2,014
May, 1877,	1,252	December, 1877,	1,378
June, 1877,	1,496		
July, 1877,	1,390	Total,	19,702

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Bituminous coal,	144	Merchandise and manufactures, . . .	3,120
Petroleum and other oils,	84	Live stock,	270
Pig iron, other iron or castings,	36	Lumber and ties,	2,440
Stone and lime,	264	Other articles,	724
Agricultural products,	84		

The rate of Fare for Passengers charged for the respective Classes per mile, as follows:

For first-class through passengers,	50 cents.
For first-class way passengers,	Pro rata.

The rate per Ton of (2,000 pounds,) per mile charged for Freight.

For through freight per ton per mile,	7 ¹ / ₃
For through coal per ton per mile,	5
For local freight per ton per mile,	16
For local coal per ton per mile,	11

Monthly Earnings for the Year.

As the road is only 9 ¹/₁₅ miles in length no separate account was kept.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1877,	\$407	05				
February, 1877,	298	60				
March, 1877,	852	55				
April, 1877,	407	75				
May, 1877,	300	35				
June, 1877,	374	45				
July, 1877,	321	05				
August, 1877,	577	15				
September, 1877,	510	85				
October, 1877,	427	29				
November, 1877,	501	15				
December, 1877,	374	35				
Total,	\$4,852	59				

From Transportation of Freight.

MONTHS.	Through.		Local.	Total.
	\$	cts		
January, 1877,	\$188	66		
February, 1877,	201	01		
March, 1877,	204	00		
April, 1877,	294	58		
May, 1877,	445	60		
June, 1877,	367	73		
July, 1877,	241	74		
August, 1877,	294	67		
September, 1877,	432	50		
October, 1877,	312	03		
November, 1877,	310	16		
December, 1877,	201	89		
Total,	\$3,504	53		

From all Other Sources.

MONTHS.	Mails.		Express.		Total.
	\$	cts	\$	cts	
January, 1877,	\$49	75	\$14	09	\$63 84
February, 1877,	49	75	15	09	64 84
March, 1877,	49	75	10	60	60 35
April, 1877,	49	75	16	50	66 25
May, 1877,	49	75	19	12	68 87
June, 1877,	47	75	15	70	68 45
July, 1877,	34	08	10	60	44 68
August, 1877,	34	08	5	86	39 94
September, 1877,	34	08	60	65	94 73
October, 1877,	34	08	167	09	201 17
November, 1877,	22	08	69	28	91 36
December, 1877,	66	25	45	00	111 25
Total,	\$521	15	\$449	58	\$970 73

Total passenger earnings for the year,	\$4,852 59
Total freight earnings for the year,	3,504 53
Total earnings from all other sources,	970 73
Total earnings for the year,	\$9,327 85
Total receipts from all sources on whole length of line,	\$9,327 85
Proportion of earnings in Pennsylvania to earnings of whole line,	9,327 85

Expenditure for Operating during the Year.

Cost of Maintenance of Way and Buildings.

All expenses for maintenance of way,	\$1,436 81
Total for maintenance of way,	\$1,436 81
Cost per mile of road kept in repair,	157 89
Proportion for Pennsylvania,	157 89

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives and machinery,	\$115	84
Repairs of passenger, baggage, mail, and freight cars,	229	95
Total for maintenance of motive power and cars,	\$345	79
Cost per mile of road operated,	37	99
Proportion for Pennsylvania,	37	99

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight department, wages of switchmen, signal men, gate-keepers, watchmen, engineer, fireman, and general superintendent,	\$2,190	00
Fuel,	345	56
Oil and waste,	133	84
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	604	10
Total miscellaneous,	\$3,263	50
Amount per mile of road operated,	\$358	57
Proportion for Pennsylvania,	358	57
Total expenditures for operating the road,	4,671	10
Expenses per mile of the road operated,	513	30
Expenses per mile of single track operated, not including sidings,	513	30
Proportion for Pennsylvania,	513	30

Earnings.

Passenger transportation, local and through,	\$4,852	59
Freight transportation, local and through,	3,504	53
Mail service,	521	15
Express service,	449	58
Total,	\$9,327	85
Operating Expenses.		
Maintenance of way and buildings,	\$1,486	81
Maintenance of motive power and cars,	345	79
Miscellaneous,	3,263	50
Total operating expenses, being 54 $\frac{1}{10}$ per cent. of earnings,	5,046	10
Net earnings,	4,281	75
Earnings per mile of road operated,	\$1,025	08 $\frac{1}{10}$
Expenses per mile of road operated,	554	18 $\frac{1}{10}$

<i>Names of Directors.</i>	<i>Residences.</i>
John E. Howell,	Goshen, New York.
John Stoudt,	Bernville, Pa.
John P. Seiler,	Harrisburg, Pa.
C. S. Maulfair,	Grantville, Pa.
John H. Ulrich,	East Hanover, Pa.
William Cameron,	Ono P. O., Pa.
Simon Hellman,	Jonestown, Pa.
John H. Lick,	Lebanon, Pa.
Jacob W. Grove,	Fredericksburg, Pa.
Frederick Harner,	Millersburg, Pa.
Henry Brobst,	Rehrensburg, Pa.
Michael Miller,	Straustown, Pa.

Capital Stock.

Capital stock authorized by law,	Unlimited.
Capital stock, amount subscribed,	\$690,800 00
Capital stock paid in by last report, including stock for right of way,	582,803 35
Capital stock, total amount now paid in, including stock for right of way,	582,803 35
Capital stock, number of shares issued, including shares stock for right of way,	10,946
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year, about market,	None in market,

Debt.

Funded Debt.	
First mortgage bonds, due, bear interest at 7 per cent., which is payable August 1, 1903,) amount,	\$1,016,000 00
Total amount now of funded debt,	\$1,016,000 00
Floating Debt.	
Debt incurred for any other purpose, and for what: Construction of road, including contractor's debt,	\$40,000 00
Total amount now of floating and funded debt,	\$1,056,000 00
Funded debt as per last report,	\$1,016,000
Floating debt as per last report,	118,000

Cost.

Road not finished.

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Harrisburg to Hamburg,	55	55
Branches.		
From Straustown to the intersection of the } Reading and Wilmington railroad, } Length of branch,	20	20

Gauge.

What is the gauge of your lines? To be, 4 feet 8½ inches.

Track.

Weight of rail per yard, iron, to be, 65 lbs.

Bridges and Trestles erected in Pennsylvania.

None. Road not finished.

Crossings.

Road not finished.

How is track laid, and on what foundation? No track laid.

General Balance Sheet, January 1, 1878.

DR.			
To 44½ miles road graded as per estimate of J. H. Wilson, engineer, September 20, 1875, at \$32,000,		\$1,424,000	00
Materials on hand, supplies, &c.,		Nothing.	
Stock supposed to be collectible from individuals,		107,998	65
Sinking funds in hands of trustees,		None.	
Profit and loss or deficit,		None exists	
Right of way, Amount not known.			
CR.			
Capital stock, including right of way, paid in,		\$582,803	35
Funded debt, bonds at 7 per cent,		1,016,000	00
Contractor's debt, &c, incurred for construction of road,		40,000	00
No other accounts representing debt,			
No premium on capital stock,			

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

Personally appeared before me, William H. Bell, president, and William Lentz, treasurer of the South Mountain Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending January 1, A. D. 1878, according to the best of their knowledge and belief.

(Signed)

WM. H. BELL, *President.*

WM. LENTZ, *Treasurer.*

Sworn and subscribed before me, this twelfth day of February A. D. 1878.

C. D. ZEHRING, *Justice of the Peace.*

SOUTH MOUNTAIN RAILWAY AND MINING.

Officers.

NAMES.	Residence.	Salary.
J. C. Fuller,	Philadelphia, Pa.,	None.
E. M. Biddle,	Carlisle, Pa.,	None.
W. H. Woodward,	Pine Grove Furnace, Pa.	\$1,000

General offices at Pine Grove Furnace, Cumberland county, Penna.

<i>Names of Directors.</i>	<i>Residences.</i>
J. C. Fuller,	Philadelphia, Pa.
Jay Cooke,	Philadelphia, Pa.
Fredk. Watts,	Carlisle, Pa.
T. B. Kennedy,	Chambersburg, Pa.
Jay Cooke, Jr.,	Philadelphia, Pa.
B. J. Woodward,	Philadelphia, Pa.
Chas. D. Barney,	Philadelphia, Pa.

Capital Stock.

Capital stock authorized by law, under reorganization under act of April 8, 1861,	\$200,000
Capital stock, amount subscribed, as per terms of reorganization,	200,000
Capital stock, total amount now paid in, under reorganization,	200,000
Capital stock, number of shares issued,	4,000
Capital stock, amount paid in on each share, as per terms of reorganization,	50
Capital stock, par value of each share,	50
Capital stock, average market value during the year,	None sold.

Debt.

None.

Funded debt as per last report. Property sold on the 14th day of June, A. D. 1877, and reorganized.

Cost.

Total cost of entire road to date, as per report of old company,	\$342,841
Average of same per mile of road laid,	19,046
Total cost of entire equipment, as per report of old company,	45,639
Average cost of equipment per mile of road operated by company,	2,585
Proportion of same for Pennsylvania,	21,568
Cost of road and equipment per mile,	

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Pine Grove Furnace, Pa., to Carlisle, Pa.,	17.78	17.78
Length of single main track,	17.78	17.78
Length of double main track,	None.	
Branches.		
None.		
Leased Roads.		
None.		
Aggregate length of main line and branches,	17.78	17.78
Aggregate length of sidings and other track not above enumerated,	2.26	2.26
Aggregate length of main line, branches, leased roads, sidings, and other track,	20.04	20.04

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 20.04

Weight of rail per yard, iron, 51 pounds.

Bridges and Trestles erected in Pennsylvania.

Number of bridges and trestles on whole line, 4

Wooden bridges, number of, 1; aggregate length, 100 feet.

Wooden trestles, number of, 3; aggregate length, 175 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Harrisburg and Potomac railroad, at Mount Holly Springs.

What railroads cross your road, either over or under your grade in this Commonwealth, and where? None.

Number of crossings of highways, at grade, 7

Number of crossings at which there are neither gates nor flagmen, 7

Stations.

Number of stations on main road, passenger and freight, 10

Number of wood and water stations on main road, 3

How is track laid and on what foundation? Cross ties, stone ballast, splice joint fastenings

Equipment.	Number.	Average cost of each.
Number of locomotives of more than thirty tons weight,	1	Not known.
Number of locomotives of more than twenty tons weight,	1	Not known.
Number of locomotives of more than ten tons weight,	1	Not known.
Number of first-class passenger cars,	2	\$3,000 00
Number of freight cars, { House cars, 4 } { Trucks, 6 }	10	740 00

What kind of train brake in use on your road? Hand brake.

Average number of cars in passenger trains, including baggage cars,	No acc't kept.
Average number of cars in freight trains,	No acc't kept.
Average weight of passenger trains, including locomotive and tender, in working order,	No acc't kept.
Average weight of freight trains, including locomotive and tender, in working order,	No acc't kept.

Employees.

Average number of persons regularly employed by company, including officials,	17
Same in Pennsylvania,	All

Doings of the Year.

The present company was organized on the 3d day of July, 1877, and have no records of operations prior to that date.

Transportation and Total Miles Run.

Number of miles run by passenger trains, } Number of miles run by freight trains, } Number of miles run by coal trains, }	Mixed,	5,400
Number of through passengers for the year on main road,	No acc't kept.	
Number of passengers (all classes) carried in cars,		3,283
Number of passengers carried one mile,	No acc't kept.	
Number of passengers carried one mile in Pennsylvania, No acc't kept.		
Number of tons (of 2,000 pounds) of through freight for the year on main road,	No acc't kept.	
Number of tons of freight carried one mile,	No acc't kept.	
Number of tons of freight carried one mile in Pennsylvania,	No acc't kept.	
Gross amount of tonnage for the year, (2,000 lbs. per ton),		5,866½
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	} Mixed, .	12 miles.
Average rate of speed adopted by express trains, including stops, (miles per hour,)		
Average rate of speed adopted by freight trains, including stops, (miles per hour,)		

Monthly Statement of Passengers (all classes) carried in Cars.

July, 1877,	527	October, 1877,	605½
August, 1877,	944	November, 1877,	327
September, 1877,	524	December, 1877,	455½

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Total,	5,866½
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The Rate of Fare for Passengers charged for the respective classes per mile, as follows:

First-class through and way passengers,	4 cents.
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Rate per Ton of 2,000 pounds per mile charged for Freight.

For through freight and coal, per ton per mile,	5 cents.
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Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1877,						
February, 1877,						
March, 1877,						
April, 1877,						
May, 1877,						
June, 1877,						
July, 1877,					\$192	05
August, 1877,					280	65
September, 1877,					142	65
October, 1877,					197	65
November, 1877,					164	64
December, 1877,					162	10
Total,					\$1,189	74

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1877,						
February, 1877,						
March, 1877,						
April, 1877,						
May, 1877,						
June, 1877,						
July, 1877,					\$309	80
August, 1877,					577	88
September, 1877,					504	29
October, 1877,					592	02
November, 1877,					939	58
December, 1877,					485	59
Total,					\$8,409	16

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.	Total.
January, 1877,						
February, 1877,						
March, 1877,						
April, 1877,						
May, 1877,						
June, 1877,						
July, 1877,	\$54	00				\$54 00
August, 1877,	54	00				54 00
September, 1877,	54	50				54 50
October, 1877,	54	00				54 00
November, 1877,	54	00				54 00
December, 1877,	54	50				54 50
Total,	\$325	00				\$325 00
Total passenger earnings from July 7 to December 31,						\$1,189 74
Total freight earnings from July 7 to December 31,						3,400 16
Total earnings from all other sources from July 7 to December 31,						325 00
Total earnings from July 7 to December 31,						\$4,873 90
Total receipts from all sources on whole length of line,						\$4,873 90
Proportion of earnings in Pennsylvania to earnings of whole line,						All.

Expenditures Charged to Cost of Road and Equipment during the Year.

No accounts kept.

Expenditures for Operating during the Year.

No accounts kept.

Miscellaneous.

No accounts kept.

Total expenditures for operating the road,	\$4,873 90
Expenses per mile of the road operated,	270 77
Expenses per mile of single track operated, not including sidings,	270 77
Expenses per train mile,	90.36
Proportion for Pennsylvania,	All.

Earnings.

Passenger transportation, local and through,	\$1,189 74
Freight transportation, local and through,	3,400 16
Mail service,	325 00
Total,	\$4,873 90
Operating Expenses.	
Total operating expenses, being 100 per cent. of earnings,	4,873 90
Net earnings,	4,873 90
Earnings per mile of road operated,	\$270 77
Expenses per mile of road operated,	270 77

General Balance Sheet, January 1, 1878.

DR.		
Cost of road and equipment, as per report of old company,	\$388,490	63
CR.		
Capital stock, as per terms of reorganization, under act of April 8, 1861,	\$200,000	00

Express Companies

None.

Transportation Companies

None.

Sleeping Cars.

None.

U. S. Mail.

What is the compensation paid by the U. S. Government for the transportation of its mails, and on what terms of service? \$650 00 per annum, for transporting mail each way, daily, Sundays excepted.

Stock and Dividends.

Amount of common stock now outstanding, as per terms of re-organization, \$200,000 00

Accidents to Persons.

None.

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

Personally appeared before me, J. C. Fuller, president, and E. M. Biddle, treasurer of the South Mountain Railway and Mining Company, who being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

J. C. FULLER,
President.
 E. M. BIDDLE,
Treasurer.

Sworn and subscribed before me this 7th day of March, A. D. 1878.
 J. M. ALLEN, *Notary Public.*

SOUTH PENNSYLVANIA.

OFFICE SOUTH PENNSYLVANIA RAILROAD COMPANY,
HARRISBURG, November 21, 1877.

General WILLIAM McCANDLESS,
Secretary Internal Affairs:

SIR: In reply to the inquiries of your Department for this year, I have the honor respectfully to refer you to my letter of August 6, 1875, addressed to yourself, and to be found at page 637 of your report of that year, no change having taken place in the affairs of this company since the date of the said communication.

I am, sir, very respectfully,
Your obedient servant,

JAMES WORRALL,
President S. P. R. Co.

P. S.—You are also respectfully referred to a letter of mine of similar tenor to the above on file in your Department, under date January 20, 1877.

J. W.

SOUTHERN PENNSYLVANIA RAILWAY AND MINING COMPANY.

Officers.

NAMES.	Residence.	Salary.
Thos. B. Kennedy,	Chambersburg,	None.
John L. Ritchey,	Chambersburg.	\$500 00

<i>Names of Directors.</i>	<i>Residences.</i>
Thos. B. Kennedy,	Chambersburg.
George B. Roberts,	Philadelphia.
Wister Morris,	Philadelphia.
Strickland Kneass,	Philadelphia.
Josiah Bacon,	Philadelphia.
Thomas A. Scott,	Philadelphia.
W. J. Howard,	Philadelphia.

Capital Stock.

Capital stock authorized by law. Under reorganization, under act of April 8, 1861,	\$800,000	00
Capital stock authorized by votes of company. No change since reorganization,	800,000	00
Capital stock, amount subscribed as per terms of organization,	800,000	00
Capital stock, total amount now paid in as per terms of organization,	800,000	00
Capital stock, number of shares issued, (16,000) sixteen thousand.		
Capital stock, amount paid in on each share, as per terms of organization,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	None sold.	

Debt.

Funded Debt.		
First mortgage bonds, (due A. D. 1900, bear interest at 7 per cent., which is payable 1st March and September,) amount,	\$625,000	00
Total amount now of funded debt,	\$625,000	00
Floating Debt.		
Amount of interest on bonds unpaid,	124,390	00
Total amount now funded debt and interest unpaid,	\$749,390	00
Funded debt as per last report and interest unpaid,	\$705,640	

Cost.

Total cost of entire road to date as per original contract for construction,	\$625,000	00
Average of same per mile of road laid,	29,761	90
Total cost of railroad, landed estate, machinery, furnace, &c.,	974,065	86
Average cost of equipment per mile of road operated by company? Leased to and operated by C. V. railroad, and will be included in report of C. V. Railroad Company,		

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penna.
Length of main line, from South Pennsylvania junction to Richmond,	21	21
Length of single main track,	21	21
Branches.		
From Richmond to ore banks, { Length of branch,	2	2
{ Length of single track,	2	2

Gauge.

What is the gauge of your lines? 4 ⁹/₁₇ feet.

Track.

Miles of iron rail in use,	21
Weight of rail per yard, iron,	50 lbs.
What is the relative durability, practicability of use, and value, as used on your road? This road is leased to the Cumberland Valley Railroad Company. Information like last question will be covered by C. V. R. R. report.	

Bridges and Trestles erected in Pennsylvania during the year.

None.	
Number of bridges and trestles on whole line,	5
Wooden bridges, number of, 3; aggregate length,	1,154 feet.
Wooden trestles, number of, 2; aggregate length,	738 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality?	None.
What railroad cross your road, either over or under your grade, in this Commonwealth, and where?	None.
Number of crossings of highways, at grade, in this Commonwealth,	20
Number of crossings of highways, at grade, in this Commonwealth,	3
What regulations govern your employes in regard to these crossings? Answered in C. V. R. R. report.	

Stations.

Number of stations on main road: Passenger and freight,	15
Number of wood and water stations on main road,	3
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, estimated now at,	\$50,000 00
How is track laid and on what foundation? Cross-ties, resting on slate and stone ballast.	

Equipment.

Equipped and operated by Cumberland Valley railroad.

Employees.

Included in Cumberland Valley railroad report.

Doings of the Year.

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 of 2,000 pounds.

Included in Cumberland Valley railroad report.

The Rate of Fare for Passengers charged for the Respective Classes per mile, as follows.

Included in Cumberland Valley railroad report.

The Rate per ton of 2,000 pounds, per mile charged for Freight

Included in Cumberland Valley railroad report.

Monthly Earnings for the Year—Lease Account.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
October, 1876,			\$704	04		
November, 1876,			424	80		
December, 1876,			399	01		
January, 1877,			285	79		
February, 1877,			397	58		
March, 1877,			462	70		
April, 1877,			445	44		
May, 1877,			426	77		
June, 1877,			546	34		
July, 1877,			482	91		
August, 1877,			713	12		
September, 1877,			720	36		
Total,			\$6,018	36		

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
October, 1876,			\$739	50		
November, 1876,			618	02		
December, 1876,			667	02		
January, 1877,			770	54		
February, 1877,			635	88		
March, 1877,			786	20		
April, 1877,			754	26		
May, 1877,			910	90		
June, 1877,			841	09		
July, 1877,			539	50		
August, 1877,			793	27		
September, 1877,			895	98		
Total,			\$8,952	16		

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.	Total.
October, 1876, . .	\$89	34	\$43	51		\$132 85
November, 1876, .	89	34	46	35		135 09
December, 1876, .	89	34	64	29		153 03
January, 1877, . .	89	34	47	98		137 33
February, 1877, . .	89	33	22	25		111 58
March, 1877, . . .	89	33	30	08		119 41
April, 1877, . . .	89	33	26	13		115 46
May, 1877,	89	33	21	74		111 07
June, 1877,	89	33	25	54		114 87
July, 1877,	89	33	40	54		129 87
August, 1877, . . .	89	33	41	93		131 26
September, 1877, .	89	33	37	41		126 74
Total,	\$1,072	00	\$447	75		\$1,519 75
Total passenger earnings for the year,						\$6,018 36
Total freight earnings for the year,						8,952 16
Total earnings from all other sources for the year,						1,519 75
Total earnings for the year,						\$16,490 27
Total receipts from all sources on whole length of line,						\$16,490 27
Proportion of earnings in Pennsylvania to earnings of whole line,						16,490 27

Expenditures Charged to Cost of Road and Equipment during the Year.

None.

Miscellaneous.

Total expenditures for operating the road,	\$16,490 27
Expenses per mile of the road operated,	770 57
Expenses per train mile,	1 09

Earnings.

Passenger transportation,	\$6,018 36
Freight transportation,	8,952 16
Mall service,	1,072 00
Express service,	447 75
Total,	\$16,490 27
Operating Expenses.	
Maintenance of way and buildings,	\$7,306 63
Maintenance of motive power and cars,	4,117 64
Miscellaneous, (conducting transportation and general exhibit sheets,)	4,498 81
Total operating expenses, \$15,918 28, being 96 $\frac{1}{10}$ per cent. of earnings,	\$15,918 28
Net earnings,	571 99
Earnings per mile of road operated,	770 57
Expense per mile of road operated,	743 84
Net earnings,	26 73

	Allotted to pas- sengers.		Allotted to freight.		Total.	
Conducting Transportation.						
Conductors,	\$250	15	\$468	00	\$718	15
Brakemen,	321	07	600	67	921	74
Agents and clerks,	264	70	480	61	745	81
Station labor,			125	71	125	71
Telegraph expenses,	25	00.	35	00	60	00
Mail expenses,	30	00			30	00
Station expenses,	28	16	22	89	49	06
Train expenses,	18	27	2	22	18	49
Car service,	800	36	334	18	1,134	54
Depot repairs,	12	24			12	24
Depot repairs,			123	16	123	16
Superintendence,	44	71	58	64	103	35
Clerks in general office,	22	36	29	32	51	68
Stationery and printing,	44	76	46	93	91	69
Total,	\$1,857	78	\$2,827	33	\$4,185	11
Motive Power.						
Engineers and firemen,	\$482	80	\$895	63	\$1,378	43
Watching and cleaning engines,	60	12	112	08	172	20
Shop labor,	14	14	26	10	40	24
Water supply,	50	77	94	64	145	41
Locomotive repairs,	208	38	389	41	597	77
Oil and waste for locomotives,	36	75	68	51	105	26
Fuel for locomotives,	480	40	898	77	1,379	17
Water station repairs,	28	61	50	87	79	48
Machine shop repairs,	22	59	41	69	64	28
Superintendence,	27	10	50	46	77	56
Incidental expenses,	7	81	14	55	22	36
Tools and machinery repairs,	19	46	36	22	55	68
Total,	\$1,438	91	\$2,678	93	\$4,117	84
Maintenance of Way.						
Adjustment of track,	\$527	14	\$987	14	\$1,464	28
Ballast,	75	06	133	43	208	48
Ditching,	262	77	167	14	729	91
Frogs, switches, and sidings,	9	21	16	36	25	57
Cross ties,	1,006	98	1,790	18	2,797	16
Re-placing cross ties,	332	99	591	99	924	98
Re-placing iron rails,	1	04	1	86	2	90
Spikes and joint fastenings,	4	09	8	33	13	02
Culvert, cattle guards, and road crossings,	85	98	152	77	238	70
Cleaning road way,	93	67	166	52	260	19
Snow and ice,	106	37	189	11	295	48
Road and hand cars,	11	69	20	79	32	48
Bridge superstructure repairs,	80	92	143	87	224	79
Tools and machinery repairs,	27	78	49	39	77	17
Extraordinary expenses,	4	15	7	37	11	52
Total,	\$2,630	38	\$4,676	25	\$7,306	63
General Expenses.						
Salary of officers,	\$113	45	\$148	80	\$262	25
Clerks, general office,	8	94	11	73	20	67
General office expenses,	5	70	7	48	13	18
Stationery and printing,	5	45	7	25	12	60
Total,	\$133	54	\$175	16	\$308	70

General Balance Sheet, January 1, 1878.

DR.			
Cash on hand,		\$1,330	29
Net revenue as per statement annexed,		571	99
CR.			
Interest due on bonds,		\$124,390	00

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company; \$447 75 per annum. Included in Cumberland Valley railroad report.

Transportation Companies.

Included in Cumberland Valley railroad report.

Sleeping Cars.

None.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,072 00 per annum. One service each way daily.

Stock and Dividends.

None.

Accidents to Persons.

None.

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

Personally appeared before me, Thomas B. Kennedy, president, and John L. Ritchey, treasurer of the Southern Pennsylvania Railway and Mining Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending 30th September, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

THOMAS B. KENNEDY, *President.*

JOHN L. RITCHEY, *Treasurar.*

Sworn and subscribed before me, this 30th day of January, A. D. 1878.

JOHN JEFFRIES, *Justice of Peace.*

SOUTH SIDE.

Officers.

NAMES.		Residence.	Salary.
Charles Brodhead,	President,	Bethlehem, Pa., . . . . .	. . . . .
Augustus Wolle,	Secretary,	Bethlehem, Pa., . . . . .	. . . . .

Names of Directors.

Residences.

Charles Brodhead,	Bethlehem, Pa.
B. C. Webster,	Bethlehem, Pa.
Samuel C. Shimer,	Bethlehem, Pa.
Augustus Wolle,	Bethlehem, Pa.

Capital stock authorized by law,	\$200,000
Amount subscribed,	40,000
Length of main line, from Wind Gap, of the Blue mountain, to Martin's creek, on the Belvidere Delaware railroad,	12 miles.

This company has the right to extend its line from the Wind Gap to the west line of Lehigh county, and connect there with the South Mountain Railroad Company.

Branch line surveyed from Pen Argyl, (via Bangor,) to Portland, on the Delaware, Lackawanna and Western railroad, Bethlehem, Pa.

Respectfully yours,

CHARLES BRODHEAD, *President.*

March 1, 1878.

SOUTHWARK.

PHILADELPHIA, *February 14, 1878.*

WILLIAM McCANDLESS, Esq.,

Secretary of Internal Affairs, Harrisburg, Pa. :

SIR: Your communication dated January 31, 1878, postmarked 13th inst., addressed to me as "president Southwark railroad," came to me this morning.

There is no Southwark railroad. The Southwark Railroad Company was nearly a year since merged in the Philadelphia, Wilmington and Baltimore Railroad Company, under the Pennsylvania merger law.

This fact explains, and I hope satisfactorily to you, why your department receives no Southwark railroad report.

Very respectfully,

Your obedient servant,

ISAAC HINCKLEY, *President.*

STATE LINE AND SULLIVAN.

Officers.

NAMES.		Residence.	Salary.
N. N. Betts, . . .	President,	Towanda, Pa.,	
O. A. Baldwin, . . .	Secretary,	Towanda, Pa.,	\$1,200 00
Wm. C. Townsend,	Treasurer	Towanda, Pa.,	2,000 00
I. O. Blight, . . .	Gen'l Superintendent,	. . . . .	1,600 00

General offices at Towanda, Pa.

Names of Directors.	Residences.
Wm. S. Slater,	Providence, R. I.
Alfred Jones,	Philadelphia, Pa.
George D. Jackson,	Duashore, Pa.
R. H. Rochester,	New York.
E. T. Fox,	Towanda, Pa.
Wm. N. Whelen,	Philadelphia, Pa.

Capital Stock.

Capital stock authorized by law,	\$1,000,000 00
Capital stock authorized by votes of company,	1,000,000 00
Capital stock, amount subscribed,	1,000,000 00
Capital stock, paid in by last report,	987,850 00
Capital stock, total amount now paid in,	1,000,000 00
Capital stock, number of shares issued, 20,000	
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	Unknown.

Debt.

Funded Debt.		
First mortgage bonds, (due May 1, 1880, bear interest at 7 per cent., which is payable semi-annually,) amount,	\$100,000 00	
* Second mortgage bonds, (due July 1, 1897, bear interest at 7 per cent., which is payable semi-annually,) amount,	300,000 00	
Total amount now of funded debt,	\$400,000 00	
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$55,525 20	
Debt incurred for any other purpose, and for what: Taxes,	1,325 00	
The amount now of floating debt,	56,850 20	
Total amount now of floating and funded debt,	\$456,850 20	
Funded debt as per last report,	\$100,000 00	
† Total cash realized from capital stock and debt,		

* \$100,000 of this issue is reserved for the payment of the first mortgage bonds, and of the remainder only \$11,400 have been issued.

† Our road having been purchased at foreclosure sale by the bondholders, whose interest in the bonds is represented by the stock standing to their credit, it is not possible to give a correct answer to his question.

Cost.

Total cost of entire road to date not ascertained.

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Monroeton to Bernice,	24	24
Length of single main track,	24	24
Branches.		
None.		
Leased Roads.		
None.		
Aggregate length of main line and branches,	24	24
Aggregate length of sidings and other track not above enumerated,	1	1
Length of track laid, if not completed,	25	25

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 25
 Weight of rail per yard, iron, 50 and 56.
 What is the relative durability, practicability of use, and value, as used on your road? Iron been 9 years in use, and is not in very bad order yet.

Bridges and Trestles erected in Pennsylvania during the year.

LOCATION.	Kind.	Whether wood, stone, or iron.	Length in feet.	When completed.
Wilcox station,	Truss,	Wood,	55	July, 1877.
Below N. Albany,	Truss,	Wood,	100	November, 1877.
Above N. Albany,	Truss,	Wood,	45	August, 1877.
Below Millers,	Truss,	Wood,	45	August, 1877.

Number of bridges and trestles on whole line, 12
 Wooden bridges, number of, 10; aggregate length, 655 feet.
 Wooden trestles, number of, 2; aggregate length, 200 feet.

Crossings.

What railroads cross your road, at grade, in this Commonwealth, and at what locality? None.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.
 Number of crossings of highways at grade in this Commonwealth, 20 .

Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	1
Number of crossings at which gates or flagmen are maintained,	None
What regulations govern your employes in regard to these crossings? Blow the whistle as we approach the crossing, and then ring the bell until we get over.	

Stations.

Number of stations on main road: Passenger and freight,	7
Number of wood and water stations on main road,	3
* Value of real estate held by the company, exclusive of roadway in Pennsylvania.	
* These two species of property have never been separated on our books, and both are thus valued at \$1,000,000.	
How is track laid and on what foundation? Hemlock, beech, oak, and chestnut ties; ballasted with slate and coal dust.	

Equipment.

Number of locomotives of more than 30 tons, 1; cost,	\$10,000
What kind of train brake is in use on your road? Chain brake operated by hand.	
Average number of cars in freight trains, passenger and coal mixed,	20
Average weight of passenger trains, including locomotive and tender, in working order,	} 150 tons.
Average weight of freight trains, including locomotive and tender, in working order,	

Employees.

Average number of persons regularly employed by company, including officials,	30
Same in Pennsylvania,	30

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	} Mixed,	26,508
Number of miles run by freight trains,		
Number of miles run by coal trains,		
Number of through passengers for the year on main road,	274	
Number of passengers (all classes) carried in cars,	8,483	
Number of passengers carried one mile,	95,326	
Number of passengers carried one mile in Pennsylvania,	95,336	
Number of tons (of 2,000 lbs.) of through freight for the year on main road,	No record kept.	
Number of tons of freight carried one mile,	No record kept.	
Number of tons of freight carried one mile in Penna.,	No record kept.	
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	No record kept.	

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour)	} Mixed,	12
Average rate of speed adopted by express trains, including stops, (miles per hour,)		
Average rate of speed adopted by freight trains, including stops, (miles per hour,)		

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1877,	496	July, 1877,	833
February, 1877,	571	August, 1877,	798
March, 1877,	801	September, 1877,	697
April, 1877,	879	October, 1877,	655
May, 1877,	844	November, 1877,	607
June, 1877,	607	December, 1877,	700

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal, 25,839 tons 11 cwt.
 Our books do not give these details.

The rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers, $4\frac{1}{2}$ cents.
 For first-class way passengers, 4.75 cents.

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

For through freight, accounts not separated.
 For through coal, $.018\frac{7}{8}$.
 For local freight, accounts not separated.
 For local coal, $.018\frac{7}{8}$.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1877,	\$9 60	\$242 15	\$251 75
February, 1877,	18 00	288 55	286 55
March, 1877,	27 60	359 25	386 85
April, 1877,	24 00	408 95	432 95
May, 1877,	24 00	879 75	403 75
June, 1877,	37 60	274 50	312 10
July, 1877,	48 30	429 15	477 45
August, 1877,	52 80	389 75	442 55
September, 1877,	26 40	349 40	375 80
October, 1877,	25 20	311 70	336 90
November, 1877,	26 40	305 85	332 25
December, 1877,	13 20	333 05	346 25
Total,	\$338 10	\$4,052 05	\$4,385 15

From Transportation of Freight.

MONTHS.	* Through.		* Local.		Total.
January, 1877,					\$1,163 39
February, 1877,					2,110 08
March, 1877,					1,302 29
April, 1877,					1,557 02
May, 1877,					2,750 75
June, 1877,					936 98
July, 1877,					950 58
August, 1877,					2,163 66
September, 1877,					2,487 23
October, 1877,					2,049 74
November, 1877,					3,064 30
December, 1877,					2,282 60
Total,					\$23,819 28

* The receipts for through and local freights are not separated on our books.

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.	Total.
January, 1877,	\$263	71	\$8	00		\$271 71
February, 1877,	33	16	4	41		37 57
March, 1877,			4	89		4 89
April, 1877,	296	86	7	09		303 95
May, 1877,			6	63		6 63
June, 1877,			7	43		7 43
July, 1877,	230	92	8	72		234 64
August, 1877,			6	28		6 28
September, 1877,			6	58		6 58
October, 1877,			7	86		7 86
November, 1877,			12	90		18 90
December, 1877,			35	37		35 37
Total,	\$824	65	\$117	14		\$941 79

Total passenger earnings for the year,	\$4,385 15
Total freight earnings for the year,	23,819 28
Total earnings from all other sources,	941 79

Total earnings for the year, \$28,146 22

Total receipts from all sources on whole length of line,	\$44,398 88
Proportion of earnings in Pennsylvania to earnings of whole line,	Total.

Expenditures Charged to Cost of Road and Equipment during the Year.

Engine houses, car sheds, wood and coal sheds, and water tanks,	\$300 00
New locomotives, number of 1,	10,000 00
Total,	\$10,300 00

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$11,554	29
Repairs of bridges,	1,000	00
Repairs of buildings and fixtures,	50	00
All other expenses for maintenance of way,	2,272	00
Total for maintenance of way,	\$14,876	29
Cost per mile of road kept in repair,	\$595	05
Proportion for Pennsylvania,	595	05

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$337	73
Repairs of passenger, baggage, and mail cars,	20	00
All other expenses for maintenance of motive power and cars,	3,348	23
Total for maintenance of motive power and cars,	\$3,705	96
Cost per mile of road operated,	\$127	79
Proportion for Pennsylvania,	127	79

Miscellaneous.

Salaries, wages, and incidentals chargeable to mixed trains,	\$4,038	00
Wages of switchmen, signal-men, gate-keepers, and watchmen,	540	00
Fuel—number of tons of coal, 725; cost,	915	00
Oil and waste,	273	00
Damages for loss of goods and baggage,	46	15
Taxes,	1,416	50
Insurance,	944	57
Telegraph expenses,	156	67
Amount paid other corporations or individuals for use of all other cars,	8,185	24
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	10,462	98
Total miscellaneous,	\$26,978	11
Amount per mile of road operated,	\$930	28
Proportion for Pennsylvania,	930	28
Total expenditures for operating the road,	42,953	26
Expenses per mile of road operated,	1,714	13
Expenses per mile of single track operated, not including sidings,	1,789	72
Expenses per train mile,	16	20
Proportion for Pennsylvania,	Total.	

Earnings.

Passenger transportation, local,	\$383 10		
Passenger transportation, through,	4,052 05		
		\$4,385	15
Freight transportation, local and through,		22,819	28
Mail service,		941	79
Express service,		117	14
Rents,		1,738	25
All other sources of income,		16,252	00
Total,		\$46,254	21
Operating Expenses.			
Maintenance of way and buildings,	\$14,876 29		
Maintenance of motive power and cars,	8,705 96		
Miscellaneous,	26,978 11		
Total operating expenses, being 98 per cent. of earnings,		\$45,500	26
Net earnings,		698	95
Earnings per mile of road operated,		\$1,599	98
Expenses per mile of road operated,		1,571	05
Net earnings,		19	98

General Balance Sheet, January 1, 1878.

DR.			
Cash,		\$946	66
Bills receivable,		299	96
Due from individuals,		29,185	73
Profit and loss,		32,589	26
CR.			
Capital stock,		\$1,000,000	00
Funded debt,		111,400	00
Unfunded debt,		56,850	26

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c? Central express.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? General express. Their freight is taken at depot.

Transportation Companies.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? S. E. Marvin, Troy, N. Y., \$3,490 40.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,187 46

per annum, commencing April 16, 1877, prior to which time it was \$1,800 per annum.

Stock and Dividends.

Amount of common stock now outstanding, \$1,000,000

Accidents to Persons.

None.

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

Personally appeared before me, N. N. Betts, president, and Wm. C. Townsend, treasurer of the State Line and Sullivan Railroad Company, who being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

N. N. BETTS, *President.*

WM. C. TOWNSEND, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1878.

W. H. DODGE, *Notary Public.*

STONY CREEK.

Officers.

NAMES.		Residence.	Salary.
Franklin A. Comly,	President,	Philadelphia,	No compensa'n
John S. Wise,	Secretary and Treasurer,	Philadelphia,	\$500 00

General office at 407 Walnut street, Philadelphia, Pa.

Names of Directors.

Residences.

Abraham R. Cox,	Norristown, Pa.
S. E. Hartranft,	Norristown, Pa.
Daniel Quillman,	Norristown, Pa.
F. D. Sower,	Norristown, Pa.
Oliver G. Morris,	Line Lexington, Pa.
David S. Heebner,	Lansdale, Pa.
Samuel Dresher,	Hartranft, Pa.
Ellwood Shannon,	Philadelphia, Pa.
Joshua Comly,	Philadelphia, Pa.
Edward C. Knight,	Philadelphia, Pa.
William C. Ludwig,	Philadelphia, Pa.
James H. Stevenson,	Philadelphia, Pa.

Capital Stock.

Capital stock authorized by law,	\$300,000	00
Capital stock, amount subscribed,	150,850	00
Capital stock paid in by last report,	144,750	00
Capital stock, total amount now paid in,	146,000	00
Capital stock, number of shares issued,	2,920	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year: Not on market.		

Debt.

Funded Debt.		
First mortgage bonds, (due October 1, 1907, bear interest at 7 per cent., which is payable semi-annually, April 1, and Oct. 1,) amount,	\$350,000	00
Total amount now of funded debt,	350,000	00
Floating Debt.		
Unfunded debt, incurred for construction, or purchase of property,	\$149,726	82
The amount now of floating debt,	149,726	82
Total amount now of floating and funded debt,	499,726	82
Funded debt as per last report,	\$350,000	00
Floating debt as per last report,	116,520	19
Total amount, capital stock and debt,	\$645,726	82

Cost.

Total cost of entire road to date, exclusive of real estate, \$490,283 71

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lansdale to Norristown,	10 $\frac{3}{8}$	10 $\frac{1}{4}$
Length of single main track,	10 $\frac{3}{8}$	10 $\frac{1}{4}$
Aggregate length of main line and branches	10 $\frac{3}{8}$	16 $\frac{1}{4}$
Aggregate length of sidings and other track not above enumerated,	$\frac{7}{8}$	$\frac{7}{8}$
Aggregate length of main line, branches, leased roads, sidings, and other track,	11 $\frac{3}{8}$	11 $\frac{1}{4}$

Gauge.

What is the gauge of your lines? 4 ft. 8 $\frac{1}{2}$ in

Track.

Miles of iron rail in use, 11 $\frac{3}{8}$
 Weight of rail per yard, { Iron, 58 lbs.
 { Steel, None.

Bridges and Trestles erected in Pennsylvania.

Wooden bridges, number of,	None.
Stone bridges, number of,	None.
Iron bridges, number of, 3; aggregate length,	240 feet.
Wooden trestles, number of,	None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

Number of crossings of highways, at grade, in this Commonwealth,	13
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	2
Number of crossings at which gates or flagmen are maintained,	None.

Stations.

Number of stations on main road: Passenger and freight,	8
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	\$39,156 56
Number of tunnels,	None.

How is track laid, and on what foundation? Iron rails, splices, oak, chestnut, and cedar ties, stone and earth ballast.

Equipment.

The road is worked by the North Pennsylvania Railroad Company.

Number of wood and water stations on main road,	1
---	---

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	20,168
Number of miles run by freight and coal trains,	9,360
Number of passengers (all local) carried in cars,	42,889
Number of passengers carried one mile,	347,494
Number of passengers carried one mile in Pennsylvania,	347,494
Number of tons of 2,000 lbs. of through freight for the year on main road,	All local.
Number of tons of freight carried one mile,	99,065
Number of tons of freight carried one mile in Pennsylvania,	99,065
Gross amount of tonnage for the year, (2,000 lbs. per ton),	14,021

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1876,	4,642	May, 1877,	3,140
December, 1876,	3,133	June, 1877,	3,058
January, 1877,	2,457	July, 1877,	5,444
February, 1877,	2,773	August, 1877,	3,669
March, 1877,	3,385	September, 1877,	4,53
April, 1877,	3,218	October, 1877,	3,488

The amount of Freight, specifying the Quantity in Tons of 2,000 pounds.

Anthracite coal,	3,561	Agricultural products,	3,474
Petroleum and other oils,	74	Merchandise and manufactures,	5,422
Railroad iron,	20	Live stock,	169
Other iron or castings,	101	Lumber,	915
Stone and lime,	256	Other articles,	28

The Rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class passengers, all local, average,	2.38 cents.
For second-class passengers,	None.

The rate per Ton, of 2,000 pounds, per mile charged for Freight.

For through and local freight and coal, average,	6.13 cents.
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Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
November, 1876,			\$917	84	
December, 1876,			685	74	
January, 1877,			483	10	
February, 1877,			502	97	
March, 1877,			675	42	
April, 1877,			668	73	
May, 1877,			606	82	
June, 1877,			675	44	
July, 1877,			825	50	
August, 1877,			733	85	
September, 1877,			815	17	
October, 1877,			685	88	
Total,			\$8,270	91	\$8,270 91

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.
November, 1876,			\$475	98	
December, 1876,			282	12	
January, 1877,			328	09	
February, 1877,			440	50	
March, 1877,			492	63	
April, 1877,			501	74	
May, 1877,			522	44	
June, 1877,			509	65	
July, 1877,			424	99	
August, 1877,			586	12	
September, 1877,			483	02	
October, 1877,			574	62	
Total,			\$5,571	90	\$5,571 90

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
November, 1876,			\$41	28				
December, 1876,			38	49				
January, 1877,			29	03				
February, 1877,			28	29				
March, 1877,			37	39				
April, 1877,			39	85				
May, 1877,			45	44				
June, 1877,			48	30				
July, 1877,			42	18				
August, 1877,			51	91				
September, 1877,			48	18				
October, 1877,			57	42	\$1,548	17		
Total,			\$507	66	\$1,548	17	\$2,055	88

Total passenger earnings for the year,	\$8,270	91
Total freight earnings for the year,	5,571	90
Total earnings from all other sources,	2,055	88
Total earnings for the year,	\$15,898	64
Total receipts from all sources on whole length of line,	\$15,898	64
Proportion of earnings in Pennsylvania to earnings of whole line,	All.	

Expenditures Charged to Cost of Road and Equipment during the Year.

Total,	\$1,853	91
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Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Total for maintenance of way,	\$4,467	06
Cost per mile of road kept in repair,	433	69
Proportion for Pennsylvania,	443	69

Miscellaneous.

Taxes,	\$446	68
Telegraph expenses,	11	00
Amount paid other corporations or individuals for use of all other cars,	1,567	64
Total miscellaneous,	\$2,025	32

Earnings.

Passenger transportation, all local,	\$8,270	91
Freight transportation, all local,	5,571	90
Express service,	507	66
Rents and all other sources of income,	1,548	17
Total,	\$15,898	64

General Balance Sheet, October 31, 1877.

DR.		
Right of way,		\$42,242 57
Construction,		448,041 14
Real estate,		39,158 58
Six per cent. bonds,		300 00
Cash,		237 31
Profit and loss,		116,067 08
Unsettled claims,		566 85
		\$646,611 46
CR.		
Capital stock,		\$146,000 00
Seven per cent. bonds,		350,000 00
Installment account,		884 64
North Pennsylvania Railroad Company,		149,726 82
		\$646,611 46

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Central Express, in company cars, at 10½ cents per ton per mile.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? General merchandise; delivered at the depots.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? This road is run by the North Pennsylvania Railroad Company, to which company all returns for car service are made, and same regulations apply as upon its own road.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? This road is run by the North Pennsylvania Railroad Company on a percentage basis.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? None.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued? None.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

Number and per cent. of dividends, None.

Accidents to Persons.

None.

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

Personally appeared before me, Franklin A. Comly, president, and John S. Wise, treasurer of the Stony Creek Railroad Company, who being duly sworn and affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

F. A. COMLY, *President.*

J. S. WISE, *Treasurer.*

Sworn, affirmed, and subscribed before me, this 30th day of January, A. D. 1878.

W. W. DOUGHERTY, *Notary Public.*

TIOGA.

Officers.

NAMES.		Residence.	Salary.	
F. U. Drake,	President,	Corning, N. Y.,	\$5,400	00
H. H. Cook,	Vice President,	Bath, N. Y., . . .	400	00
H. H. Cook,	Secretary,	Bath, N. Y., . . .	400	00
H. H. Cook,	Treasurer,	Bath, N. Y., . . .	1,000	00
L. H. Shattuck,	General Superintendent,	Blossburg, Pa.,	3,240	00

Names of Directors.		Residences.
F. U. Drake,		Corning, N. Y.
J. A. Drake,		Corning, N. Y.
A. Kendall,		Corning, N. Y.
D. S. Drake,		Corning, N. Y.
L. H. Shattuck,		Blossburg, Pa.
S. T. Reynolds,		Elmira, N. Y.
C. C. Drake,		Elmira, N. Y.
H. H. Cook,		Bath, N. Y.
E. C. Cook,		Bath, N. Y.
M. P. Bush,		Buffalo, N. Y.
J. W. Bush,		Buffalo, N. Y.
H. D. V. Pratt,		Elmira, N. Y.

Capital Stock.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of the company,	11,618	00
Capital stock, amount subscribed,	580,900	00
Capital stock paid in by last report,	580,900	00
Capital stock, total amount now paid in,	580,900	00
Capital stock, number of shares issued,	11,618	
Capital stock, amount paid in on each share,		50 00
Capital stock, par value of each share,		50 00
Capital stock, average market value during the year,		50 00

Debt.

Funded Debt.		
First mortgage bonds, (due May 1, 1882, bear interest at 7 per cent.,)	\$239,500	00
Consolidated mortgage bonds, (due November 1, 1896, bear interest at 7 per cent.,)	125,000	00
Tioga railroad extension mortgage bonds, (due October 1, 1905, bear interest at 7 per cent.,)	265,000	00
Total amount now of funded debt,	\$629,500	00
Floating Debt.		
None.		
Total amount now of floating and funded debt,	629,500	00
Funded debt as per last report,	\$621,500	00
Total cash realized from capital stock and debt,	1,210,400	00

Cost.

Total cost of entire road to date, 67.4 miles,	\$1,539,925	71
Average of same per mile of road laid,	22,669	29
Proportion of same for Pennsylvania, 58 miles,	1,239,054	18
Total cost of entire equipment, 67.4 miles,	497,885	93
Average cost of equipment per mile of road operated by company,	7,386	29
Proportion of same for Pennsylvania, 58 miles,	428,404	82
Cost of road and equipment per mile, 67.4 miles,	30,085	49
Proportion of same for Pennsylvania, 58 miles,	1,744,958	62

Characteristics of Road.

	MILES.	
	Whole length.	Length in Penn'a.
Main Line.		
Length of main line, from State Line junction to Arnot,	56.6	44
Branches.		
From Blossburg to Morris Run, length of branch,	4	4
Leased Roads.		
From State Line to junction with N. C. railroad, length of road,	6.4	
Aggregate length of main line and branches,	48	
Aggregate length of leased roads,	6.6	
Aggregate length of sidings and other track not above enumerated,	12.8	
Aggregate length of main line, branches, leased roads, sidings, and other track,	67.4	58

We have a third rail on whole line and switches, except four miles, from Blossburg to Morris Run.

Gauge.

What is the gauge of your lines? We have third rail, making gauge, 4 ft. 8½ in. & 6 ft.

Track.

Miles of iron rail in use, 35.4
 Miles of steel rail in use, steel top, 32
 Weight of rail per yard, { Iron, 56 and 64 lbs.
 { Steel top, 60 and 66 lbs.

What is the relative durability, practicability of use, and value, as used on your road? Cannot decide, steel in use only since 1872.

Bridges and Trestles erected in Pennsylvania during the year.

None.

Number of bridges and trestles on whole line, 24
 Wooden bridges, number of, 22; aggregate length, 1,465 feet.
 Iron trestles, number of, 2; aggregate length, 1,220 feet
 Wooden trestles, counted bridges, None.

Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Number of crossings of highways, at grade, in this Commonwealth, 39
 Number of crossings of highways over railroad, 5
 Number of crossings, at grade, at which there are neither gates nor flagmen? 39

What regulations govern your employes in regard to these crossings? Are required to strictly observe the statute regulations in regard to sounding the whistle or ringing the bell.

Stations.

Number of stations on main road: Passenger and freight,	15
Number of stations on branches: Passenger and freight,	2
Number of stations on leased roads: Passenger and freight,	4
Number of wood and water stations on main road,	6
Number of wood and water stations on branches,	2
Number of wood and water stations on leased roads,	1
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	\$37,901 51
Number of tunnels,	None.
How is track laid, and on what foundation? On oak, chestnut, and hemlock ties; fish plate joints, gravel and loam.	

Equipment.	Number.	Average cost of each.
Number of locomotives of more than forty tons weight,	1	\$12,500 00
Number of locomotives of more than thirty tons weight,	5	12,000 00
Number of locomotives of more than twenty tons weight,	10	10,500 00
Number of locomotives of more than ten tons weight,	None.	
Number of first-class passenger cars,	8	3,000 00
Number of second class passenger cars,	None.	
Number of baggage, mail, and express cars,	3	2,000 00
Number of freight cars, { House cars, 18 } { Trucks, 44 }	60	500 00
Number of coal, ore, and stone cars,	866	200 00
Number of caboose cars,	7	500 00

What kind of train brake is in use on your road? Loughridge air brake.	
Average number of cars in passenger trains, including bag- gage cars,	2
Average number of cars in freight trains: 8 wheels,	35
Average weight of passenger trains, including locomotive and tender, in working order,	63 tons.
Average weight of freight trains, including locomotive and tender, in working order,	365 tons.

Employees :

Average number of persons regularly employed by } company, including officials: Same in Pennsylvania, }	275
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Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains, } Number of miles run by freight trains, } Number of miles run by coal trains, }	251,743
Number of through passengers for the year on main road,	4,163
Number of passengers (all classes) carried in cars,	77,341
Number of passengers carried one mile,	969,440
Number of passengers carried one mile in Pennsylvania,	785,255

Number of tons of 2,000 pounds of through freight for the year on main road,	426,335
Number of tons of freight carried one mile,	17,451,711
Number of tons of freight carried one mile in Pennsylvania,	15,878,766
Gross amount of tonnage for the year, (2,000 lbs. per ton),	478,742
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, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	11

Monthly Statement of Passengers, all classes, carried in cars.

January, 1877,	5,724½	July, 1877,	6,960
February, 1877,	5,686½	August, 1877,	6,857½
March, 1877,	7,148	September, 1877,	6,642½
April, 1877,	6,606½	October, 1877,	6,152½
May, 1877,	5,928½	November, 1877,	6,048
June, 1877,	6,601	December, 1877,	7,044½

The amount of Freight specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	1,401	Stone and lime,	1,002
Bituminous coal,	447,071	Agricultural products,	9,529
Petroleum and other oils,	10	Merchandise and manufactures,	11,274
Pig iron,	60	Live stock,	201
Other iron or castings,	104	Lumber,	7,948
Iron and other ores,	142		

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 cents.
For second-class through passengers,	3 cents.
For second-class way passengers,	3½ cents.

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,	2½ cents.
Special rates, when run in quantities of 100,000 tons,	1½ cents.
For local freight, per ton per mile,	9 cents.
For local coal, per ton per mile,	5 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1877,	No apportionment.		No apportionment.		\$3,018	08
February, 1877,					3,023	98
March, 1877,					2,543	90
April, 1877,					2,483	58
May, 1877,					2,392	54
June, 1877,					2,674	29
July, 1877,					2,800	00
August, 1877,					2,908	18
September, 1877,					3,127	42
October, 1877,					2,573	75
November, 1877,					2,424	47
December, 1877,					2,550	64
Total,					\$30,419	78

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1877,	No apportionment.		No apportionment.		\$21,884	58
February, 1877,					22,321	25
March, 1877,					20,233	35
April, 1877,					15,368	14
May, 1877,					27,366	76
June, 1877,					26,333	37
July, 1877,					26,587	04
August, 1877,					36,778	06
September, 1877,					23,947	87
October, 1877,					28,087	30
November, 1877,					28,361	37
December, 1877,					19,064	53
Total,					\$236,249	16

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.			
January, 1877,	\$518	10	\$57	86			\$57	86		
February, 1877,			55	46	\$200	00	773	56		
March, 1877,			70	06	1,008	20	1,073	26		
April, 1877,			517	89	81	93	225	49	825	31
May, 1877,			106	13	61	32	167	45		
June, 1877,			89	24	515	88	605	12		
July, 1877,			517	90	89	76	214	59	822	25
August, 1877,			101	53	250	45	351	96		
September, 1877,			130	39	1,073	00	1,203	39		
October, 1877,			186	44	77	75	264	19		
November, 1877,			120	66	234	55	355	21		
December, 1877,			68	34	840	10	908	41		
Total,	\$1,553	89	\$1,157	80	\$4,696	33	\$7,406	03		

Total passenger earnings for the year,	\$80,419	78
Total freight earnings for the year,	296,249	16
Total earnings from all other sources,	7,408	02
Total earnings for the year,	\$334,076	96
Total receipts from all sources on whole length of line,	\$334,076	96
Proportion of earnings in Pennsylvania to earnings of whole line. No apportionment.		

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road,	\$8,638	70
Passenger and freight houses,	1,033	09
Engine houses, car sheds, wood and coal sheds, and water tanks,	711	25
New locomotives, number of 1,	7,500	00
New freight cars, number of, 10,	5,099	08
Total,	\$22,982	12

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of road, exclusive of bridges and new rails,	\$37,499	20
New steel rails, number of tons, 100,	4,000	00
Repairs of bridges,	344	16
Repairs of buildings and fixtures,	1,444	63
Repairs of fences,	190	00
All other expenses for maintenance of way,	3,045	02
Total for maintenance of way,	\$46,523	01
Proportion for Pennsylvania, No apportionment.		

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$21,334	81
Repairs of machinery,	3,316	59
Repairs of passenger, baggage, and mail cars,	1,955	28
Repairs of freight cars,	27,491	41
All other expenses for maintenance of motive power and cars,	5,819	29
Total for maintenance of motive power and cars,	\$59,917	38
Proportion for Pennsylvania, No apportionment.		

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight department,	\$53,497	27
Fuel, wood and coal,	12,421	08
Oil and waste,	7,122	16
Damages for cattle killed or injured,	174	73
Damages for loss of goods and baggage,	100	00
Damages to property, including damages by fire,	95	38
Taxes,	3,687	16
Insurance,	1,130	03
Telegraph expenses,	6,230	18
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	16,581	07
Total miscellaneous,	\$101,029	05
Proportion for Pennsylvania,	No apportionment.	
Total expenditures for operating the road,	\$207,469	44
Expenses per train mile. Cannot answer these questions, as our accounts are not kept separate.		

Earnings.

Passenger transportation,	\$30,419	78
Freight transportation,	296,249	16
Mail service,	1,553	89
Express service,	1,157	80
Rents and all other sources of income,	4,696	33
Total,	\$334,076	96
Operating Expenses.		
Maintenance of way and buildings,	\$46,523	01
Maintenance of motive power and cars,	59,917	38
Miscellaneous,	101,029	05
Total operating expenses, being 58$\frac{7}{10}$ per cent. of earnings,	207,469	44
Net earnings,	\$126,607	52
Earnings per mile of road operated, 54 $\frac{6}{10}$,	\$6,118	63
Expenses per mile of road operated, 54 $\frac{6}{10}$,	3,799	81
Net earnings, 54 $\frac{6}{10}$,	2,318	82

General Balance Sheet, January 1, 1878.

DR.		
Construction account,	\$1,529,925	71
Material on hand,	29,933	73
Bills receivable,	1,137,010	89
	\$2,696,870	33
CR.		
Capital stock,	\$580,900	00
Funded debt,	818,700	00
Sundry debts,	3,423	59
Balance,	1,293,846	74
	\$2,696,870	33

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? **United States Express Company.** Pay 18 cts. per 100 lbs.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? At the depots.

Transportation Companies.

None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? Make through rate and prorate when distance is equal.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? None.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Main line, \$67 50 per mile; branches, \$45 per mile.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued,	\$189,700 00
Amount of common stock now outstanding,	391,200 00
Amount of stock issued as stock dividends, and dates of issue: None.	

Rate and date of all cash dividends on stock of original and consolidated companies: None.

Number and per cent. of dividends: None declared.

Total surplus,	1,293,846 74
Cash and loans,	1,017,257 55
Balance of accounts due company,	119,753 34
Material, fuel, and stores,	29,933 73
Other items,	126,902 12

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,
Others,	1	.	1	.
Total,	1	.	1	.

Statement of Accident.

In March, colored man killed by being run over by express train, between State Line junction and Wells. Intoxicated; name unknown.

STATE OF NEW YORK, } ss:
 County of Steuben,

Personally appeared before me, Franklin N. Drake, president, and H. H. Cooke, treasurer of the Tioga Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

F. N. DRAKE, *President.*

H. H. COOKE, *Treasurer.*

Sworn and subscribed before me, this 28th day of January, A. D. 1878, as to F. N. Drake.

D. S. DRAKE, *Notary Public.*

Sworn and subscribed before me this 6th day of February, 1878, as to H. H. Cooke.

W. W. ALLEN, *Notary Public.*

TRESCKOW.

Officers.

NAMES.		Residence.	Salary.
E. W. Clark,	President,	Philadelphia, Pa.,	None.
S. Shepherd,	Secretary and Treasurer,	Philadelphia, Pa.,	None.

General office at Philadelphia.

Names of Directors.

Residences.

George Whitney,	Philadelphia.
Edward Lewis,	Philadelphia.
J. M. Wilcox,	Philadelphia.
Erastus Hill,	Philadelphia.
Fisher Hazard,	Mauch Chunk.
C. F. Howell,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$250,000	00
Capital stock authorized by votes of company,	130,000	00
Capital stock, amount subscribed,	130,000	00
Capital stock paid in by last report,	130,000	00
Capital stock, total amount now paid in,	130,000	00
Capital stock, number of shares issued,	2,600	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year: No record.		

Debt.

Funded Debt.

None.

Floating Debt.

Unfunded debt, incurred for construction, equipment, or purchase of property,	\$100,866	81
Total amount now of funded and floating debt,	100,866	81
Floating debt as per last report,	100,866	81

Cost.

Total cost of entire road to date,	\$230,866	81
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Characteristics of Road.

Main Line.

Length of main line, from Silver Brook to Audenried.

Length of single main track, all in Pennsylvania,	6½	miles.
Aggregate length of main line and branches,	6½	miles.

Aggregate length of sidings and other track not above enumerated, $\frac{7}{16}$ miles.

Aggregate length of main line, branches, leased roads, sidings and other track, $7\frac{2}{16}$ miles.

Gauge.

What is the gauge of your lines? 4 ft. $8\frac{1}{2}$ inches.

Track.

Miles of iron rail in use, $7\frac{3}{16}$
 Miles of steel rail in use, None.
 Weight of rail per yard, iron, 50 lbs.

Bridges and Trestles erected in Pennsylvania during the year.

None.

Crossings.

None.

Stations.

Number of stations on main road, passenger and freight, 2
 Number of wood and water stations on main road, 2
 How is track laid, and on what foundation? Ordinary track on ballast.

Equipment.

What kind of train brake is in use on your road? Equipment furnished by the Central Railroad of New Jersey, lessees, and included in report of Lehigh and Susquehanna railroad.

Operated in connection with the Lehigh and Susquehanna railroad, therefore no separate account is kept of its business.

General Balance Sheet, January 1, 1878.

DR.	
Construction, cost of road,	\$230,866 81
CR.	
Capital stock,	\$130,000 00
Lehigh Coal and Navigation Company,	100,866 81
	\$230,866 81

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc? None.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc? None.

Stock and Dividends.

Amount of common stock now outstanding, \$130,000

Accidents to Persons.

Included in report of Lehigh and Susquehanna Railroad Company.

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

Personally appeared before me, E. W. Clark, president, and Solomon Shepherd, treasurer of the Tresckow Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*

S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this 27th day of February, A. D. 1878.

CHARLES GIBBONS, jr., *Notary Public.*

SOUTH-WEST PENNSYLVANIA.

PHILADELPHIA, *February 14, 1878.*

WILLIAM McCANDLESS, Esq.,

Secretary Internal Affairs :

DEAR SIR : I have a circular from your department, dated January 31, 1878, under cover, addressed to me as president of the Uniontown and West Virginia Railroad Company. In reply, I would say that I had overlooked making responses to the blanks sent me from your department for the annual report of that company for the year ending December 31, 1877. I should have stated in reply that "The Uniontown and West Virginia Railroad Company" was merged into the South-West Pennsylvania Railway Company, February 14, 1877, by the action of the stockholders of the respective companies, at meetings held in accordance with the requirements of the law, and that a proper certificate of the fact was duly forwarded February 27, to and acknowledged by M. S. Quay, Esq., Secretary of the Commonwealth.

Please advise me if anything further than this reply is required by your department.

Very respectfully,

G. B. ROBERTS, *President.*

WAYNESBURG AND WASHINGTON.

Officers.

NAMES.		Residence.	Salary.
J. G. Ritchie,	President,	Waynesburg, Pa., . .	\$600 00
W. S. Bryson,	Vice President,	Washington, Pa., . .	
Robert Horn,	Vice President,	Washington co., Pa. . .	
Hon. C. A. Black,	Vice President,	Waynesburg, Pa. . . .	
Wm. Loughman,	Vice President,	Greene co., Pa.	
R. F. Downey,	Secretary,	Waynesburg, Pa., . .	150 00
C. E. Bower,	Treasurer,	Waynesburg, Pa., . .	400 00
Savres & Sayers,	General Solicitors,	Waynesburg, Pa. . . .	
Edeburn & Cooper,	Chief Engineers,	Pittsburgh, Pa.	

General offices at Waynesburg, Greene co., Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Hon. A. A. Purman,	Waynesburg, Pa.
Hon. Thomas Iams,	Greene county, Pa.
Clark Hackney,	Washington, Pa.
H. C. Swart,	Washington, Pa.
John Ross,	Greene county, Pa.
Jacob Swart,	Greene county, Pa.
James M. Dunn,	Greene county, Pa.
Samuel Luse,	Greene county, Pa.
W. T. Lantz,	Waynesburg, Pa.
W. G. W. Day,	Waynesburg, Pa.
S. W. Scott,	Waynesburg, Pa.
John T. Hook,	Waynesburg, Pa.

Capital Stock.

Capital stock authorized by law,	\$270,000 00
Capital stock, amount subscribed,	136,400 00
Capital stock, paid in by last report,	50,419 37
Capital stock, total amount now paid in,	85,478 31
Capital stock, number of shares issued,	1,774
Capital stock, amount paid in on each share. Most of shares paid in full.	
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year: About,	10 00

Debt.

Funded Debt.		
First mortgage bonds, (due July 1, 1897, bear interest at 7 per cent., which is payable January 1 and July 1,) amount, absolutely negotiated,	\$6,400	00
Total amount now of funded debt,	\$6,400	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$63,185	
The amount now of floating debt,	\$63,185	00
Total amount now of floating and funded debt,	\$69,585	00
Total cash realized from capital stock and debt,	\$91,233	81

Cost.

Total cost of entire road to date,	\$137,622	25
Average of same per mile of road laid,	4,975	00
Proportion of same for Pennsylvania,	4,975	00
Total cost of entire equipment,	15,598	00
Average cost of equipment per mile of road operated by company,	563	00
Proportion of same for Pennsylvania,	563	00
Cost of road and equipment per mile,	5,538	00
Proportion of same for Pennsylvania,	5,538	00

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penna.
Length of main line, from Waynesburg to Washington,	27.08	27.08
Aggregate length of main line and branches,	27.80	27.80
Aggregate length of sidings and other track not above enumerated, . . . . .	.17	.17
Aggregate length of main line, branches, leased roads, sidings, and other track,	27.97	27.97

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 27 ⁹⁷/₁₀₀

Weight of rail per yard, iron, 30 lbs.

What is the relative durability, practicability of use, and value, as used on your road? The track has been laid within six months.

Bridges and Trestles erected in Pennsylvania during the year.

Location.	Kind.	Whether wood, stone, or iron.	Length in feet.	When completed.
Buchanan's,	Trestle, . .	Wood,	208	October, 1877.
Allison's,	Bridge, . .	Wood,	112	October, 1877.
Mud Lick,	Bridge, . .	Wood,	37	October, 1877.
Taylor's,	Bridge, . .	Wood,	72	October, 1877.
Five mile board,	Bridge, . .	Wood,	24	September, 1877.
Near Swart,	Bridge, . .	Wood,	17	September, 1877.
At Swart,	Bridge, . .	Wood,	30	September, 1877.
Above Swart,	Bridge, . .	Wood,	48	September, 1877.
Iams,	Bridge, . .	Wood,	18	September, 1877.
Iams, above,	Bridge, . .	Wood,	19	September, 1877.
Iams, above,	Bridge, . .	Wood,	18	September, 1877.
Deer Lick,	Bridge, . .	Wood,	21	September, 1877.
Deer Lick,	Bridge, . .	Wood,	103	September, 1877.
Loafman's,	Bridge, . .	Wood,	41	September, 1877.
West Union,	Bridge, . .	Wood,	105	September, 1877.
Conger's,	Bridge, . .	Wood,	92	September, 1877.
Dunn's,	Bridge, . .	Wood,	253	September, 1877.
Ringland's,	Bridge, . .	Wood,	113	August, 1877.
Ringland's,	Bridge, . .	Wood,	45	August, 1877.
Ringland's,	Trestle, . .	Wood,	173	August, 1877.
Hackney,	Bridge, . .	Wood,	45	August, 1877.
Hackney,	Trestle, . .	Wood,	110	August, 1877.
Johnson,	Trestle, . .	Wood,	28	August, 1877.
Lewellan,	Trestle, . .	Wood,	49	August, 1877.
Baker's,	Trestle, . .	Wood,	22	July, 1877.
Banetown,	Trestle, . .	Wood,	21	July, 1877.
Banetown, above,	Trestle, . .	Wood,	17	July, 1877.
Banetown, above,	Trestle, . .	Wood,	18	July, 1877.
Near Chambers' mill,	Trestle, . .	Wood,	26	June, 1877.
Near Chambers' mill,	Trestle, . .	Wood,	22	June, 1877.
Chambers' dam,	Trestle, . .	Wood,	77	June, 1877.
Vankirk,	Trestle, . .	Wood,	112	June, 1877.
Bonam's,	Trestle, . .	Wood,	229	June, 1877.
Braddock,	Trestle, . .	Wood,	113	June, 1877.
Fulmer,	Trestle, . .	Wood,	151	June, 1877.
Stone quarry,	Trestle, . .	Wood,	174	June, 1877.
Wades,	Trestle, . .	Wood,	397	May, 1877.
Washington,	Trestle, . .	Wood,	33	May, 1877.

Number of bridges and trestles on whole line,	38
Wooden bridges, number of, 3; aggregate length,	202 feet.
Wooden trestles, number of, 35; aggregate length,	3,024 feet.

Crossings.

Number of crossings of highways, at grade, in this Commonwealth,	19
Number of crossings of highways, over railroad,	2
Number of crossings of highways, under railroad,	1
Number of crossings at which gates or flagmen are maintained,	None.
Number of crossings at grade, at which there are neither gates nor flagmen,	22

What regulations govern your employés in regard to these crossings?
Approach them very slowly, and train under control.

Stations.

Number of stations on main road, passenger and freight, 18
 Number of wood and water stations on main road, 4
 Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$1,200 00
 How is track laid, and on what foundation? Earth foundation, and surfaced with common excavation.

Equipment.	Number.	Av. cost of each.
Number of locomotives of more than 10 tons weight,	2	\$5,200 00
Number of first-class passenger cars,	1	2,500 00
Number of second-class passenger cars,	1	350 00
Number of freight cars, { House cars, 1 } { Trucks, 7 }	8	300 00

What kind of train brake is in use on your road? Hand-brake.
 Average number of cars in passenger and freight trains, including baggage cars, (all trains mixed, 3
 Average weight of passenger trains, including locomotive and tender, in working order, 30 tons.
 Average weight of freight trains, including locomotive and tender, in working order, 30 tons.

Employees.

Average number of persons regularly employed by company, including officials, 50
 Same in Pennsylvania, 50

Doings of the Year.

Transportation and Total Miles Run:

Number of miles run by passenger trains, 5,000
 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, (miles per hour,) 10
 Average rate of speed adopted by freight trains, including stops, (miles per hour,) 10

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 cents.
 For second-class through passengers, 3 cents.
 For second-class way passengers, 3 cents.

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,	5 cents.
For local freight per ton per mile,	12 cents.
For local coal per ton per mile,	5 cents.

Monthly Earnings for the Year.

This road has only recently been opened, and this part of the report cannot be made up.

Expenditures charged to cost of Road and Equipment during the Year.

Passenger and freight houses,	\$200	00
Engine houses, car sheds, wood and coal sheds, and water tanks,	755	00
New locomotives, number of, 2,	10,400	00
New passenger cars, number of, 1,	2,500	00
New freight cars, number of, 9,	2,688	00
New machine shops, machinery, and tools, approximate,	200	00
Total,	\$16,753	00

Expenditures for Operating during the Year.

The road has only recently been opened, and this report cannot be made.

General Balance Sheet, January 1, 1878.

DR.		
Whole cost of construction of road, including amounts paid on rights of way,	\$136,422	25
Whole cost of real estate,	1,200	00
Material on hand,	530	75
Whole cost of equipment,	15,598	00
Balance in hands of treasurer,	1,785	05
* Balance due by subscribers to capital stock,	50,071	69
CR.		
Amount of capital stock subscribed,	\$136,400	00
Amount of funded debt,	6,400	00
Amount of unfunded debt, viz:		
Balance due on railroad iron,	33,913	70
Balance due various persons, (cross-ties,)	2,478	17
Balance due on road building, approximate,	3,500	00
Balance due various creditors, not exceeding,	3,500	00
Amount due Farmers' and Drovers' National Bank, (borrowed money,)	10,000	00
Balance due on locomotives and cars,	9,793	13

* Of these balances due by subscribers, a large amount is uncollectible. But from \$10,000 to \$15,000 are relied upon as assets.

Express Companies.

None.

Transportation Companies.

None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? None.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? Nothing.

Sleeping Cars.

None.

U. S. Mail.

None.

Stock and Dividends.

Amount of common stock now outstanding, \$50,071 69

The road has only recently been opened, and the business is only now being organized into a regular shape, hence a full report of all matters required cannot be made up.

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

Personally appeared before me, J. G. Ritchie, president, and C. E. Bower treasurer of the Waynesburg and Washington Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D., 1877, according to the best of their knowledge and belief.

(Signed)

J. G. RITCHIE, *President.*
C. E. BOWER, *Treasurer.*

Sworn and subscribed before me, this thirteenth day of January, A. D. 1878.

JOHN MUNNEL, *Justice of the Peace.*

WEST CHESTER:

Officers.

NAMES.		Residence.	Salary.
Edward Hoopes,	President and Director,	Philadelphia,	None.
Thos. H. Hall,	Secretary,	West Chester, Pa.,	None.
Thos. H. Hall,	Treasurer,	West Chester, Pa.,	

*Names of Directors.**Residences.*

J. Edward Farnum,	Philadelphia.
George Callaghan,	Philadelphia.
Samuel Riddle,	Glen Riddle, Delaware co., Pa.
Chas. Fairlamb,	West Chester, Pa.
Lorenzo Beck,	West Chester, Pa.
Wm. H. Miller,	Howellville, Delaware co., Pa.

The West Chester railroad is leased to the West Chester and Philadelphia Railroad Company. Lease 99 years. Said company's report will embrace all matters not answered in this return.

Capital Stock.

Capital stock authorized by law,	\$165,000	00
Capital stock authorized by votes of the company, 3,300		
Capital stock, amount subscribed,	165,000	00
Capital stock paid in by last report,	165,000	00
Capital stock, total amount now paid in,	165,000	00
Capital stock, number of shares issued, 3,300		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year. No stock on the market.		

None. Debt.
Cost.

Total cost of entire road to date,	\$159,798	04
Average of same per mile of road laid,	17,755	33
Total cost of entire equipment,	46,037	00
Average cost of equipment per mile of road operated by company,	5,115	23
Cost of road and equipment per mile,	22,870	62

Characteristics of Road.

Length of main line, from West Chester to Malvern Station, Pennsylvania railroad, (all in Penna.,)	9 miles.
Length of single main track,	9 miles.

Gauge.

What is the gauge of your lines? 4 feet 8½ inches

Track.

Miles of iron rail in use,	9
Miles of steel rail in use,	None.
Weight of rail per yard, { Iron,	50 and 58 lbs.
{ Steel,	None.

Bridges and Trestles erected in Pennsylvania during the year.

None.

Number of bridges and trestles on whole line: None, excepting road and crossings; 2 over the road.

Stone bridges, number of, one culvert; aggregate length, 25 feet.

Crossings.

What railroads cross your road, at grade, in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

What regulations govern your employes in regard to these crossings? Road leased to the West Chester and Philadelphia Railroad Company.

Stations.

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 roadway, in Pennsylvania, as per account,	\$22,996 60

Equipment.

Number of locomotives of more than 30 tons, 1; cost,	\$13,300 00
Number of first-class passenger cars, 2; cost of each,	4,417 50
Number of baggage, mail, and express cars, 1; cost,	906 00

What kind of train brake is in use on your road? Double acting.

General Balance Sheet, January 1, 1878.

DR.			
Construction,		\$159,798	04
Real estate,		22,996	60
Equipment:			
Locomotives,	\$13,300		
Passenger cars,	4,835		
Baggage cars,	906		
		23,041	00
West Chester and Philadelphia Railroad Company,		6,054	99
		\$211,890	63
CR.			
Capital stock,		\$165,000	00
Revenue balance, (or profit and loss,)		46,890	63
		\$211,890	63

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

Personally appeared before me, Edward Hoopes, president, and Thos. H. Hall, treasurer, of the West Chester Railroad Company, who being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

EDWARD HOOPES, *President.*

THOS. H. HALL, *Treasurer.*

Affirmed and subscribed before me, this 9th day of January, A. D. 1878.

THOS. RANDALL, *Magistrate Court, No. 24.*

WEST CHESTER AND PHILADELPHIA.

Officers.

NAMES.		Residence.	Salary.
Edward Hoopes,	President,	Philadelphia,	\$1,500 00
A. Lewis Smith,	Secretary,	Media, Del. co., Pa.,	500 00
Thos. H. Hall,	Treasurer,	West Chester, Pa.,	1,800 00
Henry K. Smith,	General Superintendent,	Philadelphia,	3,500 00

General offices at Philadelphia, 31st and Chestnut street.

<i>Names of Directors.</i>	<i>Residences.</i>
Lorenzo Beck,	West Chester, Pa.
George Callaghan,	Philadelphia, Pa.
Charles Fairlamb,	West Chester, Pa.
J. Edward Farnum,	Philadelphia, Pa.
Marshall B. Hickman,	West Chester, Pa.
William H. Miller,	Howellville, Del. co., Pa.
Samuel Riddle,	Glen Riddle, Del. co., Pa.
Samuel J. Sharpless,	Philadelphia, Pa.
Albert C. Roberts,	Philadelphia, Pa.

Capital Stock.

Capital stock authorized by law,	\$3,200,000	00
Capital stock authorized by votes of company,	16,428	00
Capital stock, amount subscribed. Consolidated preferred stock,	821,300	00
Capital stock paid in by last report,	821,300	00
Capital stock, total amount now paid in,		
Capital stock, number of shares issued,	16,428	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	59	00

One share of common stock redeemed during the year, being the last share of old common stock.

Debt.

Funded Debt.		
General mortgage bonds, (due April 1, 1891, bear interest at 7 per cent., which is payable April and October,) amount,	\$1,100,000	00
Total amount now of funded debt,	\$1,100,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what:		
Ground rents and mortgages on real estate, 10-31, 1876, balance,	\$65,012 50	
Decrease,	2,500 00	
	62,512	50
Total amount now of floating and funded debt,	\$1,162,512	50
Total cash realized from capital stock and debt,	\$1,983,812	50

Cost.

Total cost of entire road to date,	\$1,877,737	95
Average of same per mile of road laid,	71,398	87
Total cost of entire equipment,	200,249	70
Average cost of equipment per mile of road operated by company,	7,814	05
Cost of road and equipment per mile,	79,010	93

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Philadelphia to West Chester,		26.1
Length of single main track,		26.1
Length of double main track,		None.
Branches.		
None.		
Leased Roads.		
West Chester railroad branch, length of road,		9
From West Chester to Malvern station, Pennsylvania railroad,		9
Length of single track,		9
Length of double track,		None
Aggregate length of main line, 26.1	}	35.1
Aggregate length of leased roads, 9		
Aggregate length of sidings and other track not above enumerated, . . . . .			5
Aggregate length of main line, leased roads, sidings, and other track,		40.1

Gauge.

What is the gauge of your lines? 4 ft. 8 1/2 in.

Track.

Miles of iron rail in use,	13.1/8
Miles of steel rails in use,	13
Weight of rail per yard, iron,	58 lbs.
Weight of rail per yard, steel,	56 lbs.

Bridges and Trestles erected in Pennsylvania during the year.

Near Media, over Ridley creek, re-built with iron in place of wood. Linville truss, iron, 464 feet long, completed September, 1877.

Number of bridges and trestles on whole line,	33
Wooden bridges, number of, 16; aggregate length,	2,336 feet.
Stone bridges,	None.
Iron bridges, number of, 7; aggregate length,	744 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Junction railroad at West Philadelphia.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None.

Number of crossings of highways, at grade, in this Commonwealth,	33
Number of crossings of highways over railroad,	12
Number of crossings of highways under railroad,	11

Stations.

Number of stations on main road,	{ Passenger only, . . . 9 Fright and passenger, 13 Freight, only, . . . 2 }	24
Number of stations on leased road,	{ Passen'r 9, of which 2 are freight, . . . }	9
Number of wood and water stations on main road,		5
Number of wood and water stations on leased road,		2
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, including depots and station houses,		\$336,632 81
How is track laid and on what foundation? Two thirds stone ballast, and balance gravel.		

Equipment.	Number.	Av. cost of each.
Number of locomotives of more than forty tons weight,	None.	
Number of locomotives of more than thirty tons weight,	8	
Number of locomotives of more than twenty tons weight,	1	\$7,550 00
Number of locomotives of more than ten tons weight,	1	
Number of first-class passenger cars,	20	2,500 00
Number of baggage, mail, and express cars,	4	to 4,000 00 1,750 00
Number of freight cars, { House cars, 25 Trucks, 28 }	53	648 96 and 560 72
Number of coal, ore and stone, and lime cars,	18	150 00 and 350 00
Number of caboose cars,	1	851 66

What kind of train brake is used on your road? Double acting.	
Average number of cars in passenger trains, including baggage cars,	4
Average number of cars in freight trains,	20
Average weight of passenger trains, including locomotive and tender, in working order,	100 tons.
Average weight of freight trains, including locomotive and tender, in working order,	340 tons.

Employees.

Average number of persons regularly employed by company, including officials,	175
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Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	223,392
Number of miles run by freight trains,	16,848
Number of miles run by coal trains,	30,632
Number of through passengers for the year on main road,	99,472
Number of passengers (all classes) carried in cars,	804,031

Number of passengers carried one mile,	8,985,439
Number of tons of 2,000 lbs. of through freight for the year on main road,	22,494
Number tons of freight carried one mile.	1,486,865
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	97,726
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	17
Average rate of speed adopted by express trains, including stops, (miles per hour,)	26
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	5

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1876,	66,810	May, 1877,	72,540
December, 1876,	59,682	June, 1877,	76,910
January, 1877,	53,571	July, 1877,	71,489
February, 1877,	54,117	August, 1877,	68,190
March, 1877,	59,620	September, 1877,	87,119
April, 1877,	65,445	October, 1877,	68,538

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	} 44,258	Stone, lime, and brick,	8,269
Bituminous coal,		Agricultural products,	10,067
Petroleum and other oils,	None.	Merchandise and manufactures,	22,696
Pig iron,	None.	Live stock,	No acc't.
Railroad iron,	None.	Lumber,	6,180
Other iron or castings,	No acc't.	Other articles, freight, not classified, 6,216	
Iron and other ores,	No acc't.		

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 cents.
Average for passengers per mile	2.31 cents.

The rate per ton of 2,000 pounds, per mile charged for Freight.

For through freight per ton per mile, according to classes, 8, 9, 12, 14 cts	
For through coal per ton per mile,	4 cts.
For local freight per ton per mile,	About 30 cts.
For local coal per ton per mile,	From 7 to 10 cts.
Average rate for all freights per ton per mile,	7.715 cts.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
November, 1876,					\$19,491	39
December, 1876,					15,238	29
January, 1877,					13,101	73
February, 1877,					13,118	41
March, 1877,					15,542	27
April, 1877,					17,451	48
May, 1877,					18,697	08
June, 1877,					19,337	17
July, 1877,					18,600	33
August, 1877,					18,451	10
September, 1877,					20,451	82
October, 1877,					18,062	76
Total,					\$207,573	78

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
November, 1876,					\$10,066	43
December, 1876,					7,697	92
January, 1877,					7,128	63
February, 1877,					7,105	69
March, 1877,					9,687	40
April, 1877,					11,539	36
May, 1877,					10,726	83
June, 1877,					9,228	84
July, 1877,					9,434	13
August, 1877,					10,320	07
September, 1877,					10,439	93
October, 1877,					9,609	27
Total,					112,982	65
Note.—Express,					1,731	39
					\$114,714	04

From all Other Sources, Interest received, Rents and Telegraph.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
November, 1876,			\$146	69	\$376	47	\$528	16
December, 1876,			138	63	437	13	1,065	90
January, 1877,			145	85	346	69	492	54
February, 1877,			137	45	348	23	485	68
March, 1877,			149	91	1,202	60	1,886	64
April, 1877,	534	13	150	59	1,542	44	1,693	08
May, 1877,			138	78	306	04	444	82
June, 1877,	534	13	166	79	843	94	1,544	86
July, 1877,			153	19	453	78	606	97
August, 1877,			153	51	298	58	452	09
September, 1877,	534	13	125	00	306	06	965	19
October, 1877,			125	00	1,432	10	1,557	10
	\$2,092	53	\$1,731	39	\$7,894	06	\$11,717	98

Total passenger earnings for the year,	\$207,573	73
Total freight earnings for the year,	112,982	65
Total earnings from all other sources,	11,717	96
Total earnings for the year,	\$332,274	41

Expenditures Charged to Cost of Road and Equipment during the Year.

Extension or alteration of road,	None.	
Land, passenger and freight houses,	\$6,971	91
Any other expenditures chargeable to this account, . . . \$13,128 13 }		
Less decrease of equipment, 4,650 00 }	8,478	13
Total,	\$15,450	04

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$24,573	88
New iron rails,	None.	
New steel rails, 301 tons, 38 lb., \$14,674 56		
Less old rails, &c., sold, 9,391 66		
	5,282	90
Repairs of bridges,	9,946	77
Repairs of buildings and fixtures,	7,464	39
Repairs of fences,	None.	
All other expenses for maintenance of way and rents paid,	1,297	50
Total for maintenance of way,	\$48,565	44
Cost per mile of road kept in repair,	1,349	04

Cost of Maintenance of Motive Power and Cars.

Repairs of rolling stock and tools,	\$24,481	30
Total for maintenance of motive power and cars,	\$24,481	30
Cost per mile of road operated,	680	04

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$27,611	61
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	13,376	85
Fuel—number of cords of wood: Old ties used.		
Fuel—number of tons of coal, 6,286; cost, \$3.96,	25,704	89
Oil and waste,	3,731	64
Damages for injuries to persons, for cattle killed or injured, and for loss of goods and baggage,	909	44
Damages to property, including damages by fire, None.		
Taxes,	9,595	27
Insurance: No separate account.		
Telegraph expenses,	1,791	57
Amount paid other corporations or individuals for use of all other cars and teaming,	5,397	13
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, (ground rents not included,)	27,130	42
Total miscellaneous,	\$115,348	82
Amount per mile of road operated,	\$3,201	35
Total expenditures for operating the road, excluding ground rents paid,	188,295	56
Expenses per mile of the road operated,	5,230	43
Expenses per train mile,		69½

Earnings.

Passenger transportation, local and through,	\$207,573	78
Freight and coal transportation, local and through,	114,714	04
Mall service,	2,092	53
Express service: \$1,731 39 included in freight earnings.		
Rents,	4,345	26
All other sources of income,	3,548	80
Total,	\$332,274	41
Operating Expenses.		
Maintenance of way and buildings, \$48,565 44		
Maintenance of motive power and cars, 24,481 30		
Miscellaneous, 115,248 82		
Total operating expenses, exclusive of ground rents, being 56½ per cent. of earnings,	188,295	56
Net earnings,	\$143,978	85
Earnings per mile of road operated,	\$9,229	84
Expenses per mile of road operated,	5,230	43
Net earnings,	3,999	41

General Balance Sheet, October 31, 1877.

DR.			
Construction,		\$1,541,105	14
Locomotives,		75,500	00
Passenger cars,		73,845	94
Freight cars,		39,179	00
Tools and machinery,		11,724	72
Real estate,		336,632	81
Stock of the West Chester railroad,		100,000	00
Materials on hand,		11,717	50
Bills receivable,		10,326	61
Farmers' and Mechanics' National Bank, coupon account,		1,911	00
United States account, mail service,		135	75
Freight agents' account,		12,077	39
Passenger agents' account,		35	59
Foreign roads, passenger account,		59	08
Cash balance, 10-31, 1877,		33,715	10
		\$2,247,966	13
CR.			
* Consolidated preferred stock,		\$321,300	00
General mortgage bonds,		1,100,000	00
Ground rents and mortgages,		62,512	50
Dividends unpaid,		16	00
Sundry creditors' account,		13,121	20
West Chester railroad,		5,054	99
Interest on general mortgage,		1,911	00
Foreign roads' freight account,		449	79
Foreign roads' charges account,		5,777	85
Revenue balance, October 31, 1876,	\$233,704	84	
Increased by:			
Passenger earnings,	\$207,578	78	
Freight earnings,	114,714	04	
Mail earnings,	2,092	53	
Telegraph earnings,	1,000	95	
Rent earnings,	4,345	26	
Interest on bills receivable,	2,547	85	
Total earnings,	\$832,274	41	
Less:			
Operating expenses,	\$178,700	29	
State and other taxes,	9,595	27	
Total operating expenses,	188,295	56	
Net earnings,	\$143,978	85	
Less:			
Interest on mortgage,	\$77,000	00	
Interest on bonds & mortgages,	239	30	
Interest, ground rents,	3,825	08	
Interest, dividends paid,	65,704	00	
Interest, taxes of 1862 inclusive			
1872, United States,	13,042	00	
Interest, part of iron bridge,	10,000	00	
	169,860	38	
		25,881	53
		\$237,823	31
		\$2,247,966	13

* No common stock out.

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? 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.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of materials or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? None.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? None.

Sleeping Cars.

None.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$67 50 per mile, and \$102 55 for side service; \$1,866 50 per year; \$270 per year for leased road of nine miles.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: (No stock issued this year.) 16,426 shares of consolidated preferred stock issued to take up all the old preferred and common stock of the company, and to bear interest at 8 per cent. per annum from the date of issue.

Amount of common stock now outstanding: None.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: 4 per cent. January and July.

Number and per cent. of dividends, 2 dividends, 4 per cent. each, . . .	\$35,704	00
Amount paid in dividends,	65,704	00
Paid to sinking fund, No sinking fund.		
Balance for the year, or surplus, short,	\$25,881	53
Surplus at commencement of the year, 10-31, '76,	263,704	84
Total surplus,	287,823	31
Surplus invested as follows:		
Cash and balance,	33,715	10
Balance of accounts due company, } Including stock of W. C. R. R. Co.,	109,933	10
Material, fuel, and stores,		
Other items being amount in construction and equipment,	94,175	11

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	. . . . .	. . . . .	. . . . .
Employés,	2	. . . . .	. . . . .
Others,	3	. . . . .	. . . . .	. . . . .
Total,	4	2

Statement of each Accident.

April 4, 1877. Joseph P. Wilson, Esq., attempted to step on a moving train, at the depot in West Philadelphia, but, being confused, stepped between two rear cars on the track; wheels running over his breast, causing instant death; aged about 55 years.

May 30, 1877. David White, in crossing iron bridge at Maylandville, was met by an approaching train, cutting off both feet; died at Pennsylvania University Hospital the same day; aged about 60 years.

June 18, 1877. J. Luther Heilig, baggage master; inspecting his brake at street road; fell from the train passing through a road bridge, and was injured about the head and shoulders; has recovered.

July 26, 1877. Michael Kirby, a tramp, and apparently deaf, was struck and instantly killed, at the alms-house crossing, Philadelphia; aged about 45 years.

October 2, 1877. Wendell Broomall, freight brakeman; coupling cars at Maylandville siding; had his fingers crushed; hand amputated.

October 11, 1877. J. Duncan Smith, walking on track at Morton's; stepped from in front of a train on siding to main track, and was instantly killed by a passing train; aged about 60 years.

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

Personally appeared before me, Edward Hoopes, president, Henry K. Smith, superintendent, and Thomas H. Hall, treasurer of the West Chester and Philadelphia Railroad Company, who being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

EDWARD HOOPES, *President.*

THOS. H. HALL, *Treasurer.*

H. K. SMITH, *Superintendent.*

Sworn and subscribed before me, this thirtieth day of November, A. D. 1877.

SLATER C. TAYLOR, *Alderman.*

WEST CHESTER AND PHOENIXVILLE.

Officers.

NAMES.		Residence.	Salary.
Wm. E. Lockwood,	President,	Glen Looh & Phila.,	None.
Wm. Painter,	Vice President,	Philadelphia,	None.
George A. Rahm,	Secretary and Treasurer,	Philadelphia,	None.
Edwin S. Taylor,	Chief Engineer,	At present Cape May, N. J.,	None at present.

General offices at 255 South Third street, Philadelphia.

Names of Directors.

Residences.

William E. Lockwood,	Glen Looh and Philadelphia.
William Painter,	Philadelphia.
John I. Parker,	West Chester.
William E. Barber,	West Chester.
Frank Pyle,	West Chester.
John Rutter,	West Chester.
Samuel Painter,	West Chester.

Capital Stock.

Capital stock authorized by law,	\$250,000	00
Capital stock authorized by votes of company, 2,600 shares or votes.		
Capital stock, amount subscribed, 10 per cent.		
Capital stock paid in by last report, 10 per cent.,	130,000	00
Capital stock, total amount now paid in, 10 per cent.,	130,000	00
Capital stock, number of shares issued,	None.	
Capital stock, amount paid in on each share, 10 per cent.		
Capital stock, par value of each share,	\$50	
Capital stock, average market value during the year,	No sales.	

Debt.

Floating Debt.

Unfunded debt, incurred for construction, equipment, or purchase of property, organization, surveys, and attendant expense, about,	\$1,200
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Characteristics of Road.

Main Line.

Length of main line, from West Chester to Phoenixville, About 14 miles.

Gauge.

What is the gauge of your lines, proposed gauge, 4 ft. 8½ in.

Remarks.

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.

Its objects and purposes are to connect the northern section of Chester county with the county seat, West Chester; also, to make an eastern and western connection with the Pennsylvania railroad, at Glen Loch, and also with the Chester Valley railroad, near the White Horse station; and through this latter connection with the Reading and Lehigh Company's system of roads.

During the year 1877, the final surveys and locations have been made on the first section, *i. e.* from West Chester to Glen Loch, except the terminal point in the former place. These final surveys have been made to conform at Glen Loch with the new located line for straightening the Pennsylvania railroad at that point. The survey and location of the second section is from the Chester Valley railroad to Phoenixville, has been looked over by our engineer corps, in a general way, but no definite location has been made.

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

Personally appeared before me, William E. Lockwood, president, and George A. Rahm, treasurer of the West Chester and Phoenixville Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, (thirty-first,) A. D. 1877, according to the best of their knowledge and belief.

(Signed)

WILLIAM E. LOCKWOOD, *President.*

GEO. A. RAHM, *Treasurer.*

Sworn and subscribed before me, this 2d day of January, A. D. 1878.

H. E. HINDMARSH, *Notary Public.*

WESTERN MARYLAND.

Officers.

NAMES.		Residence.	Salary.
J. M. Hood,	President,	Baltimore,	\$5,000 00
Alexander Rieman,	Vice President,	Baltimore,	None.
John S. Harden,	Secretary and Treasurer,	Baltimore,	2,500 00
Marshall & Fisher,	General Solicitor,	Baltimore,	Fees.
J. M. Hood,	Chief Engineer,	Baltimore,	
	General Manager,		
	General Superintendent,		

<i>Names of Directors.</i>	<i>Residences.</i>
Adams, Samuel H.,	Baltimore.
Biggs, Joshua,	Frederick county.
Devries, Christian,	Baltimore.
Foley, Daniel J.,	Baltimore.
Harris, George W.,	Washington co.
Hipsley, E. G.,	Baltimore.
Longwell, John K.,	Carroll co.
Motter, Isaac,	Washington co.
Penniman, Nicholas G.,	Baltimore.
Preston, J. Alexander,	Baltimore.
Reiman, Alexander,	Baltimore.
Seemuller, William,	Baltimore.
Welty John,	Washington co.

Capital Stock.

Capital stock authorized by law,	\$1,000,000	00
Capital stock, paid in by last report,	681,300	00
Capital stock, total amount now paid in,	681,600	00
Capital stock, number of shares issued, 13,632		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	5	00

Debt.

Funded Debt.		
First mortgage bonds, (due 1890, bear interest at 6 per cent.,)	\$600,000	00
Second mortgage bonds, (due 1895, bear interest at 6 per cent.,)	600,000	00
Preferred,	600,000	00
Third mortgage bonds, (due 1900, bear interest at 6 per cent.,)	875,000	00
Fourth mortgage bonds, (due 1902, bear interest at 6 per cent.,)	1,000,000	00
Funded coupons, due 1880, (bear interest at 8 per cent.,)	175,271	00
Total amount now of funded debt,	\$3,850,271	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	None.	
The amount now of floating debt,	None.	
Total amount now of funded debt,	\$3,850,271	00
Funded debt as per last report,	\$3,848,111	00
Floating debt as per last report,	None.	

Cost.

Total cost of entire road to date, and equipment,	\$1,288,252	88
Average of same per mile of road laid,	180,753	68
Total cost of entire equipment and road,	\$1,469,006	51
Cost of road and equipment per mile,	49,655	62
Proportion of same for Pennsylvania,	24,827	81

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line from Baltimore to Williamsport,	90	
Aggregate length of main line and branches,	90	
Aggregate length of sidings and other track not above enumerated,	10 $\frac{1}{2}$	
Aggregate length of main line, branches, leased roads, sidings, and other track,	100 $\frac{1}{2}$	

Gauge.

What is the gauge of your lines? 4 feet 8 $\frac{1}{2}$ inches.

Track.

Miles of iron rail in use, 97 $\frac{1}{2}$
 Miles of steel rail in use, 3
 Weight of rail per yard, { Iron, 56 lbs.
 { Steel, 60 lbs.

Bridges and Trestles erected in Pennsylvania during the year.

None.

Number of bridges and trestles on whole line, 116
 Wooden bridges and trestles, 116; aggregate length, 6,461 feet.
 Stone bridges, None.
 Iron bridges, None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
 What railroads cross your road, either over or under your grade, in this Commonwealth, and where? None
 Number of crossings of highways at grade in this Commonwealth,
 Number of crossings of highways over railroad,
 Number of crossings of highways under railroad,
 Number of crossings at which gates or flagmen are maintained,
 Number of crossings at grade at which there are neither gates nor flagmen, } None of importance.

Stations.

Number of stations on main road, passenger and freight, 53
 Number of wood and water stations on main road, 9
 Value of real estate held by the company, exclusive of roadway, in Pennsylvania, estimated, \$25,000

Number of tunnels, none; aggregate length: All in Maryland.

How is track laid, and on what foundation? Principally stone ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	10		
Number of locomotives of more than 20 tons weight,	3		
Number of first-class passenger cars,	21	\$5,000	00
Number of second-class passenger cars,	5	3,000	00
Number of baggage, mail, and express cars,	8	1,800	00
Number of freight cars, { House cars, 81 } { Trucks and box, 20 }	101	650	00
Number of coal and stone cars,	142	500	00
Number of stock cars,	18	600	00

What kind of train brake is in use on your road? Longhridge air brake.

Average number of cars in passenger trains, including baggage cars,	4
Average number of cars in freight trains,	10

Employees.

Average number of persons regularly employed by company, including officials,	200 to 250
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Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger, freight, and coal trains,	378,196
Number of passengers (all classes) carried in cars,	339,111
Number of passengers carried one mile,	6,582,241
Number of tons of freight carried one mile,	4,692,089
Gross amount of tonnage for the year, (2,000 pounds per ton,)	131,367
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour,)	25
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers, (all classes,) carried in Cars.

October, 1876, 24,796	April, 1877, 19,335
November, 1876, 19,309	May, 1877, 23,288
December, 1876, 18,514	June, 1877, 38,106
January, 1877, 16,421	July, 1877, 38,997
February, 1877, 17,170	August, 1877, 71,223
March, 1877, 19,459	September, 1877, 34,498

The amount of Freight, specifying the Quantity in Tons of 2,000 pounds.

Anthracite and bituminous coal, 48,995 ⁴⁴⁰ / ₂₀₀₀	Merchandise and manufactures, 33,205 ³⁸⁸ / ₂₀₀₀
Iron and other ores, 775 ³³⁸ / ₂₀₀₀	Live stock, 4,350 ⁴⁸⁸ / ₂₀₀₀
Stone and lime, 3,422 ⁴³⁸ / ₂₀₀₀	Lumber, 11,027 ²⁵⁸ / ₂₀₀₀
Agricultural products, 21,022 ¹⁵³ / ₂₀₀₀	Other articles, 8,768 ³⁰⁰ / ₂₀₀₀

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 cents.

The rate per Ton of (2,000 pounds) per mile charged for Freight.

For through and local coal and freight, average,	3.17
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Monthly Earnings for the Year,

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
October, 1876,			\$12,098	14	
November, 1876,			8,821	88	
December, 1876,			8,677	50	
January, 1877,			7,271	95	
February, 1877,			7,477	64	
March, 1877,			8,524	61	
April, 1877,			8,720	29	
May, 1877,			10,306	32	
June, 1877,			13,329	59	
July, 1877,			14,877	99	
August, 1877,			22,778	12	
September, 1877,			13,785	24	
Total,					\$136,662 27

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.
October, 1876,			\$14,530	85	
November, 1876,			11,849	89	
December, 1876,			11,409	00	
January, 1877,			10,536	78	
February, 1877,			12,899	34	
March, 1877,			14,664	85	
April, 1877,			14,540	19	
May, 1877,			15,158	62	
June, 1877,			12,990	59	
July, 1877,			11,649	34	
August, 1877,			16,015	60	
September, 1877,			16,434	31	
Total,					\$162,678 36

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
November, 1876, .	\$515	36	\$417	49	\$2,109	26	\$3,042	11
December, 1876, .	515	36	521	85	1,239	57	2,276	78
January, 1877, . .	515	36	320	12	1,397	99	2,233	47
February, 1877, .	515	36	329	89	1,355	11	2,200	36
March, 1877, . . .	515	36	340	77	1,408	02	2,264	15
April, 1877, . . .	515	36	312	68	1,470	97	2,299	01
May, 1877,	515	36	340	44	1,680	87	2,536	67
June, 1877,	515	36	426	42	1,821	30	2,763	08
July, 1877,	553	90	390	45	1,601	83	2,546	18
August, 1877, . . .	476	82	633	06	1,622	25	2,732	13
September, 1877, .	515	36	572	12	2,681	20	3,768	68
October, 1877, . .	553	90	402	84	3,125	88	4,082	62
Total,	\$6,222	86	\$5,008	13	\$21,514	25	\$32,745	24

Total passenger earnings for the year,	\$136,662	27
Total freight earnings for the year,	162,678	36
Total earnings from all other sources,	32,745	24
Total earnings for the year,	\$332,085	87
Total receipts from all sources on whole length of line,	\$333,402	63

Expenditures Charged to Cost of Road and Equipment during the Year.

Total,	\$57,430	54
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Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Total for maintenance of way,	\$45,318	51
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Cost of Maintenance of Motive Power and Cars.

Total for maintenance of motive power and cars,	\$37,593	58
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Miscellaneous.

Transportation expenses,	\$118,551	21
Damages for loss of goods and baggage,	215	88
Telegraph expenses,	3,520	94
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	14,740	45
Total miscellaneous,	\$137,028	48
Total expenditures for operating the road,	\$219,940	57

Earnings.

Passenger transportation, local and through,	\$136,662	27
Freight transportation, local and through,	162,578	36
Mail service,	6,223	86
Express service,	5,006	13
All other sources of income,	21,514	25
Total,	\$332,085	87
Operating Expenses.		
Maintenance of way and buildings,	\$45,318	51
Maintenance of motive power and cars,	37,593	58
Miscellaneous,	137,028	48
Total operating expenses, being 66.10% per cent. of earnings,	\$219,940	57

General Balance Sheet, October 31, 1877.

DR.		
Sept. 30. To cost of old road and appurtenances,		\$2,404,672 30
To cost of new road and appurtenances,	Paid out of construction fund, . . . \$1,875,000 00 Paid out of general revenue, 8,580 58	
To construction and equipment,		1,883,580 53
To loss on sale of second preferred bonds,		180,753 68
To sinking fund, second mortgage,		48,500 00
To Union Railroad Company,		30,000 00
To sundry individual indebtedness,		2,500 00
To material on hand,		2,946 30
To balance,		4,358 20
		25,458 89
		\$4,582,769 90
CR.		
Sept. 30. By first mortgage, unindorsed,	\$400,000 00	
By first mortgage, indorsed by city,	200,000 00	
		\$600,000 00
By second preferred mortgage,		600,000 00
By second mortgage, indorsed by city,	\$300,000 00	
By second mortgage, indorsed by Washington co., Md.,	300,000 00	
		600,000 00
By third mortgage, indorsed by city,		875,000 00
By fourth mortgage, (city stock,)		1,000,000 00
By bills payable,		19,877 04
By sundry suspended debts,		3,102 67
By stock subscriptions,		683,882 78
By general revenue,		200,857 41
		\$4,582,769 90

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc. ? Adams Express Company, between Baltimore and Mechanicstown, 25 cents per 100 pounds; marketing, 23 cents. Between Baltimore and Hagerstown, 40 cents per 100 pounds; marketing, 28 cents.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies ? General express business; freights at depot.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? No.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? Trackage contract for use of one and half miles of the Baltimore and Potomac railroad, and three fourths of a mile of the Northern Central railway, in Baltimore. Rates as follows, including both: Trip passengers, 10 cents; commutation, mileage, and excursion, 6 cents, and season, 4 cents. Freights, 35 cents per ton. All service performed by this company.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? Nothing.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? Received during fiscal year, \$5,623 35, net amount. The compensation is dependent upon the weight of mail matter transported.

Stock and Dividends.

No dividends paid.

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,	2				2	
Others,						
Total,	2				2	

Statement of Each Accident.

Engineer J. W. Romspert was killed at Union Bridge, October 24, 1876, by explosion of locomotive boiler.

Conductor V. B. Heaton was killed at Union Bridge, March 12, 1877, while assisting in pushing a car out of side track; another car which had been left standing behind him, started down grade unobserved, catching and crushing him between draw-heads.

On the night of October 20, 1876, the body of Robert E. McDonald was found on the track, half mile east of Westminster, badly mutilated by being run over. It is not known that this was the cause of his death. It was reported that he left Westminster in an intoxicated condition, and when found, his body had been robbed.

STATE OF MARYLAND, }
City of Baltimore, } ss:

Personally appeared before me, John M. Hood, president, and John S. Harden, treasurer of the Western Maryland Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

J. M. HOOD, *President.*

JNO. S. HARDEN, *Treasurer.*

Sworn and subscribed before me, this twenty-sixth day of January, A. D. 1878.

PH. H. HOFFMAN.

Commissioner for Pennsylvania in Maryland, residing in Baltimore.

WHEELING, PITTSBURGH AND BALTIMORE.

Officers.

NAMES.		Residence.	Salary.
J. B. Washington, . . .	President.	Pittsburgh,	\$300 00
W. W. Smith,	Secretary.	Washington, Pa.,	
W. H. Ijams,	Treasurer.	Baltimore, Md.,	
J. L. Randolph,	Chief Engineer.	Martinsburg, W. Va.	

General offices at Washington, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
W. S. Bissell,	Pittsburgh, Pa.
Wm. Workman,	Washington, Pa.
W. W. Smith,	Washington, Pa.
S. B. Hayes,	Washington, Pa.
Wm. Keyser,	Baltimore, Md.
A. Maddison,	Baltimore, Md.

Capital Stock.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed, (10,000 shares,)	500,000	00
Capital stock paid in by last report,	500,000	00
Capital stock, total amount now paid in,	500,000	00
Capital stock, number of shares issued, 10,000		
Capital stock, amount paid in on each share, \$50	50	00
Capital stock, par value of each share, 50	50	00
Capital stock, average market value during the year,	2	50

Debt.

None.

Cost.

Total cost of entire road to date,	\$464,006	51
Average of same per mile of road laid,	14,500	20
Proportion of same for Pennsylvania,	246,508	40

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Washington, Pa., to Wheeling, W. Va.,	32	17
Aggregate length of main line and branches,	32	17
Aggregate length of sidings and other track not above enumerated,	1	. . . . .

Gauge.

What is the gauge of your lines? 4 ft. 8½ in.

Track.

Weight of rail per yard, steel, 50 lbs

Bridges and Trestles erected in Pennsylvania during the year.

None.

Number of bridges and trestles on whole line,	23
Wooden bridges, number of, 12; aggregate length,	916 feet.
Stone bridges, number of, 1; aggregate length,	274 feet.
Wooden trestles, number of,	10

Stations.

Number of stations on main road: Passenger and freight, 10

Number of wood and water stations on main road, . . .	4
Value of real estate held by the company, exclusive of roadway,	\$10,000
Number of tunnels, 6; aggregate length,	3,389 feet.
How is track laid, and on what foundation? Ties. . .	

Equipment.

Is owned by Baltimore and Ohio Railroad Company.	
Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	5
Average weight of passenger trains, including locomotive and tender, in working order,	69 tons.
Average weight of freight trains, including locomotive and tender, in working order,	79 tons.

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	20,032
Number of miles run by mixed trains,	20,032
Number of through passengers for the year on main road,	182
Number of passengers (all classes) carried in cars,	52,316
Number of passengers carried one mile,	679,758
Number of passengers carried one mile in Pennsylvania,	391,365
Number of tons of freight carried one mile,	384,997
Number of tons of freight carried one mile in Pennsylvania,	162,092
Gross amount of tonnage for the year, (2,000 pounds per ton,)	20,263
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	18
Average rate of speed adopted by mixed trains, including stops, (miles per hour,)	19

Monthly Statement of Passengers, all classes, carried in cars.

October, 1876,	4,508	April, 1877,	3,488
November, 1876,	3,110	May, 1877,	5,029
December, 1876,	4,176	June, 1877,	6,335
January, 1877,	3,301	July, 1877,	4,943
February, 1877,	4,050	August, 1877,	4,434
March, 1877,	4,124	September, 1877,	4,868

The amount of Freight specifying the quantity in Tons of 2,000 pounds.

Bituminous coal,	2,270	Merchandise and manufactures,	1,357
Petroleum and other oils,	20	Live stock,	2,015
Pig iron,	5	Lumber,	2,038
Iron and other ores,	275	Other articles,	1,643
Stone and lime,	9,375		
Agricultural products,	675		20,263

The Rate of Fare for Passengers charged for the Respective Classes per mile, as follows:

For first-class through passengers, }
 For first-class way passengers, . . . } 3 $\frac{1}{2}$ cents

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

For through freight, }
 For through coal, . . }
 For local freight, . . }
 For local coal, . . . } 4 cents per ton per mile.

Monthly Earnings for the Year.
 From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
October, 1876,					\$2,200	10
November, 1876,					1,753	00
December, 1876,					1,800	90
January, 1877,					1,425	20
February, 1877,					1,653	55
March, 1877,					1,786	65
April, 1877,					1,736	70
May, 1877,					2,233	95
June, 1877,					2,156	15
July, 1877,					2,683	90
August, 1877,					2,511	20
September, 1877,					2,372	95
Total,					\$24,314	25

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
October, 1876,					\$1,918	90
November, 1876,					1,231	69
December, 1876,					1,222	75
January, 1877,					973	11
February, 1877,					1,026	89
March, 1877,					1,129	60
April, 1877,					1,081	67
May, 1877,					1,528	64
June, 1877,					1,573	87
July, 1877,					1,080	05
August, 1877,					1,745	85
September, 1877,					1,672	13
Total,					\$16,185	15

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.	Total.
October, 1876, . . .	\$152	94	\$50	00		\$202 94
November, 1876, . .	152	93	50	00		202 93
December, 1876, . .	152	94	50	00		202 94
January, 1877, . . .	152	93	50	00		202 93
February, 1877, . . .	152	94	50	00		202 94
March, 1877,	152	94	50	00		202 94
April, 1877,	152	94	50	00		202 94
May, 1877,	152	93	50	00		202 93
June, 1877,	152	94	50	00		202 94
July, 1877,	152	94	50	00		202 94
August, 1877,	152	93	50	00		202 93
September, 1877, . .	152	94	50	00		202 94
Total,	\$1,835	25	\$600	00		\$2,435 25
Total passenger earnings for the year,						\$24,314 25
Total freight earnings for the year,						16,185 15
Total earnings from all other sources,						2,435 25
Total earnings for the year,						\$42,934 65
Total receipts from all sources on whole length of line,						\$42,934 65

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$9,172 69
Repair rails, number of tons, 322,	9,660 00
Repairs of bridges,	959 06
Repairs of buildings and fixtures,	659 15
Repairs of fences,	None.
All other expenses for maintenance of way,	700 06
Total for maintenance of way,	\$21,150 96
Cost per mile of road kept in repair,	\$660 97
Proportion for Pennsylvania,	11,236 49

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$2,922 29
Repairs of machinery,	None.
Repairs of passenger, baggage, and mail cars,	975 80
Repairs of freight cars,	1,428 01
All other expenses for maintenance of motive power and cars,	None.
Total for maintenance of motive power and cars,	\$5,326 10
Cost per mile of road operated, $\frac{1}{12}$	\$168 33
Proportion for Pennsylvania, $\frac{1}{12}$	2,861 44

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, }	\$7,125	24
Salaries, wages, and incidentals chargeable to freight department, }		
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	1,548	50
Fuel—wood and coal, cost,	1,787	91
Oil and waste,	391	85
Damages for injuries to persons,		
Damages for cattle killed or injured,		
Damages for loss of goods and baggage,	55	18
Damages to property, including damages by fire,		
Taxes,	2,654	90
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . .	2,745	28
Total miscellaneous,	\$16,308	86
Amount per mile of road operated, $\frac{3}{4}$	\$509	65
Proportion for Pennsylvania, $\frac{1}{7}$	8,664	06
Total expenditures for operating the road,	42,845	92
Expenses per mile of the road operated,	1,388	93
Proportion for Pennsylvania,	22,761	81

Earnings.

Passenger transportation, local and through,	\$24,814	25
Freight transportation, local and through,	16,185	15
Mail service,	1,835	25
Express service,	600	00
Total,	\$42,984	65
Operating Expenses.		
Maintenance of way and buildings, \$21,150 96		
Maintenance of motive power and cars, 5,386 10		
Miscellaneous, 16,308 86		
Total operating expenses, \$42,845 92, being per cent. of earnings.	42,845	92
Net earnings,	87	78
Earnings per mile of road operated,	\$1,341	71
Expenses per mile of road operated,	1,338	98
Net earnings,	2	78

General Balance Sheet, October 1, 1877.

DR.		
Cost of road,	\$464,006	31
Real estate,	10,000	00
Baltimore and Ohio Railroad Company,	34,383	22
	\$508,389	53
CR.		
Capital stock,	\$500,000	00
Profit and loss,	8,389	53
	\$508,389	53

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Adams did until August 11, from which date this company does its own express business.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? None.

Sleeping Cars.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

Stock and Dividends.

Amount of common stock now outstanding: \$500,000.

Accidents to Persons.

None.

STATE OF MARYLAND, }
City of Baltimore, } ss:

Personally appeared before me, J. B. Washington, president, and W. H. Ijams, treasurer of the Wheeling, Pittsburgh and Baltimore Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending September 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

J. B. WASHINGTON, *President.*

W. H. IJAMS, *Treasurer.*

Sworn and subscribed before me, this eighteenth day of February, A. D. 1878.

WM. BONE, *J. P.*

STATE OF MARYLAND, }
Baltimore City, } sct:

I hereby certify that Wm. Bone, Esquire, before whom the annexed affidavit, was made, and who has thereto subscribed his name, was at the time of so doing, a justice of the peace of the State of Maryland, in and for the city of Baltimore, duly commissioned and sworn.

In testimony whereof, I hereto set my hand and affix the seal of the Superior Court of Baltimore city, this eighteenth day of February, A. D. 1878.

{ L. S. }

FRANCIS A. PREVOST,

Clerk of the Superior Court of Baltimore City.

WILCOX AND HOWARD HILL IMPROVEMENT AND RAILROAD COMPANY.

Officers.

NAMES.		Residence.	Salary.
Thomas L. Kane, . . .	President,	Kane, Pa.,	No salaries.
Harry G. Clay, . . .	Secretary,	Philadelphia, Pa.,	
Samuel Field, . . .	Treasurer,	Philadelphia, Pa.,	

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas L. Kane,	Kane, McKean co., Pa.
Samuel Field,	Philadelphia.
H. G. Clay,	Philadelphia,
Frederick Fraley,	Philadelphia.
Robert Patterson,	Philadelphia.
B. D. Hamlin,	Smethport, McKean co.
A. J. Wilcox,	Wilcox, Elk co., Pa.

Capital Stock.

Capital stock authorized by law,	\$500,000
Capital stock, amount subscribed,	500,000
The amount of capital stock subscribed is \$500,000, to be paid for in lands, agreeably to the provisions of the charter of the company. These lands, however, have not yet been transferred to the company, and thus far there have been issued but six shares of stock, of the par value of \$100 each.	
Capital stock, par value of each share,	100
Capital stock, average market value during the year, . .	No sales.

Debt.

No debt.

Cost.

Total cost of entire road to date,	\$72,428 98
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Characteristics of Road.

Proposed length of main line, from New York State line to Reynoldsville, Pa., (all in Penna.)	94 miles.
Length of track laid, if not completed,	9 miles.

Monthly Earnings for the Year.

None.

Expenditures Charged to Cost of Road and Equipment during the Year.

No expenditures.

Expenditures for Operating during the Year.

No expenditures.

General Balance Sheet, January 1, 1878.

DR.		
Total cost of railroad, including taxes,		\$72,428 98
CR.		
Capital stock,		\$500,000 00
Funded debt,		None.
Unfunded debt,		None.

Stock and Dividends.

Amount of common stock now outstanding: 6 shares.

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

Personally appeared before me, Thos. L. Kane, president of the Wilcox and Howard Hill Improvement and Railway Company, who being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of his knowledge and belief.

(Signed)

THOMAS L. KANE, *President.*

Sworn and subscribed before me, this 28th day of January, A. D. 1878,
 by Thos. L. Kane.

D T HALL, *J. P*

WILMINGTON AND READING.

Officers.

NAMES.		Residences.	Salary.
A Gibbons,	Commissioner,	Coatesville, Pa.	
George Brooke,	Commissioner,	Birdsboro', Pa.	
George Richardson,	Commissioner,	Wilmington, Del.	
P. S. Ernold,	Secretary and Treasurer, For Commissioners,	Coatesville, Pa.	

General office at Coatesville, Pa.

Special.

The road having been sold by the trustees, on the 4th day of December, 1876, under a decree of the circuit court of the United States for the Eastern district of Pennsylvania, and the sale confirmed by the said court, on the 6th day of January, 1877, at which time the functions of the commissioners ceased, the purchasers of the Wilmington and Reading railroad took possession of, and re-organized under the name, style, and title of "The Wilmington and Northern Railroad Company," in whose report the balance of the year's (viz: from the 8th day of January, 1877, to the 31st day of December, 1877) details of operation—not herein given—as well as the characteristics of the road will be found.

Monthly Earnings for the Year.

From Transportation of Passengers.

January, 1877, (7 days,)	\$406	50
Total,	\$406	50

From Transportation of Freight.

January, 1877, (7 days,)	\$873	12
Total,	\$873	12

From all Other Sources.

January, 1877, (7 days,) mails, \$816 75; miscellaneous, \$817 87, total,	\$1,634	62
Total,	\$1,634	62
Total passenger earnings for the 7 days,	\$406	50
Total freight earnings for the 7 days,	873	12
Total earnings from all other sources for the 7 days,	1,634	62
Total receipts from all sources on whole length of line,	\$2,914	24

Expenditures for Operating during the 7 days.

Cost of Maintenance of Way and Buildings.

All other expenses for maintenance of way,	\$349	39
Total for maintenance of way,	\$349	39

Cost of Maintenance of Motive Power and Cars.

All other expenses for maintenance of motive power and cars,	\$185	65
Total for maintenance of motive power and cars,	\$185	65

Miscellaneous.

General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . .	\$1,031 70
Total miscellaneous,!	\$1,031 70

Earnings.

Passenger transportation, local and through,	\$406 50
Freight transportation, local and through,	873 12
Mail service,	816 75
All other sources of income,	817 87
Total,	\$2,914 24

Operating Expenses.

Maintenance of way and buildings,	\$349 39	
Maintenance of motive power and cars,	185 65	
Miscellaneous,	1,031 70	
Total operating expenses, \$1,566 74, being per cent. of earnings. . .		
Net earnings,		\$1,347 50

General Balance Sheet, January 1, 1878.

The surplus earnings for the 7 days in operating the road in January, '77 were paid into the circuit court of the U. S., for the E. D. of Pa., by the commissions, to wit: the, \$1,347 50

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

Personally appeared before me, A. Gibbons, commissioner, and P. S. Ermold, treasurer of the commissioners of the Wilm. and Reading Railroad Company, who being duly severally affirmed and sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the period of term stated, viz.: From the 1st to 7th days January, inclusive, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

A. GIBBONS, *Commissioner.*

P. S. ERMOLD, *Treasurer.*

Affirmed, sworn, and subscribed before me, this 28th day of January, A. D. 1878

O. H. BRANSON,
Notary Public.

WILMINGTON AND NORTHERN.

Officers.

NAMES.		Residence.	Salary.	
Robert Frazer,	President,	Philadelphia,	\$3,000	00
P. S. Ernold,	Secretary and Treasurer,	Coatesville,	1,865	00
J. H. Thompson,	General Superintendent,	Coatesville,	2,000	00

<i>Names of Directors.</i>	<i>Residences.</i>
Lamotte Du Pont,	Wilmington, Del.
E. S. Buckley,	Philadelphia, Pa.
Chas. O. Baird,	Philadelphia, Pa.
George Brooke,	Birdsboro, Pa.
Chas. Baber,	Pottsville, Pa.
Daniel R. Bennett,	Jenkintown, Pa.

Capital Stock.

Capital stock authorized by votes of company,	\$1,500,000	00
Capital stock, amount issued to the purchasers of the W. & R. R. R.,	1,203,100	00
Capital stock paid in by last report: No report last year.		
Capital stock, total amount now issued,	1,203,100	00
Capital stock, number of shares issued,	24,062	
Capital stock, amount paid in on each share: Full value considered by the purchaser of the road.		
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year: None sold to our knowledge.		

Debt.

None.

Cost.

The total cost of the road, including the whole superstructure, rolling stock, real estate, shops, etc., was received for the stock issued, as above stated, viz: For \$1,203,100.

Characteristics of Road.

Main Line	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line—from Wilmington, Del., to Birdsboro, Pa.,	63.6	52
Length of single main track,	63.6	52
Aggregate length of main line and branches,	63.6	52
Aggregate length of sidings and other track not above enumerated,	10.9	10.7
Aggregate length of main line, branches, leased roads, sidings, and other track,	74.5	62.7

Equipment.	Number.	Average cost of each
Number of locomotives of more than 30 tons weight,	5	\$13,400 00
Number of locomotives of more than 20 tons weight,	6	11,500 00
Number of locomotives of more than 10 tons weight,	None.	
Number of first-class passenger cars,	4	4,350 00
Number of second class passenger cars,	4	2,550 00
Number of baggage, mail, and express cars,	3	2,841 00
Number of freight cars, { House cars, 39,	137	670 00
{ Trucks, 98,		
Number of coal, ore, and stone cars,	None.	
Number of caboose cars,	None.	

What kind of train brake is in use on your road? Hand brake.

Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains,	17
Average weight of passenger trains, including locomotive and tender, in working order,	76
Average weight of freight trains, including locomotive and tender, in working order,	290

Employees.

Average number of persons regularly employed by company, including officials,	153
Same in Pennsylvania,	138

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains,	85,552
Number of miles run by freight trains,	44,377
Number of through passengers for the year on main road,	715
Number of passengers (all classes) carried in cars,	64,695
Number of passengers carried one mile,	868,345
Number of passengers carried one mile in Pennsylvania,	720,885
Number of tons (of 2,000 pounds) of through freight for the year on main road,	3,971
Number of tons of freight carried one mile,	3,179,235
Number of tons of freight carried one mile in Pennsylvania,	2,793,219
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	217,830
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,)	None.
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1877,	3,784	July, 1877,	6,879
February, 1877,	4,516	August, 1877,	7,669
March, 1877,	5,666	September, 1877,	5,429
April, 1877,	5,313	October, 1877,	4,373
May, 1877,	5,257	November, 1877,	4,585
June, 1877,	5,217	December, 1877,	5,987

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	50,873	Stone and lime,	21,390
Bituminous coal,	37,018	Agricultural products,	3,140
Pig iron,	22,534	Merchandise and manufactures,	28,087
Other iron or castings,	22,809	Lumber,	9,668
Iron and other ores,	22,821		

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 cents.
For second-class through passengers,	None.
For second-class way passengers,	None.

The rate per Ton of (2,000 pounds,) per mile charged for Freight.

For through freight per ton per mile,	2 $\frac{1}{4}$ cents.
For local freight per ton per mile,	3 cents.
For local coal per ton per mile,	2 $\frac{1}{8}$ cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
	\$	cts	\$	cts	\$	cts
January, 1877,	58	25	1,480	00	1,538	25
February, 1877,	62	25	1,876	18	1,938	43
March, 1877,	78	50	2,277	85	2,355	85
April, 1877,	97	50	2,215	63	2,313	13
May, 1877,	98	75	2,184	28	2,288	08
June, 1877,	97	75	2,094	43	2,192	18
July, 1877,	188	75	2,454	79	2,638	54
August, 1877,	162	50	3,042	15	3,204	65
September, 1877,	168	25	2,262	57	2,431	12
October, 1877,	159	25	1,865	94	2,025	19
November, 1877,	76	75	1,949	71	2,026	46
December, 1877,	155	75	2,287	88	2,443	63
Total,	\$1,399	25	\$25,991	21	\$27,390	46

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1877,	\$237	62	\$6,382	63	\$6,620	25
February, 1877,	240	39	7,591	75	7,832	14
March, 1877,	387	97	8,909	39	9,297	36
April, 1877,	272	12	9,305	90	9,578	02
May, 1877,	431	84	8,198	33	8,630	17
June, 1877,	632	85	7,446	60	8,079	45
July, 1877,	525	74	5,990	82	6,516	56
August, 1877,	778	20	9,400	95	10,179	15
September, 1877,	528	57	9,115	20	9,643	77
October, 1877,	529	03	8,646	73	9,175	76
November, 1877,	778	70	7,964	67	8,743	87
December, 1877,	1,372	68	6,859	43	8,232	11
Total,	\$6,715	71	\$95,812	40	\$102,528	11

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous and Telegraph.		Total.	
January, 1877,			\$91	96	\$9	98	\$101	94
February, 1877,			94	42	69	90	164	32
March, 1877,			100	56	101	76	202	82
April, 1877,	811	54	118	00	71	44	1,000	98
May, 1877,			133	10	68	82	201	92
June, 1877,	816	75	152	60	100	95	1,070	30
July, 1877,			146	87	369	00	515	87
August, 1877,			179	18	84	36	263	54
September, 1877,	821	25	174	46	68	82	1,062	53
October, 1877,			168	25	50	62	218	87
November, 1877,			147	13	57	94	205	07
December, 1877,	821	25	141	28	45	63	1,008	16
Total,	\$3,270	79	\$1,647	81	\$1,097	22	\$6,015	82

Total passenger earnings for the year,	\$27,390	46
Total freight earnings for the year,	102,528	11
Total earnings from all other sources,	6,015	82
Total earnings for the year,	\$135,934	39
Total receipts from all sources on whole length of line,	\$135,934	39
Proportion of earnings in Pennsylvania, to earnings of whole line,	115,166	64

Expenditures Charged to Cost of Road and Equipment during the Year.

Land or land damages,	\$425	00
Passenger and freight houses,	605	30
Engine houses, car sheds, wood and coal sheds, and water tanks,	141	15
Any other expenditures chargeable to this account,	1,720	49
Total,	\$2,881	94

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$18,710	91
Repairs of bridges,	6,508	79
Repairs of buildings and fixtures,	738	50
Repairs of fences,	10	27
All other expenses for maintenance of way,	10,555	94
Total for maintenance of way,	\$36,524	41
Cost per mile of road kept in repair,	\$507	25
Proportion for Pennsylvania,	30,640	00

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$7,124	11
Repairs of machinery,	92	39
Repairs of passenger, baggage, and mail cars,	3,013	28
Repairs of freight cars,	3,923	27
Total for maintenance of motive power and cars,	\$14,153	05
Cost per mile of road operated,	\$196	57
Proportion for Pennsylvania,	11,794	15

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$7,912	34
Salaries, wages, and incidentals chargeable to freight department,	15,830	60
Wages of switchmen, signal-men, gate-keepers and watchmen,	5,594	59
Fuel—number of tons of coal, 4,083; cost,	14,351	28
Damages for loss of goods and baggage,	1,436	73
Taxes,	740	36
Telegraph expenses,	1,101	18
Amount paid other corporations or individuals for use of all other cars,	3,431	53
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	24,379	61
Total miscellaneous,	\$76,036	69
Amount per mile of road operated,	\$1,056	10
Proportion for Pennsylvania,	63,683	92
Total expenditures for operating the road,	\$126,714	15
Expenses per mile of the road operated,	1,759	92
Proportion in Pennsylvania,	104,910	23

Earnings.

Passenger transportation, local and through,	\$27,390	46
Freight transportation, local and through,	102,528	11
Mail service,	3,270	79
Express service,	1,647	81
All other sources of income,	1,097	22
Total,	\$135,934	39
Operating Expenses.		
Maintenance of way and buildings,	\$36,524 41	
Maintenance of motive power and cars,	14,153 05	
Miscellaneous,	76,036 69	
Total operating expenses, \$126,714 15, being 93.22 per cent. of earnings,	\$126,714	15
Net earnings,	9,220	24
Earnings per mile of road operated,	1,887	97
Expenses per mile of road operated,	1,759	92
Net earnings,	9,220	24

General Balance Sheet, January 1, 1878.

DR.		
1st. Railroad, (bought at bondholders' sale of W. and R. railroad, which included rolling stock, depots, real estate, etc., etc.)	\$1,194,628	10
New depot, water station, and land damages,	2,881	94
2d. Materials on hand,	\$8,900 01	
Tools,	3,654 82	
	12,554	83
3d. Debts due by station agents,	\$10,806 95	
Debts due by railroad companies,	186 75	
Debts due by United States Post Office Department,	821 25	
Cash on hand,	7,313 95	
	19,128	90
	\$1,229,201	77
CR.		
1st. Capital stock, 24,062 shares,	\$1,203,100	00
2d. Debts due to railroads,	1,912	65
Debts due to individuals for supplies, &c.,	14,968	88
3d. Profit and loss account,	9,220	24
	\$1,229,201	77

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Central express, between Coatesville and Reading, 12 cents per 100 lbs; local, 1½ first-class rates.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? General merchandise; take freight at depot.

Transportation Companies.

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? None.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? Make no preferences.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? No.

What running arrangements have you with other railroad companies? What are the details of the contract? Prorate.

What amount have you paid other corporations, car loaning companies, or individuals, *not operating* railroads, for the use of cars, stating names of individuals or company, location of general office of said company or individuals, and amount paid to each? Nothing.

Sleeping Cars.

None.

U. S. Mail.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$3,285 per annum for running mail from Wilmington, Del., to Reading, Pa., each way daily, except on Sundays.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding: 24,062 shares.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

Surplus invested as follows:

Cash,	7,319 95
Balance of accounts due company,	11,814 95
Material, fuel, and stores,	12,554 83

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,	1	1	1	1	2	2
Others,			2		2	
Total,					4	2

Statement of each Accident.

May 9, 1877. Cora E. Pennypacker, a child, three years of age, killed in attempting to cross the track in front of an approaching engine near Coatesville.

June 9, 1877. George Armour, freight brakeman, struck by overhead bridge near Poplar Neck and killed.

October 4, 1877. Amos Peacock, engineer of passenger train No. 4, killed by engine running into break in embankment, near Isabella, caused by heavy rain storm.

October 4, 1877. Joseph Griffith, fireman, badly scalded about face and body, at same time and place as above.

December, 1877. Michael Kelleker, employé, riding on front end of hand truck loaded with timber, fell off and was run over; ribs and shoulder broken.

December 25, 1877. Francis Hagen, found dead on track near Seeds station, on morning of December 26; run over, apparently, by passenger train on evening of 25th.

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

Personally appeared before me, Robert Frazer, president, and P. S. Ermold, treasurer of the Wilmington and Northern Railroad Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

ROBT. FRAZER, *President.*

P. S. ERMOLD, *Treasurer.*

Sworn and subscribed before me, this 28th day of January, A. D. 1878.

O. H. BRANSON, *Notary Public.*



PASSENGER RAILWAY REPORTS.



PASSENGER RAILWAY REPORTS.

ALLENTOWN.

Officers.

NAMES.		Residence.	Salary.	
Samuel Lewis,	President,	Allentown, Pa.,	None.	00
J. E. Balliet,	Secretary and Treasurer,	Allentown, Pa.,	\$100	00
H. F. Bleckley,	General Superintendent,	. . . . .	500	00
			\$600	00

General offices at Allentown, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Samuel Lewis,	Allentown, Pa.
Wm. Saeger,	Allentown, Pa.
John D. Stiles,	Allentown, Pa.
R. A. Thayer,	Allentown, Pa.
E. B. Young,	Allentown, Pa.

Capital Stock.

Capital stock authorized by law,	Unlimited.	
Capital stock, amount subscribed,	\$45,260	00
Capital stock paid in by last report,	45,260	00
Capital stock, total amount now paid in,	45,260	00
Capital stock, number of shares issued, scrip, \$260, 450,		
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00
Capital stock, average market value during the year, No sales,	100	00

Debt.

Funded Debt.		
First mortgage bonds, (due January 18, 1880, bear interest at 7 per cent., which is payable semi-annually,) amount,	\$12,000	00
Total amount now of funded debt,	\$12,000	00
Floating Debt.		
Total amount now of floating and funded debt,	\$12,000	00

Cost of Road and Equipment.

	By last report.		By present report.	
Construction,	\$24,992	04	\$24,992	04
Equipment,	11,302	85	11,402	09
Total cost,	\$36,294	89	\$36,394	13

Characteristics of Road.

Length of road laid,	3 $\frac{33}{100}$ miles.
Length of double track, none; including sidings,	2
Gauge of road,	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track,	19 lbs.
Number of car houses, shops, and stables,	2
Number of depots,	1
Number of first-class passenger cars,	5
Average value of each,	\$600
Number of second-class passenger cars,	1
Average value of each,	\$300
Number of passengers that may be seated in each car,	30
Number of other cars,	1
Number of horses and mules owned by the company,	14
Average value of each, including harness,	100
Value of real estate held, exclusive of roadway,	\$15,000
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,	27
How many miles does each horse travel 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, 1 hour.

Describe the route of your road in detail, giving the streets occupied, and connection 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 to 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 Allentown furnace.

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1876,	10,032	June, 1877,	8,453½
December, 1876,	9,840½	July, 1877,	6,925
January, 1877,	7,321	August, 1877,	7,598½
February, 1877,	7,204½	September, 1877,	9,562½
March, 1877,	9,186½	October, 1877,	7,664½
April, 1877,	8,182½	Total,	100,718
May, 1877,	8,792		

The Rate of Fare for Passengers charged.

Single fare,	10 cents.
Tickets, in packages of . . ., sold for,	25 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway,	\$258	63
Repairs of building,	170	36
Taxes on real estate,	156	00
Total,	\$579	99
Operating the Road.		
On account of horses,	100	00
Harness and repairs,	66	78
Repairs to cars,	109	00
Horse shoeing,	320	91
Hay and feed,	1,972	34
Office expenses, stationery, and depot expenses,	82	85
Salaries,	558	26
Insurance,	100	10
Watchmen, switchmen, hostlers, pay-roll,	2,364	20
Fluid, fuel, oil, and gas,	92	56
Total,	\$6,346	99

Receipts.

MONTHS.	From Passengers.		Rent.		Manure.		Other Sources.		Total.	
November, 1876,	\$699	70	\$100	00					\$799	70
December, 1876,	673	10					\$12	00	685	10
January, 1877,	498	45	100	00					598	45
February, 1877,	495	69	200	00					695	69
March, 1877,	684	50							634	50
April, 1877,	568	05	250	00			8	00	821	05
May, 1877,	637	85							637	85
June, 1877,	584	85							584	85
July, 1877,	533	05	14	50					547	55
August, 1877,	527	20	200	00					727	20
September, 1877,	697	20	125	00					822	20
October, 1877,	576	80							576	80
Total,	\$7,121	44	\$989	50			\$20	00	\$8,130	94

Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road,	\$6,346	99
For interest,	840	00
For dividends,	905	20
For miscellaneous,	216	55
For track cleaning,	63	39
For State taxes on horses,	22	50
Total,	\$8,394	63

General Balance Sheet, November 1, 1877.

DR.		
Construction account,	\$24,992	04
Car account,	7,096	57
Live stock,	3,938	75
Real estate,	15,785	36
Tool account,	135	51
Harness account,	366	77
Furniture account,	15	00
Cash,	605	05
Bills receivable,	129	66
Profit and loss,	4,195	29
	\$57,280	00
CR.		
Stock,	\$45,260	00
Mortgages,	12,000	05
	\$57,280	00

Stock and Dividends.

Amount of common stock now outstanding, \$45,260
 Amount of stock issued as stock dividends, and dates of issue: 1870, December 1, \$6,100; 1873, July 1, \$3,660.
 Rate and date of all cash dividends on stock of original and consolidated companies: 1877, January 16, 2 per cent., \$905 20.

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

Personally appeared before me, Samuel Lewis, president, and J. E. Balliet, treasurer of the Allentown Passenger Railway, Company, who being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 1, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

SAM'L LEWIS, *President.*
 J. E. BALLIET, *Treasurer.*

Sworn and subscribed before me this tenth day of January, A. D. 1878.
 EDWARD RUHE, *Notary Public.*

CENTRAL.

Officers.

NAMES.		Residence.	Salary.	
E. B. Jones,	President,	Pittsburgh,	None.	00
Chas. P. Duff,	Secretary,	Pittsburgh,	None.	00
E. P. Jones,	Treasurer,	Pittsburgh,	\$400	00
R. G. Herron,	General Superintendent,	Pittsburgh,	1,200	00

Names of Directors.		Residences.
E. P. Jones,		Pittsburgh.
R. G. Herron,		Pittsburgh.
Chas. P. Duff,		Pittsburgh.
A. M. Brown,		Pittsburgh.
R. J. Powers,		Pittsburgh.
Andrew Burns,		Pittsburgh.
Frank J. Herron,		New York.

Capital Stock.

Capital stock authorized by law	\$30,000	00
Capital stock, amount subscribed,	30,000	00
Capital stock, paid in by last report,	27,650	00
Capital stock, total amount now paid in,	27,750	00
Capital stock, number of shares issued,	556	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year: No sales.		

Debt.

Funded Debt.			
First mortgage bonds (due August, 1879, bear interest at 6 per cent., which is payable in February and August each year,) amount,		\$7,600	00
Second mortgage bonds,	None.		
Third mortgage bonds,	None.		
Fourth mortgage bonds,	None.		
Total amount now of funded debt,		\$7,600	00
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$4,500	00	
The amount now of floating debt,		4,500	00
Total amount now of floating and funded debt,		\$12,100	00
Funded debt as per last report,	\$7,600	00	
Floating debt as per last report,	4,583	34	

Cost of Road and Equipment.

	By last report.		By present report.	
Construction,	\$40,644	95	\$41,463	65
Equipment,	18,212	04	7,740	86
Total cost,	\$58,856	99	\$49,204	50

Characteristics of Road.

Length of road laid,	2½ miles.
Length of double track, including sidings,	1 mile.
Gauge of road,	5½ feet.
Weight of rail per yard on main track,	38 lbs.
Number of car houses, shops, and stables: All in one building.	
Number of depots,	9
Number of first class passenger cars,	8
Average value of each,	\$400
Number of second class passenger cars,	None.
Average value of each,	None.
Number of passengers that may be seated in each car,	14 and 16
Number of other cars,	9
Number of horses and mules owned by the company,	56
Average value of each, including harness,	\$122 50
Value of real estate held, exclusive of roadway,	5,500 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage,	2,200 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4 miles.
Number of trips each day,	8 and 9
How many miles does each horse travel daily?	16½ miles.
How is track laid and on what foundation? Part on ties and part on stringers.	
Average time consumed by cars in passing over the road,	42 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Begins at corner of Fourth avenue and Market street; along Fourth avenue to Grant street, along Grant to Fifth avenue, along Fifth avenue to Wylie avenue, along Wylie avenue to Fulton street, along Fulton street to Centre avenue, along Centre avenue to Herron avenue, along Herron avenue to car stables, at corner of Thirty-third street; connects at Smithfield street and Fourth avenue with Birmingham Passenger Railway Company, at corner of Fourth avenue and Grant street with South Side Passenger Railway Company, at corner of Fifth avenue and Wylie with Pittsburgh, Oakland and East Liberty Pas-

senger Railway Company. The difference in elevation between depot at corner of Fourth avenue and Market street and the car stables is 410 feet.

Monthly Statement of Passengers (all classes) carried in Cars for the Year.

January, 1877,	25,781	August, 1877,	38,620
February, 1877,	26,562	September, 1877,	41,081
March, 1877,	31,977	October, 1877,	40,859
April, 1877,	34,384	November, 1877,	36,380
May, 1877,	38,510	December, 1877,	38,724
June, 1877,	40,372	Total,	432,326
July, 1877,	39,096		

The Rate of Fare for Passengers Charged.

Single fare,	10 c. up, 5 c. down.
Tickets in packages of 4 sold for	20 cents.

Expenses.

Maintaining of the Road and Real Estate of the Corporation.		
Repairs of road bed and railway,	\$3,470	98
Repairs of building,	24	50
Taxes on real estate, (city taxes paid in 1878,)	20	45
Total,	\$3,515	93
Operating the Road.		
On interest,	\$675	22
Repairs to cars,	873	20
Horse shoeing,	1,008	85
Hay and feed,	5,431	25
Office expenses, stationery, and depot expenses,	1,696	85
General expense of stable, (straw and sawdust,)	140	95
Watchmen, switchmen, hostlers, payroll, and salaries,	4,341	00
Insurance,	192	58
Fluid, fuel, oil, and gas,	130	65
Damage for injury to persons,	None.	
Total,	\$18,008	48

Receipts on Construction and Equipment Account during the Year.

None.

Where feed, old iron, and manure has been sold, the amount was credited to the proper account, and the sum so received made to cancel a similar sum in the expenditures. All the sums above, therefore, represent the net cost.

Receipts.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other Sources.		Total.
January, 1877, . .	\$1,109	65							
February, 1877, . .	968	80							
March, 1877, . . .	1,290	50							
April, 1877, . . .	1,417	10							
May, 1877,	1,625	05							
June, 1877,	1,727	80							
July, 1877,	1,718	60							
August, 1877, . . .	1,609	55							
September, 1877, .	1,794	65							
October, 1877, . . .	1,672	40							
November, 1877, . .	1,525	95							
December, 1877, . .	1,618	95	\$995	00	\$18	10	\$160	20	
Total,	\$18,077	00	\$995	00	\$18	10	\$160	20	\$19,250 90

Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road,	\$16,289	11
For interest,	675	23
For dividends,	None.	
For new passenger cars and horses,	1,200	00
For payments to loan account,	None.	
For payments made to surplus fund,	None.	
For municipal taxes and county taxes, (city paid in 1878,)	20	45
Total,	\$18,184	78
Total amount of surplus fund,	1,065	51

General Balance Sheet, January 1, 1878.

DR.	
Value of track,	\$24,545 00
Value of real estate,	5,500 00
Value of car-house and stables,	3,218 05
Value of horses,	6,190 00
Value of harness,	670 85
Value of wagons, carts, and tools,	530 00
Value of office and depot furniture,	50 00
Value of salt-car and plow,	300 00
Value of cars,	3,200 00
Value of feed on hand,	360 00
Value of horse-shoeing materials on hand,	100 00
Value of car materials on hand,	300 00
Value of straw on hand,	150 00
Value of tickets, slips, &c., on hand,	100 00
	\$50,214 50

Operating Expenditures.			
Repairs to car-houses and stables,		\$24	50
Feed,	\$5,477 85		
Less sale,	46 60		
	-----	5,431	25
Horse shoeing,		1,008	85
Road repairs,	\$3,574 08		
Iron sold,	103 10		
	-----	3,470	98
Incidental expenses,	\$1,697 35		
Glass sold,	50		
	-----	1,696	85
Car repairs,		873	20
Wages,		4,341	00
Insurance,		192	58
Taxes, county,		20	46
Fuel and light,		130	66
Interest,		675	22
Straw and sawdust,	\$159 05		
	18 10		
	-----	140	95
		\$18,006	48
Amount of profit carried to surplus capital,		1,065	52
CR.			
Capital stock,		\$27,756	00
Bonds,		7,600	00
Unfunded debt,		4,500	00
Amount due treasurer,		515	49
Surplus capital,		9,849	01
		-----	-----
		\$50,214	50
Operating Receipts.			
From passengers,		\$18,077	00
From rent,		995	00
		-----	-----
		\$19,072	00

Accidents.

None.

STATE OF PENNSYLVANIA, }
 County of Allegheny. } ss:

Personally appeared before me, E. P. Jones, president, and R. G. Herron, superintendent of the Central Passenger Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

E. P. JONES, *President.*

R. G. HERRON, *Superintendent.*

Sworn and subscribed before me, this 23d day of February, A. D. 1878.

E. P. JONES, jr., *Notary Public.*

CENTRAL OF READING.

Officers.

NAMES.		Residence.	Salary.
Henry S. Eckert,	President,	Reading,	None.
E. Moser,	Secretary,	Reading,	None.
E. Moser,	Treasurer,	Reading,	None.
E. Moser,	General Superintendent,	Reading,	\$500 00

Names of Directors.	Residences.
Christian Stolz,	Reading, Pa.
William I. Clous,	Reading, Pa.
P. R. Stetson,	Reading, Pa.
J. L. Boyer,	Reading, Pa.
D. R. Hendricks,	Reading, Pa.

Capital Stock.

Capital stock authorized by law,	\$50,000 00
Capital stock authorized by votes of company,	1,000 00
Capital stock, amount subscribed,	50,000 00
Capital stock, number of shares issued,	1,000
Capital stock, amount paid in on each share: Can't say.	
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	None.

Debt.

Funded Debt.		
First mortgage bonds, (due 1885, bear interest at 7 per cent., which is payable April and October,) amount,		\$19,100 00
Total amount now of funded debt,		\$19,100 00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$1,543 09	
Debt incurred for any other purpose, and for what? Operating the road,	1,499 74	
The amount now of floating debt,		3,042 83
Total amount now of floating and funded debt,		\$22,142 83
Funded debt as per last report,	\$16,600 00	
Floating debt as per last report,	4,800 83	
Total cash realized from capital stock and debt,		\$1,870 00

Cost of Road and Equipment.

	By last report.		By present report.	
Construction, allotted to, (see report 1875,)	\$62,781	26	\$62,329	91
Equipment, allotted to, (see report 1875,)	17,637	30	16,810	66
Total cost,			\$79,140	57

Characteristics of Road.

Length of road laid,	2 ² / ₁₀ miles.
Length of double track, including sidings: None. Sidings,	⁶ / ₁₀ miles.
Gauge of road,	5ft. 2 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,	6
Average value of each: See report 1875. Bought at sheriff's sale and included in road. Can't say.	
Number of passengers that may be seated in each car: Four cars, 14; and two cars, 42 each.	
Number of horses and mules owned by the company,	18
Average value of each, including harness. Bought with road and equipment. Can't say.	
Average weight in pounds of passenger cars exclusive of passengers and baggage: About 2,000 pounds for four, and 3,500 pounds for two, each.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4 ⁷ / ₁₀ miles.
Number of trips each day,	14
How many miles does each horse travel daily: About	26
How is track laid and on what foundation? Broken stone and clay.	
Average time consumed by cars in passing over road.	28 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Commencing at Front-street on Penn street; thence along Penn street to Eleventh street; thence along Perkiomen avenue to near Nineteenth street; thence on lane to depot. No connection with other road, but crossing City Passenger railway at Sixth street, and Philadelphia and Reading railroad at Seventh and Penn streets

Monthly Statement of Passengers (all classes) carried in cars for the Year.

January, 1877,	4,395	August, 1877,	26,950
February, 1877,	5,163	September, 1877,	23,691
March, 1877,	5,883	October, 1877,	13,335
April, 1877,	7,850	November, 1877,	7,616
May, 1877,	14,614	December, 1877,	8,470
June, 1877,	20,156		
July, 1877,	34,922	Total,	173,045

The Rate of Fare for Passengers Charged.

Single fare,	5 cts., children, 3 cts.
Tickets in packages of 6, sold for,	25 cts.

Expenses.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of the road bed and railway,		\$217 95
Repairs of building,		134 13
Total,		\$352 09
Operating the Road.		
On account of horses,		\$184 56
Harness and repairs,		18 55
Repairs to cars,		256 56
Horse shoeing,		404 08
Hay and feed,		3,140 06
Office expenses, stationery, and depot expenses,		169 18
Salaries,		600 00
Insurance,		30 00
Watchmen, switchmen, hostlers, pay-roll,		815 28
General expense of stable,		198 06
Conductors and drivers,		1,999 34
Fluid, fuel, oil, and gas,		299 00
Total,		\$8,385 36

Receipts on Construction and Equipment account during the Year.

Sale of bonds,	\$1,870 00
Other sources,	1,086 00
Total,	\$2,956 00

Receipts.

MONTHS.	From pas- sengers.		Rent.	Manure.		Other sources.		Total.
January, 1877,	\$177	80						\$177 80
February, 1877,	295	16		\$96	33			391 49
March, 1877,	285	43						285 43
April, 1877,	408	45				\$1	00	409 45
May, 1877,	794	27		21	94			816 21
June, 1877,	1,089	63		13	57			1,108 20
July, 1877,	1,571	83		12	00	29	00	1,612 83
August, 1877,	1,271	24		17	50			1,288 74
September, 1877,	1,080	79		6	00			1,086 79
October, 1877,	621	43		6	00			627 43
November, 1877,	337	26		4	75	4	34	346 35
December, 1877,	396	18		15	00	23	00	434 18
Total,	\$8,329	47		\$193	09	\$57	00	\$8,579 90

Summary of Payments.

For construction,	\$360	20
Maintaining the road or real estate of the corporation, and operating the road,	8,121	74
Interest,	1,188	25
Miscellaneous,	1,758	00
Total,	\$11,428	19

General Balance Sheet, January 1, 1878.

DR.			
Road and real estate,	\$57,640	67	
Stable and car house,	8,235	25	
Office building,	59	96	
Track construction,	1,394	03	
Equipment,	16,455	53	
Horse feed, \$2,000 98; horse shoeing, \$264 88; horse expenses, \$77 95,	2,343	81	
Car repairs, \$411 68; harness repairs, \$10 94,	452	62	
Car expenses, \$229 82; stable expenses, \$24 64; office expenses, \$27 13,	281	59	
Repairs of road,	91	94	
Drivers and conductors,	1,309	93	
Hostlers and watchmen,	480	24	
Superintendence,	400	00	
Flagmen,	1	75	
Commission,	226	83	
Interest,	708	48	
Insurance,	30	00	
Horse hire,	30	00	
Park improvements,	245	05	
Legal services,	110	00	
Tools and implements,	161	17	
Stable furniture, \$312 88; office furniture, \$42 25,	355	13	
Printing and stationery,	52	30	
Material,	260	05	
Sundry individual accounts,	390	00	
Cash account,	416	25	
Profit and loss, stock account,	1,614	63	
Profit and loss,	5,457	90	
Error,		88	
	\$94,205	44	
CR.			
Capital stock,	\$50,000	00	
First mortgage bonds,	18,700	00	
Bills payable,	3,391	47	
Box receipts,	5,038	78	
Package tickets,	2,123	85	
Pay-roll,	309	76	
Feed account,	57	41	
Eckert, Clous, Stolz, & Co.,	11,588	75	
Sundry individuals,	2,995	42	
	\$94,205	44	

Stock and Dividends.

Amount of common stock now outstanding, \$50,000 00

Accidents to Persons.

No accidents of either class.

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

Personally appeared before me, Henry S. Eckert, president, and Ephraim Moser, treasurer of the Central Passenger Railway Company, who being duly sworn according to law, do depose and say, that owing to circumstances unavoidable, Cyrenius Sellers, late president, and Ammon Boyer, late secretary and treasurer of said railroad company, resigned on the 5th day of January, 1878, and that the foregoing statements have been prepared with all the care and attention that the present officers of the company have been able to devote to it, and the result is as correct as they can possibly show at this time; that said statements exhibit a correct showing of the condition and affairs of said company for the financial year ending December 31, 1877, so far as they are now able to state, according to the best of their knowledge and belief.

HENRY S. ECKERT, *President.*

EPHRAIM MOSER, *Treasurer.*

Sworn and subscribed before me, this 4th day of February, 1878.

JAMES R. KENNEY, *Notary Public.*

CITIZENS'.

Officers.

NAMES.		Residence.	Salary.
George Williams, . . .	President,	Philadelphia,	\$2,500 00
John Q. Adams, . . .	Secretary,	Philadelphia,	1,800 00
Charles J. McClary, . . .	Treasurer,	Philadelphia,	2,300 00
George D. Leonard, . . .	General Superintendent,	Philadelphia,	1,800 00

Names of Directors.

Residences.

William McClary,	Philadelphia.
John McCarthy,	Philadelphia.
J. D. Brown,	Philadelphia.
Charles E. Ellis,	Philadelphia.
John H. Mellwain,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$500,000 00
Capital stock, amount subscribed, (number of shares,) 10,000	
Capital stock paid in by last report,	192,750 00
Capital stock, total amount now paid in,	192,500 00
Capital stock, number of shares issued, 10,000	
Capital stock, amount paid in on each share: \$20 on 8,500, and \$15 on 1,500,	
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	130 00

Debt.

Total cash realized from capital stock, \$192,500 00

Cost of Road and Equipment.

	By last report.		By present report.	
Construction,	\$105,287	27	\$111,112	55
Equipment,	187,932	19	187,932	19
Total cost,	\$293,219	46	\$299,044	74

Characteristics of Road.

Length of road laid, about 10 miles.
 Gauge of road, 5 feet 2 inches.
 Weight of rail per yard on main track, 45 pounds.
 Number of car houses, shops, and stables: 1 car house, 3 shops, 3 stables.
 Number of depots, 1
 Number of first-class passenger cars, 58
 Average value of each, \$450
 Number of second-class passenger cars, 7
 Average value of each, \$250
 Number of passengers that may be seated in each car, 22
 Number of other cars, 4 sweepers.
 Number of horses and mules owned by the company, 367
 Average value of each, including harness, \$90
 Value of real estate held, exclusive of roadway, \$160,000
 Average weight, in pounds, of passenger cars, exclusive of passengers and baggage, 4,500 pounds
 Average rate of speed adopted by passenger cars, including stops, (miles per hour,) 6 miles.
 Number of trips each day, 300
 How many miles does each horse travel daily, 21½ miles.
 How is track laid, and on what foundation: Yellow pine stringers and cross-ties, on gravel.
 Average time consumed by cars in passing over the road, 84 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: From Twelfth street and Susquehanna avenue, down Twelfth to Diamond, down Diamond to Tenth, down Tenth to Reed, up Reed to Eleventh, up Eleventh to Susquehanna avenue, up Susquehanna avenue to Twelfth street. Branch road on Tenth, from Reed to Mifflin, up Mifflin to Twelfth, up Twelfth to Wharton, down Wharton to Tenth; and a branch road on Tenth street, from Diamond street to Germantown avenue.

Monthly Statement of Passengers, (all classes,) Carried in Cars for the Year.

November, 1876,	478,444	July, 1877,	364,266
December, 1876,	418,971	August, 1877,	348,999
January, 1877,	377,713	September, 1877,	388,657
February, 1877,	362,636	October, 1877,	451,607
March, 1877,	417,214	November, 1877,	422,011
April, 1877,	439,909	December, 1877,	443,378
May, 1877,	454,463		
June, 1877,	414,115	Total,	5,792,363

The Rate of Fare for Passengers Charged.

Single fare for November and December, 1876, and January, 1877,	7 cents.
Since that time,	6 cents
Tickets, in packages of four, sold for 25 cents for November and December, 1876, and January, 1877; since that time for 24 cents.	
Transfer tickets,	9 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.	
Repairs of road bed and railway,	\$12,639 80
Repairs of building,	136 62
Taxes on real estate,	1,536 31
Total,	\$14,312 73
Operating the Road.	
On account of horses,	\$4,900 50
Harness and repairs,	1,436 76
Repairs to cars,	8,568 91
Horse shoeing,	6,685 24
Hay and feed,	45,000 48
Office expenses, stationery, and depot expenses, included in miscellaneous.	
Salaries, and including all wages of conductors and drivers,	106,754 88
Insurance,	1,863 25
Watchmen, switchmen, hostlers, pay roll included in salaries and wages.	
General expense of stable, included in salaries, wages, &c.	
Conductors and drivers, included in salaries and wages.	
Fluid, fuel, oil, and gas, (fuel in miscellaneous,)	1,820 87
Damage for injury of persons,	884 50
Miscellaneous,	3,474 84
Total,	\$180,828 32

NOTE.—The following expenditures were made, and are not included in the foregoing sum of

Royalty on registers,	\$180,828 32
Drugs and medical attendance,	2,244 00
Printing,	400 76
Examination by detectives,	1,897 68
City licenses for cars,	1,020 23
City tax on dividends,	2,225 00
Water rent,	5,700 00
State taxes,	17 45
	9,372 53
	\$208,705 88

Receipts.

MONTHS.	From Passengers.		Rent.	Manure.		Other Sources.		Total.	
November, 1876	\$28,228	18	.....	\$958	83	\$6,264	00	\$35,451	01
December, 1876	24,719	29	.....	.....	.....	8,429	00	33,148	29
January, 1877.	22,285	08	.....	.....	.....	6,099	20	28,384	28
February, 1877,	18,857	06	.....	975	00	3,968	54	23,798	60
March, 1877, . .	21,695	11	.....	.....	.....	5,462	78	27,157	89
April, 1877, . .	22,875	29	.....	.....	.....	5,931	04	28,806	33
May, 1877, . . .	23,682	12	.....	740	00	6,044	63	30,416	75
June, 1877, . . .	21,534	02	.....	.....	.....	2,556	21	24,090	23
July, 1877, . . .	18,941	84	.....	.....	.....	22,793	43	41,735	27
August, 1877, . .	18,147	95	.....	740	00	14,579	50	33,467	45
Septemb'r, 1877	20,729	13	.....	.....	.....	5,217	14	25,946	27
October, 1877, .	23,483	59	.....	.....	.....	5,720	60	29,204	19
November, 1877	21,944	68	.....	738	00	5,336	57	28,019	25
December, 1877	23,055	64	.....	.....	.....	12,508	63	35,564	27
Total,	\$310,128	98	.....	\$4,151	83	\$110,909	27	\$425,190	08

NOTE.—Of the receipts from other sources, \$68,974.46 was derived from the road of the Empire Passenger Railway Company, under a lease; and in the month of December, 1876, from real estate, \$2,000; in the month of July, 1877, from same source, \$18,000; August, 1877, from same source, \$10,000; and December, 1877, from same source, \$10,000.

Summary of Payments for November and December, 1876, and the Year 1877.

For construction, repairs, and extension of road,	\$20,382	20
Maintaining the road or real estate of the corporation, and operating the road,	175,818	27
Interest on bonds of Empire Passenger Railway Company, guaranteed by this company,	7,000	00
Dividends,	125,000	00
New passenger cars and horses,	15,425	04
Miscellaneous,	3,857	82
Municipal taxes, including licenses,	9,478	76
State taxes,	9,372	53
Total,	\$366,334	62
Total amount of surplus fund, in cash and real estate securities,	36,924	84

NOTE.—The above summary of payments does not include the sum of \$81,854 88 expended for real estate, and construction of new buildings.

General Balance Sheet, January 1, 1878.

DR.

All of the above questions are answered in the foregoing statement, so far as they can be answered; as to the

First. We have shown the cost of construction, equipment, and real estate.

Second. No inventory has ever been taken of the materials on hand, in consequence of their small cost and amount.

Third. All the assets are shown in the statements.

Fourth. There is no sinking fund.

And *Fifth.* The balance, (called surplus fund,) is shown.

Construction, equipment, and real estate,	\$429,497 96
Surplus and reserve, including cash and mortgages, . . .	36,924 84
	\$466,422 80

CR.

All of the above questions are answered in the foregoing statements, so far as they can be answered.

First. Capital stock already shown.

Second. No funded debt.

Third. No unfunded debt.

Fourth. Miscellaneous bills, amounting to about \$2,000.

Fifth. All included in the item of surplus fund.

Capital stock paid in,	\$192,500 00
Debt, liabilities estimated,	2,000 00
Surplus, reserve, and profit and loss, all of which, except \$36,924 84, has been expended in construction, equip- ment, and real estate,	271,922 80
	\$466,422 80

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding: 10,000 shares.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock: January 1, 1877, \$5 per share; April 10, 1877, \$2⁵⁰/₁₀₀ per share; July 1, 1877, \$2⁵⁰/₁₀₀ per share; October 5, 1877, \$2⁵⁰/₁₀₀ per share.

Accidents.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	1	1	1	1

Statement of Each Accident.

On the 24th of July, 1877, Thomas Livezey, a gentleman aged about seventy years, while crossing Tenth street, a short distance below the lower crossing at Chestnut street, came into collision with one of our horses in car No. 10, was thrown down, and it is supposed the horse stepped on his foot, inflicting some, though not a permanent injury.

On the 14th of August, 1877, a child, about four years of age, named Albert Christian Link, was run over by a wheel of car No. 35, near the

intersection of Sixteenth and Stiles streets, and killed. The accident was unavoidable, as the child was running across the street directly in front of the horses.

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

Personally appeared before me, George Williams, president, and Charles J. McClary, treasurer of the Citizens' Passenger Railway Company, who being severally affirmed and duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December thirty-first (31), A. D. 1877, according to the best of their knowledge and belief.

(Signed)

GEO. WILLIAMS, *President.*

CHAS. J. McCLARY, *Treasurer.*

Affirmed, sworn, and subscribed before me, this 23d day of January, A. D. 1878.

R. M. HARTLEY, *Notary Public.*

CITIZENS'.

Officers.

NAMES.		Residence.	Salary.	
James Verner,	President,	Pittsburgh,	\$2,000	00
A. Murdock,	Secretary,	Wellsville, Ohio,	1,400	00
John G. Holmes,	Treasurer	Pittsburgh,	100	00
Murry Verner,	Gen'l Superintendent,	Pittsburgh,	1,350	00

Included in ninth item, under the head Operating the Road.

General office at Pittsburgh, No. 177 Penn avenue.

<i>Names of Directors.</i>	<i>Residences.</i>
James Verner,	Pittsburgh.
Richard Hays, (deceased,)	Allegheny City.
Joseph J. Brown,	Allegheny City.
John B. Jackson,	Pittsburgh.
William W. Speer,	Allegheny City.

Capital Stock.

Capital stock authorized by law,	\$200,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock, paid in by last report,	184,000	00
Capital stock, total amount now paid in,	184,000	00
Capital stock, number of shares issued,	3,680	
Capital stock, amount paid in on each share,	46	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	No sales.	

Debt.

Funded Debt.		
First mortgage bonds, (due July 1, 1879, bear interest at 7 per cent., which is payable January 1 and July 1,) amount,	\$37,800	00
Total amount now of funded debt,	\$37,800	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment or purchase of property,	\$4,000	00
Debt incurred for any other purpose, and for what,	1,542	66
Total amount now of floating debt,	\$5,542	66
Total amount now of floating and funded debt,	\$43,342	66
Funded debt as per last report,	\$37,800	00
Floating debt as per last report,	4,000	00

Cost of Road and Equipment.

	By Last Report.		By Present Report.	
Construction,	\$112,635	57	\$110,828	33
Equipment,	71,718	83	57,209	86
Total cost,	\$184,354	40	\$168,038	18

Characteristics of Road.

Length of road laid,	5 miles 2,927 ft.
Length of double track, including sidings,	3½ miles.
Gauge of road,	5 feet 2½ inches.
Weight of rail per yard on main track,	43 and 45 lbs.
Number of car-houses, shops, and stables,	5
Number of depots,	2
Number of first-class passenger cars,	28
Average value of each,	\$300
Number of second class passenger cars,	6
Average value of each,	\$350
Number of passengers that may be seated in each car.	24
Number of other cars,	2
Number of horses and mules owned by the company	217

Average value of each, including harness, \$121
 Value of real estate held, exclusive of roadway, \$75,304 48
 Average weight in pounds 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, 216
 How many miles does each horse travel 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, 40 minutes.
 Describe the route of your road in detail, giving the streets occupied, and connection with other roads: On Penn avenue to Butler street, along Butler to Cemetery, thence to Sharpsburgh and Lawrenceville bridge, on extension of Butler street.

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1876,	141,048	July, 1877,	276,658
December, 1876,	204,485	August, 1877,	241,522
January, 1877,	194,705	September, 1877,	241,105
February, 1877,	184,044	October, 1877,	234,783
March, 1877,	207,087	November, 1877,	73,355
April, 1877,	239,566	December, 1877,	00,000
May, 1877,	251,553		
June, 1877,	243,984	Total,	2,724,891

The Rate of Fare for Passengers Charged.

Single fare, 6 cents.
 Tickets in packages of five sold for, 25 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$22,668	15
Repairs of building,	522	39
Taxes on real estate,	1,699	96
Total,	\$24,890	50
Operating the Road.		
On account of horses,	239	47
Harness and repairs,	1,008	47
Repairs to cars,	4,228	29
Horse shoeing,	4,186	57
Hay and feed,	21,040	09
Office expenses, stationery, and depot expenses, first and third terms included in other accounts,	508	84
Salaries,	3,501	27
Insurance,	718	51
Watchmen, switchmen, hostlers, pay roll,	12,959	70
General expense of stable,	407	16
Conductors and drivers,	31,089	48
Fluid, fuel, oil, and gas,	1,067	71
Damage for injury of persons,	100	00
Total,	\$105,941	06

Receipts on Construction and Equipment Account during the Year.

None.

Receipts.

MONTHS.	From Passengers.		Rent.	Manure.	Other Sources.		Total.
From the 10th							
November, 1876,	\$7,597	95			\$53	50	\$8,130 45
December, 1876,	10,993	26			440	72	11,433 98
January, 1877,	10,437	97			55	00	10,492 97
February, 1877,	9,877	20					9,877 20
March, 1877,	11,111	82					11,111 83
April, 1877,	12,416	75					12,416 75
May, 1877,	13,560	36			230	00	13,790 36
June, 1877,	13,152	53					13,152 53
July, 1877,	15,067	69					15,067 69
August, 1877,	13,102	65					13,102 65
September, 1877,	13,004	11			153	00	13,157 11
October, 1877,	12,633	91			132	00	12,765 91
To the 10th							
November, 1877,	3,932	39					3,932 39
Total,	\$146,888	59			\$1,543	22	\$148,431 81

Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road,	\$105,941	06
Interest,	2,628	50
Dividends,	16,000	00
New passenger cars and horses,	3,248	40
Miscellaneous,	3,488	41
Payments made to surplus fund,	4,091	00
Municipal taxes,	2,782	41
State taxes,	4,424	45
Total,	\$143,204	23
Total amount amount of surplus fund,	49,245	58

General Balance Sheet, November 10, 1877.

DR.		
Construction,		\$110,828 33
Equipment,		57,269 86
Real estate,		75,304 48
Supplies on hand,		3,194 00
Miscellaneous,		30,051 58
		\$276,588 24
CR.		
Capital stock,		\$184,000 00
Mortgage bonds,		37,600 00
Mortgage real estate,		4,000 00
Miscellaneous,		1,542 66
Surplus fund,		49,245 58
		\$276,588 24

Stock and Dividends.

Amount of common stock now outstanding: 3,680 shares, at \$50 per share, \$184,000.

Rate and date of cash dividends on stock of original companies: June 2, 8 per cent. on \$200,000.

Accidents.

Killed, one; injured, three.

Statement of each Accident.

March 16. James Herbert (small boy) fell off a car, and received slight injury.

March 19. Samuel Dyson (small boy) tried to jump on car while in motion, fell and had arm and leg bruised.

May 5. Mary Anne Sweeney, four years old, was run over and killed, corner Penn avenue and Eighth street.

June 12. Emil Schierbers (child) was run over, and had its leg fractured and foot crushed.

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

Personally appeared before me, James Verner, president, and A. Murdock, secretary, for the treasurer of the Citizens' Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 10, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

JAMES VERNER, *President.*

A. MURDOCK, *Secretary for Treasurer.*

Sworn and subscribed before me, this 27th day of December, A. D. 1877.

B. McKENNA, *Alderman.*

COALVILLE.

Officers.

NAMES.		Residence.	Salary.
Charles A. Miner,	President,	Wilkes-Barre,	None.
George Loveland,	Secretary and Treasurer,	Wilkes-Barre,	\$285 00
Albert S. Orr,	General Superintendent, . . . . .	. . . . .	880 00

General office at Wilkes-Barre.

<i>Names of Directors.</i>	<i>Residences.</i>
Charles A. Miner,	Wilkes-Barre.
John Espy,	Wilkes-Barre.
Elias Robins,	Wilkes-Barre.
Milton Dana,	Wilkes-Barre.
M. J. Philbin,	Wilkes-Barre.

Capital Stock.

Capital stock authorized by law, with privilege of increasing,	\$50,000	00
Capital stock authorized by votes of company,	63,000	00
Capital stock, amount subscribed,	62,675	00
Capital stock paid in by last report,	62,675	00
Capital stock, total amount now paid in,	62,675	00
Capital stock, number of shares issued,	626	
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

Debt.

Funded Debt.			
First mortgage bonds, (due 22d April, 1885, bear interest at 8 per cent., which is payable semi-annually in April and October,) amount,		\$15,000	00
Total amount now of funded debt,		\$15,000	00
Floating Debt.			
The amount now of floating debt, including interest on mortgage, October 22, 1877,		\$5,325	11
Total amount now of floating and funded debt,		\$20,325	11
Funded debt as per last report,	\$15,000		
Floating debt as per last report, including interest on mortgage to October 22, 1876,	5,325		11

Cost of Road and Equipment.

	By last report.		By present report.	
	\$	Cts	\$	Cts
Construction,	\$38,897	40	\$38,897	40
Equipment,	8,468	25	8,468	25
Total,	\$47,365	64	\$47,365	64

Characteristics of Road.

Length of road laid, including sidings,	2½ miles.
Gauge of road,	4 feet 8½ inches.
Weight of rail per yard on main track,	20 and 34 lbs.
Number of car houses, shops, and stables,	One of each.
Number of depots,	1
Number of first-class passenger cars,	4
Average value of each,	\$450
Number of second-class passenger cars,	None.

Number of passengers that may be seated in each car, . . .	14
Number of other cars,	None.
Number of horses and mules owned by the company, . . .	10
Average value of each, including harness,	\$100
Value of real estate held, exclusive of roadway, (cost of,) . . .	\$27,048 14
Average weight in lbs. of passenger cars, exclusive of passengers and baggage,	2,045 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4
Number of trips each day,	20
How many miles does each horse travel daily,	26
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 railroad, at Ashley; thence along the Main street, through the borough of Ashley, and along the back road, through the township of Hanover, to the city of Wilkes-Barre; thence along Hazle avenue to Washington street; thence along Washington street to its intersection with Market street.

Monthly Statement of Passengers (all classes) carried in Cars for the Year.

December, 1876,	5,828	July, 1877,	4,855
January, 1877,	3,449	August, 1877,	4,282
February, 1877,	2,987	September, 1877,	3,871
March, 1877,	4,701	October, 187-,	3,982
April, 1877,	4,028	November, 1877,	4,885
May, 1877,	4,511	Total,	51,472
June, 1877,	5,148		

The Rate of Fare for Passengers Charged.

Single fare to Dana street, 5 cents; to Newtown and Ashley, 10 cents.

Tickets in packages of 25 sold for \$1 to Dana street, and 12 for \$1 to Newtown.

Expenses.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway,	\$359	15
Taxes on real estate, losses, &c.,	126	90
Total,	\$486	05
Operating the Road.		
Harness and repairs,	\$92	93
Repairs to cars,	44	80
Horse shoeing,	212	85
Hay and feed,	1,225	87
Office expenses, stationery, and depot expenses,	6	35
Salaries,	1,165	00
Insurance,	83	75
Hostlers,	512	99
General expense of stable, included in pay to hostlers,		
Conductors and drivers,	1,050	00
Fluid, fuel, oil, and gas,	54	77
Total,	\$4,935	38

Receipts.

MONTHS.	From Passengers.		Rent.		Manure.		Other sources.		Total.
December, 1876,	\$539	45	\$47	00	.	.	.	.	\$586 45
January, 1877,	487	75	31	00	.	.	.	.	518 75
February, 1877,	295	25	31	00	.	.	.	.	326 25
March, 1877,	421	35	104	67	.	.	.	.	526 02
April, 1877,	409	80	60	00	.	.	.	.	469 80
May, 1877,	338	55	51	00	.	.	.	.	439 55
June, 1877,	418	25	173	00	.	.	.	.	591 25
July, 1877,	454	75	25	50	.	.	.	.	490 25
August, 1877,	350	35	65	50	.	.	.	.	415 85
September, 1877,	298	50	37	50	.	.	.	.	336 00
October, 1877,	289	54	62	50	.	.	.	.	352 04
November, 1877,	440	73	80	63	\$35	75	\$262	72	819 83
Total,	\$4,794	27	\$769	30	\$35	75	\$262	72	\$5,822 04

Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road,	\$4,935 36
For interest,	1,289 13
For municipal taxes, included in taxes on real estate,	11 18
For State taxes,	
Total,	\$6,185 67

General Balance Sheet, December 1, 1877.

DR.		
Construction,	\$38,897 40	
Equipment,	8,468 25	
		\$47,365 65
Real estate,		27,048 14
Interest, dividends in stock in 1870, 1871 and 1872,		6,211 48
Judgments obtained for rent and horses sold,		273 84
Inventory of articles not included in equipment,		677 50
Cash in bank and cash assets,		200 00
Profit and loss,		1,223 39
		\$83,000 00
CR.		
Capital stock,		\$32,675 00
Mortgage,		15,000 00
Floating debt,		5,325 00
		\$83,000 00

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

Personally appeared before me, Charles A. Miner, president, and George Loveland, treasurer of the Coalville Passenger Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and

having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

CHAS. A. MINER, *President.*

GEORGE LOVELAND, *Treasurer.*

Sworn and subscribed before me, this 21st day of January, A. D. 1878.

LATHAN W. JONES, *Notary Public.*

CONTINENTAL.

Officers.

NAMES.		Residence.	Salary.
Robt. W. Mackey, .	President,	Master and 16th st.,	\$2,500 00
Chas. T. Yerkes, . .	Secretary and Treasurer, .	1723 Master street, .	1,400 00
Jac. C. Petty,	General Superintendent,	1800 24th,	1,500 00

Names of Directors.

Residences.

Wm. H. Kemble,	2203 Green street.
Wm. L. Elkins,	1333 North Fifteenth street.
Saml. Daniels,	1823 Fairmount avenue.
Chas. T. Yerkes, Jr.,	N. E. 16th and Girard avenue.
Peter A. B. Widener,	S. W. Thompson and Broad.

Capital Stock.

Capital stock authorized by law,	\$600,000	00
Capital stock, amount subscribed,	600,000	00
Capital stock paid in by last report,	180,000	00
Capital stock, total amount now paid in,	250,000	00
Capital stock, number of shares issued,	14,000	
Capital stock, amount paid in on each share: \$15 00 on 12,000 shares ; \$35 00 on 2,000 shares.		
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	35	00

Debt.

Funded Debt.	
First mortgage bonds, (due June 1, 1896, bear interest at 7 per cent.,)	\$100,000 00
Total amount now of funded debt,	\$100,000 00
Floating Debt.	
None.	
Total amount now of floating and funded debt,	100,000 00
Funded debt as per last report,	\$100,000
Floating debt as per last report,	40,000
Total cash realized from capital stock and debt,	\$350,000 00

Cost of Road and Equipment.

	By last report.		By present report.	
	\$	¢	\$	¢
Construction,	\$223,515	37	\$260,836	11
Equipment,	100,955	06	94,879	12
Total cost,	\$324,470	43	\$355,715	23

Characteristics of Road.

Length of road laid,	9½ miles.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	43 and 56 lbs.
Number of car houses, shops, and stables,	2
Number of depots,	2
Number of first-class passenger cars,	40
Average value of each,	\$600 00
Number of second-class passenger cars,	None.
Number of passengers that may be seated in each car,	22
Number of other cars,	4
Number of horses and mules owned by the company,	256
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of road way,	\$112,021 10
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 miles.
Number of trips each day,	12 trips.
How many miles does each horse travel daily?	about 19 miles.
How is track laid and on what foundation?	Yellow pine stringers and cross-ties.
Average time consumed by cars in passing over the road,	1 hour & 40 min.
Describe the route of your road in detail, giving the streets occupied,	

and connection with other roads: It consists of two branches, the main at Twentieth and Montgomery avenue, down Twentieth to Filbert, east to Seventh, south to Sansom, west to Eighteenth, north to Montgomery avenue, west to Twentieth and depot. The other branch, depot, Twentieth and Wharton, up Twentieth to Filbert, east to Eighteenth, south to Wharton, west to Twentieth and depot.

Monthly Statement of Passengers, all classes, carried in cars for the Year.

January, 1877,	201,019	August, 1877,	192,966
February, 1877,	197,575	September, 1877,	223,184
March, 1877,	232,103	October, 1877,	245,179
April, 1877,	239,475	November, 1877,	241,491
May, 1877,	248,348	December, 1877,	243,758
June, 1877,	230,448		
July, 1877,	203,891	Total,	2,699,437

The Rate of Fare for Passengers Charged.

Single fare,	6 cents.
Tickets in packages of 4 sold for	24 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.	
Repairs of road bed and railway,	\$2,134 77
Repairs of building,	214 00
Taxes on real estate,	1,803 98
Total,	\$4,152 70
Operating the Road.	
On account of horses,	4,457 92
Harness and repairs,	630 30
Repairs to cars,	4,132 03
Horse shoeing,	5,860 05
Hay and feed,	31,649 32
Office expenses, stationery, and depot expenses,	1,398 75
Salaries,	5,342 49
Insurance,	1,424 98
Watchmen, switchmen, hostlers, pay roll,	19,522 69
General expense of stable,	1,040 05
Conductors and drivers,	43,146 75
Fluid, fuel, oil, and gas,	1,052 53
Damage for injury of persons,	922 35
Total,	\$124,782 91

Receipts on Construction and Equipment Account during the Year.

From stockholders,	\$70,000 00
From other sources,	8,351 50
Total,	\$78,351 50

• Receipts.

MONTHS.	From Passengers.	Rent.	Manure.	Other Sources.	Total.
January, 1877, . . .	\$11,517 92	. . . . .	\$172 66	. . . . .	\$11,690 58
February, 1877, . . .	10,675 11	. . . . .	172 08	. . . . .	10,847 19
March, 1877, . . .	13,171 04	. . . . .	171 50	. . . . .	13,342 54
April, 1877, . . .	13,493 92	. . . . .	179 08	. . . . .	13,673 00
May, 1877, . . .	13,557 41	. . . . .	173 83	. . . . .	13,731 24
June, 1877, . . .	13,973 98	. . . . .	169 17	. . . . .	14,143 15
July, 1877, . . .	11,297 06	. . . . .	155 17	. . . . .	11,452 23
August, 1877, . . .	10,664 72	. . . . .	133 75	. . . . .	10,798 47
September, 1877, . . .	12,645 17	. . . . .	134 33	. . . . .	12,779 50
October, 1877, . . .	14,064 86	. . . . .	130 83	. . . . .	14,195 69
November, 1877, . . .	13,624 41	. . . . .	130 83	. . . . .	13,755 24
December, 1877, . . .	14,124 59	. . . . .	145 50	. . . . .	14,270 09
Total, . . .	\$152,810 19	. . . . .	\$1,868 73	. . . . .	\$154,678 92

Summary of Payments.

For construction,	\$7,020 62
For maintaining the road or real estate of the corporation, and operating the road,	124,732 91
For interest,	7,835 67
For dividends,	17,500 00
For new passenger cars and horses,	2,535 42
For payments to loan account,	40,000 00
For miscellaneous,	1,642 21
For payments made to surplus fund,	3,268 51
For municipal taxes,	1,600 00
For State taxes,	2,891 72
Total,	\$209,037 06

General Balance Sheet, January 1, 1878.

DR.		
Cash,		\$3,446 40
Real estate,		112,021 10
Construction,		148,815 01
Equipment,		94,879 12
		<hr/>
		\$359,161 63
CR.		
Capital stock,		\$250,000 00
Funded debt,		100,000 00
Profit and loss,		9,161 63
		<hr/>
		\$359,161 63

Accidents.

Killed,	3
Injured,	2

Statement of Each Accident.

Jno. McGangle's father injured at Eighteenth and Bainbridge street, by car running over his leg, from which he died, January 6, 1877.

J. G. Chadsey injured by falling in attempting to get on the car while moving, at Eighth and Sansom street, January 18, 1877.

Child of Patrick Wallace injured, being run over by car, at Eighteenth and Catharine street, September 29, 1877. Slight injury.

Child of Edward Hutchinson run over by car and killed, at 18th and Mount Vernon street, June 16, 1877.

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

Personally appeared before me, Robt. W. Mackey, president, and Chas. T. Yerkes, treasurer of the Continental Passenger Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending 31st December, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

R. W. MACKEY, *President.*

CHAS. T. YERKES, *Treasurer.*

Sworn and subscribed before me, this twenty-fifth day of February, A. D. 1878.

ABRAM H. SMITH, *Notary Public.*

EASTON AND SOUTH EASTON.

Officers.

NAMES.		Residence.	Salary.
Henry A. Page, . . .	President,		\$300 00
H. W. Cooley, . . .	Secretary and Treasurer,		100 00

General office at 24 Centre square, Easton, Penna.

<i>Names of Directors.</i>	<i>Residences.</i>
Henry Green,	Easton, Pa.
Edward H. Green,	Easton, Pa.
Jacob H. Holt,	Easton, Pa.
Chas. Seitz,	Easton, Pa.
William Gould,	South Easton, Pa.
John J. Kinsey,	South Easton, Pa.
Gamble Young,	South Easton, Pa.

Capital Stock.

Capital stock authorized by law,	\$75,000	00
Capital stock, amount subscribed,	29,562	50
Capital stock paid in by last report,	29,562	50
Capital stock, total amount now paid in,	29,562	50
Capital stock, number of shares issued,	1,182 $\frac{1}{2}$	
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year,	1	50

Debt.

Funded Debt.		
None.		
Floating Debt.		
Debt incurred for any other purpose, and for what: For maintaining and operating road, estimated,	\$7,197	70
The amount now of floating debt, estimated,	\$7,197	70
Total amount now of floating and funded debt,	\$7,197	70
Funded debt as per last report,	None.	
Floating debt as per last report,	None.	

Cost of Road and and Equipment.

	By last report.		By present report.	
Construction,	\$18,960	05	\$18,960	05
Equipment,	7,002	45	7,002	45
Total cost,	\$25,962	50	\$25,962	50

Characteristics of Road.

Length of road laid,	1 $\frac{3}{8}$ miles.
Length of double track, including sidings,	$\frac{1}{4}$ mile.
Gauge of road,	5 ft. 9 inches.
Weight of rail per yard on main track,	43 pounds.
Number of car houses, shops, and stables: 1 car house and 1 stable.	
Number of depots,	1
Number of first-class passenger cars,	5
Average value of each,	\$300 00
Number of second-class passenger cars,	None.
Number of passengers that may be seated in each car: 20 in one; 14 in four.	
Number of other cars,	None.
Number of horses and mules owned by the company,	16
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of roadway,	\$4,000 00

Average weight in pounds, of passenger cars, exclusive of passengers and baggage, 3,500 pounds.
 Average rate of speed adopted by passenger cars, including stops, (miles per hour,) 4½
 Number of trips each day: 47, except Sunday, 30.
 How many miles does each horse travel daily? 20½
 How is track laid, and on what foundation? Stringers and cross-ties.
 Average time consumed by cars in passing over the road, 20 minutes.

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 Centre square.

Monthly Statement of Passengers (all classes) carried in Cars for the Year.

January, 1877,	9,695	August, 1877,	10,103
February, 1877,	7,667	September, 1877,	9,876
March, 1877,	9,009	October, 1877,	9,717
April, 1877,	8,615	November, 1877,	9,062
May, 1877,	9,148	December, 1877,	9,586
June, 1877,	9,079		
July, 1877,	9,468	Total,	110,525

The Rate of Fare for Passengers Charged.

Single fare, 7 cents.
 Tickets in packages of five sold for, 25 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway,	\$381	56
Repairs of building,	217	26
Taxes on real estate,	11	60
Total,	\$610	42

Operating the Road.

On account of horses,	\$44	72
Harness and repairs,	80	00
Repairs to cars,	964	86
Horse shoeing,	404	26
Hay and feed,	2,286	09
Office expenses, stationery, and depot expenses,	15	19
Freight,	41	87
Watchmen, switchmen, hostlers, pay roll,	703	88
General expenses of stable,	121	88
Conductors and drivers,	1,604	09
Fluid, fuel, oil, and gas,	122	17
Damage for injury of persons,	None.	
Total,	\$6,388	11

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.	
January, 1877, . . .	\$517	75	\$7	00			\$32	50	\$557	25
February, 1877, . .	395	25	7	00			717	36	1,119	61
March, 1877, . . .	500	59	7	00			245	07	752	06
April, 1877, . . .	438	41	6	00	\$1	50	689	02	1,134	93
May, 1877, . . .	475	66	6	00			219	61	701	27
June, 1877, . . .	512	72	6	00	3	00	558	30	1,040	02
July, 1877, . . .	471	17					63	08	534	20
August, 1877, . . .	512	83	5	00			29	23	547	06
September, 1877, .	489	64	5	00			30	65	525	29
October, 1877, . . .	508	35			1	50	77	10	586	95
November, 1877, . .	475	87	5	00			22	73	505	60
December, 1877, . .	553	28	10	00			137	58	700	86
Total, . . .	\$5,851	52	\$64	00	\$6	00	\$2,822	18	\$8,743	70

Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road,	\$6,998	53
For interest and ground rent,	105	57
For dividends,	None.	
For one express wagon,	237	00
For payments to loan account,	1,860	20
For State taxes,	70	95
Total,	\$9,272	25

General Balance Sheet, January 1, 1878.

DR.		
Construction and equipment account, including real estate,	\$25,962	50
Hay and feed,	100	00
Oil, lamps, and stable fixtures,	100	00
Cash,	77	16
Deficit,	10,520	54
	\$36,760	20
CR.		
Capital stock,	\$29,562	50
Floating debt incurred in maintaining and operating the road,	7,197	70
	\$36,760	20

Stock and Dividends.

Amount of preferred stock, and rate of preference and for what issued,	None.
Amount of common stock now outstanding,	1,000 shares.
Amount of stock issued as stock dividends, and dates of issue,	182½ shares.

Accidents.

No accidents.

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

Personally appeared before me, Henry A. Sage, president, and H. W. Cooley, treasurer of the Easton and South Easton Passenger Railway Company, who being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

HENRY A. SAGE, *President.*
 H. W. COOLEY, *Treasurer.*

Sworn and subscribed before me this 22d day of January, A. D. 1878.
 W. H. HILDEBRAND, *Justice of the Peace.*

EMPIRE.

Officers.

NAMES.		Residence.	Salary.
Charles C. Knight,	President,	Philadelphia,	No salary.
E. G. Stout,	Secretary and Treasurer, . . . . .	. . . . .	No salary.

Names of Directors.

Residences.

Charles D. Colladay, . . . . .	. . . . . Philadelphia.
Jacob P. Donaldson, . . . . .	. . . . . Philadelphia.
George K. McIlwain, . . . . .	. . . . . Philadelphia.
Edwin L. Brown, . . . . .	. . . . . Philadelphia.
Frank H. Ellis, . . . . .	. . . . . Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$300,000	00
Capital stock, amount subscribed: Shares, 12,000		
Capital stock, paid in by last report: Unknown to the present officers,		
Capital stock, total amount now paid in: Unknown to the present officers,		
Capital stock, number of shares issued, 12,000		
Capital stock, amount paid in on each share: Unknown to the present officers,		
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year: No sales known.		

Debt.

Funded Debt.	
First mortgage bonds, (due July 1, 1900, bear interest at 7 per cent., which is payable semi-annually,) amount,	\$200,000 00
Total amount now of funded debt,	\$200,000 00
Floating Debt.	
None.	
Debt incurred for any other purpose, and for what, under the terms of lease and agreement,	\$38,717 44
Total amount now of floating debt,	41,199 70
Total amount now of floating and funded debt,	241,199 70
Funded debt as per last report,	\$200,000 00
Floating debt as per last report,	2,482 26
Total cash realized from capital stock and debt: Unknown to present officers.	

Cost of Road and Equipment.

	By last report.	By present report.
Construction and equipment,	\$106,000 00	\$106,000 00

NOTE.—This amount does not show the total cost; the road being chiefly built by the Citizens' Passenger Railway Company, and the Seventeenth and Nineteenth streets Passenger Railway Company, which companies received the bonds in payment.

Characteristics of Road.

Length of road laid,	8½ miles.
Gauge of road,	5 ft. 2 in.
Weight of rail per yard on main track,	45 pounds.

How is track laid and on what foundation? Yellow pine stringers and cross-ties, in gravel.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: From Twelfth street and Susquehanna avenue, down Twelfth to Wharton, up Wharton to Seventeenth, up Seventeenth to Carpenter, down Carpenter to Sixteenth, up Sixteenth to Susquehanna avenue, and down Susquehanna avenue to Twelfth street.

Monthly statement of Passengers, all classes, carried in Cars for the Year.

November, 1876,	218,204	July, 1877,	190,612
December, 1876,	198,688	August, 1877,	195,236
January, 1877,	172,846	September, 1877,	200,061
February, 1877,	199,500	October, 1877,	217,754
March, 1877,	209,590	November, 1877,	202,368
April, 1877,	218,975	December, 1877,	210,909
May, 1877,	228,967		
June, 1877,	204,038	Total,	2,817,728

The Rate of Fare for Passengers charged by the Lessees.

Single fare, 7 cents for November and December, 1876, and January, 1877; since, 6 cents.

Tickets in packages of four, sold for November and December, 1876, and January, 1877, 25 cents; since that time, 24 cents.

Transfer tickets, 9 cents.

NOTE.—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 nine hundred and ninety-nine years, from December 28, 1873; the amount of expenditures on the Empire road, as well as the receipts are included in the annual reports of the Citizens' Passenger Railway Company and the Seventeenth and Nineteenth streets Passenger Railway Company.

General Balance Sheet, January 1, 1878.

DR.			
Construction,		\$200,000	00
No materials on hand.			
Assets in cash,		7,000	00
		\$207,000	00
Deficit,		34,199	70
		\$241,199	70
CR.			
The amount paid in on capital stock, unknown to present officers.		\$200,000	00
Funded debt,			
Amounts due Citizens' Passenger Railway Company, and Seventeenth and Nineteenth streets Passenger Railway Company, under lease,		41,199	70
		\$241,199	70

Stock and Dividends.

Amount of common stock now outstanding, 12,000 shares.

Accidents.

Included in report of Citizens' Passenger Railway Company, and the report of the Seventeenth and Nineteenth streets Passenger Railway Company.

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

Personally appeared before me, Charles C. Knight, president, and E. G. Stout, secretary and treasurer of the Empire Passenger Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

C. C. KNIGHT, *President.*
 E. G. STOUT,
Secretary and Treasurer.

Sworn and subscribed before me, this 24th day of January, A. D. 1878.

WILLIAM S. TOLAND, *Alderman.*

ERIE CITY.

Officers.

NAMES.		Residence.	Salary.
W. W. Reed,	President,	Erie, Pa.,	None.
Titus Berst,	Secretary,	Erie, Pa.,	None.
J. C. Spencer,	Treasurer,	Erie, Pa.,	None.
Jacob Berst,	General Manager,	Erie, Pa.,	* \$563 00

* Percentage.

General office at Erie, Pa.

Names of Directors.	Residences.
Wm. W. Reed,	Erie, Pa.
Titus Berst,	Erie, Pa.
J. C. Spencer,	Erie, Pa.
Jacob Berst,	Erie, Pa.
John Berst,	Erie, Pa.
Herman Janes,	Erie, Pa.
John Berst, jr.,	Erie, Pa.
W. D. Janes,	Erie, Pa.
August Jarecki,	Erie, Pa.
H. L. Berst,	Erie, Pa.

Capital Stock.

Capital stock authorized by law,	\$100,000 00
Capital stock, amount subscribed,	50,000 00
Capital stock paid in by last report,	50,000 00
Capital stock, total amount now paid in,	50,000 00
Capital stock, number of shares issued,	1,000
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	None sold.

Debt.

None.

Cost of Road and Equipment.

	By last report.		By present report.	
Construction,	\$24,522	15	\$24,522	15
Equipment,	18,963	08	18,963	08
Total cost,	\$43,485	23	\$43,485	23

Characteristics of Road.

Length of road laid,	2 m. and 740 ft.
Length of double track, including sidings,	1,325 feet.
Gauge of road,	4 feet 8½ inches.
Weight of rail per yard on main track,	30 lbs.
Number of car houses, shops, and stables,	2
Number of depots,	1
Number of first-class passenger cars,	10
Average value of each	\$600
Number of passengers that may be seated in each car: 16 in 8 cars, and 20 in 2 cars.	
Number of horses and mules owned by the company: 24 horses and 4 mules.	
Average value of each, including harness,	\$80
Value of real estate held, exclusive of roadway,	\$6,000
Average weight in lbs. of passenger cars, exclusive of pas- sengers and baggage,	2,500 lbs.
Average rate of speed adopted by passenger cars, includ- ing stops, (miles per hour,)	4 miles.
Number of trips each day,	75
How many miles does each horse travel 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, 1 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; thence along the Erie and Waterford road to the depot and barn.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1877,	3,685	August, 1877,	21,513
February, 1877,	6,792	September, 1877,	23,057
March, 1877,	12,461	October, 1877,	16,677
April, 1877,	13,887	November, 1877,	14,121
May, 1877,	18,667	December, 1877,	13,327
June, 1877,	18,255		
July, 1877,	22,380	Total,	184,822

The Rate of Fare for Passengers Charged.

Single fare,	5 cents.
Tickets in packages of 15 sold for 50 cents to school children.	

Expenses.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway,	\$102	85
Repairs of building,	41	50
Taxes on real estate,	113	95
Total,	\$258	30
Operating the Road.		
On account of horses,	\$25	00
Harness and repairs,	58	80
Repairs to cars,	250	40
Horse shoeing,	448	20
Hay and feed,	2,561	41
Office expenses, stationery, and depot expenses,	62	00
Salaries,	553	89
Insurance,	144	49
Watchmen, switchmen, hostlers, pay-roll,	1,437	52
General expense of stable,	59	40
Conductors and drivers,	2,675	70
Fluid, fuel, oil, and gas,	156	87
Total,	\$8,433	68

Receipts on Construction and Equipment Account during the Year.

None.

Receipts.

MONTHS.	From Passengers.		Rent.		Manure.		Other sources.		Total.
January, 1877,	\$173	35							\$173 35
February, 1877,	334	25							334 25
March, 1877,	617	80	\$18	00			\$50	00	685 80
April, 1877,	673	35			\$20	00	50	00	743 35
May, 1877,	918	05	6	00			18	90	942 95
June, 1877,	932	20	6	00					938 20
July, 1877,	1,120	30	6	00					1,126 30
August, 1877,	1,075	50	5	00	30	00	16	59	1,127 09
September, 1877,	1,158	45	5	00			3	85	1,167 30
October, 1877,	833	95	5	00	30	00	40	00	908 95
November, 1877,	667	45	5	00					672 45
December, 1877,	671	25	5	00	22	00			698 25
	\$9,175	90	\$61	00	\$102	00	\$179	84	\$9,518 24

Summary of Payments.

For construction,	\$258	30
For maintaining the road or real estate of the corporation, and operating the road,	8,433	68
For State taxes,	696	21
Total,	\$9,388	19

General Balance Sheet, January 1, 1878.

DR.			
Amount of cost of construction,		\$24,522	15
Amount of cost of equipment, including real estate, depot, and barn,		18,963	08
Amount of discount on stock issued by resolution of stockholders,		6,514	77
Amount of expended during the year for maintaining the road or real estate,		258	80
Amount of expenses operating the road,		8,433	68
Amount paid State taxes,		596	21
Amount cash on hand,		230	05
		\$59,518	24
CR.			
Amount of capital stock,		\$50,000	00
Amount received for passengers during the year,		9,175	90
Amount received for rent and manure,		163	00
Amount received on sale of real estate		179	34
		\$59,518	24

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$50,000
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies : None within the year.	

Accidents.

None.

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

Personally appeared before me, Wm. W. Reed, president, and J. C. Spencer, treasurer of the Erie City Passenger Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

WM. W. REED, *President.*

J. C. SPENCER, *Treasurer.*

Sworn and subscribed before me, this first day of February, A. D. 1878.

J. W. ALLISON, *Notary Public.*

FEDERAL STREET AND PLEASANT VALLEY.

Officers.

NAMES.		Residence.	Salary.
William McCreery,	President,	Allegheny, Pa.,	\$800 00
John T. Stockdale,	Secretary and Treasurer,	Allegheny, Pa.,	400 00
William J. Crozier,	General Superintendent,	Allegheny, Pa.,	832 00

General office at Allegheny City, Pennsylvania.

Names of Directors.

Residences.

William McCreery,	Allegheny City, Pa.
J. T. Stockdale,	Allegheny City, Pa.
R. B. Francis,	Allegheny City, Pa.
R. H. King,	Allegheny City, Pa.
Hugh S. Fleming,	Allegheny City, Pa.
William S. Bissell,	Pittsburgh, Pa.
W. R. Hamilton, M. D.,	Pittsburgh, Pa.
R. K. Wilson,	Pittsburgh, Pa.
Frank Rahm,	Pittsburgh, Pa.

Capital Stock.

Capital stock authorized by law,	\$100,000 00
Capital stock authorized by votes of company,	100,000 00
Capital stock, amount subscribed,	100,000 00
Capital stock paid in by last report,	100,000 00
Capital stock, total amount now paid in,	100,000 00
Capital stock, number of shares issued, 4,000	
Capital stock, amount paid in on each share,	25 00
Capital stock, par value of each share,	25 00
Capital stock, average market value during the year,	25 00

Debt.

Funded Debt.	
First mortgage bonds, (due October 1, 1878, bear interest at 7 ¹ / ₁₆ per cent., which is payable semi-annually,) amount,	\$25,000 00
Second mortgage bonds, (due January 1, 1881, bear interest at 7 ¹ / ₁₆ per cent., which is payable semi-annually,) amount,	50,000 00
Total amount now of funded debt,	\$75,000 00
Floating Debt.	
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$453 98
The amount now of floating debt,	453 98
Total amount now of floating and funded debt,	\$75,453 98
Funded debt as per last report,	\$75,000 00
Total cash realized from capital stock and debt,	\$175,000 00

Cost of Road and Equipment.

	By Last Report.		By Present Report.	
Construction,	\$84,375	94	\$84,375	94
Equipment,	53,804	04	53,804	04
Total cost,	\$138,179	98	\$138,179	98

Characteristics of Road.

Length of road laid,	2 ⁶ / ₁₀ miles.
Length of double track, including sidings,	2 ¹ / ₂ miles.
Gauge of road,	5 ft. 2 ¹ / ₂ in.
Weight of rail per yard on main track,	45 lbs.
Number of car-houses, shops, and stables,	1
Number of depots,	1
Number of first-class passenger cars,	20
Average value of each,	\$800 00
Number of passengers that may be seated in each car,	14
Number of other cars,	1 salt car.
Number of horses and mules owned by the company,	118
Average value of each, including harness,	\$62 00
Value of real estate held, exclusive of roadway,	\$33,630 47
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	2,300
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4 ¹ / ₂
Number of trips each day, average each car,	10
How many miles does each horse travel 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, round trip,	1 hour 10 mins.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: From custom-house, Pittsburgh, along Smithfield street to Seventh avenue, to Liberty street, to Ninth street, to Hand Street bridge, across bridge to Anderson street, Allegheny City, along Anderson street to Church avenue, to Union avenue, to South, to East, to North Diamond streets, to Federal street, to North avenue, to Moulerey street, to Jackson street, to Fremont street, to Washington avenue, to Taggart street, to stables. The road connects at custom-house, Pittsburgh, with Pittsburgh and Birmingham Passenger Railway, and, at the corner of East Diamond and Ohio streets, with Troyhill branch of the Pittsburgh, Allegheny and Manchester Passenger Railway.

Monthly Statement of Passengers, all classes, Carried in Cars for Fifteen Months.

October, 1876,	80,512	July, 1877,	88,329
November, 1876,	75,988	August, 1877,	78,708
December, 1876,	79,872	September, 1877,	82,400
January, 1877,	78,977	October, 1877,	83,899
February, 1877,	65,369	November, 1877,	78,362
March, 1877,	77,125	December, 1877,	81,450
April, 1877,	77,399		
May, 1877,	88,964	Total,	<u>1,205,530</u>
June, 1877,	88,172		

The Rate of Fare for Passengers Charged.

Single fare,	5 cents.
Tickets in packages of five sold for,	25 cents.
School tickets in packages of thirty sold for,	1 dollar.

Expenses.

Maintaining the Road or Real Estate of the Corporation.	
Repairs of road bed and railway,	\$195 66
Repairs of building,	49 98
Taxes on real estate,	145 44
Total,	\$391 08
Operating the Road.	
On account of horses,	\$700 00
Harness and repairs,	282 25
Repairs to cars,	969 76
Horse shoeing,	1,715 00
Hay and feed,	10,926 51
Office expenses, stationery, and depot expenses,	202 07
Salaries,	3,480 00
Insurance,	257 50
Watchmen, switchmen, hostlers, pay roll,	5,843 92
General expense of stable,	4,334 77
Conductors and drivers,	12,000 85
Fluid, fuel, oil, and gas,	320 71
Total,	\$41,010 84

Receipts on Construction and Equipment Account during the Year.

From other sources,	3,953 98
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Receipts.

MONTHS.	From Passengers.	Rent.	Manure.	Other Sources.	Total.
October, 1876,	\$4,012 79	\$29 20	\$18 75	\$75 00	\$4,135 74
November, 1876,	3,784 56	7 00		5 00	3,796 56
December, 1876,	3,979 94	7 00		27 25	4,014 19
January, 1877,	3,951 33	7 00	18 75	12 00	3,989 08
February, 1877,	3,284 50	7 00			3,271 50
March, 1877,	3,848 76				3,848 76
April, 1877,	3,882 37	24 00	18 75	1 82	3,926 94
May, 1877,	4,440 83	21 00		10 75	4,472 58
June, 1877,	4,398 66	31 00			4,429 66
July, 1877,	4,408 40	21 00	20 00	30 00	4,479 40
August, 1877,	3,926 03	21 00			3,947 03
September, 1877,	4,126 97	21 00			4,147 97
October, 1877,	4,184 40	6 00		24 49	4,214 89
November, 1877,	3,912 82	21 00	20 00		3,953 82
December, 1877,	4,088 99	36 00		2,128 02	6,253 01
Total,	\$60,211 35	\$259 20	\$96 25	\$2,314 33	\$62,881 13

Summary of Payments.

For construction,	\$3,953	98
For maintaining the road or real estate of the corporation, and operating the road,	41,401	92
For interest,	7,300	00
For dividends,	6,000	00
For miscellaneous—bridge toll, \$2,100; street cleaning, \$410 11,	2,510	11
For municipal taxes,	600	00
For State taxes,	360	00
Total,	\$62,126	01
Total amount of surplus fund,	8,007	63

General Balance Sheet, January 1, 1878.

DR.		
Real estate,	\$33,630	47
Construction,	84,375	94
Equipment,	53,804	04
Federal St. and P. V. stock—nine shares, cost,	64	00
Cash,	11,517	33
Cashier, for change,	359	00
Individual accounts,	2,212	50
	\$185,963	28
CR.		
Capital stock,	\$100,000	00
Bonds,	75,000	00
Due for construction,	453	98
Coupons unpaid,	2,270	30
Dividends unpaid,	165	00
Salary unpaid,	66	37
Surplus,	8,007	63
	\$185,963	28

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued:
No preferred stock.

Amount of common stock now outstanding: 4,000 shares at \$25=\$100,000.
Amount of stock issued as stock dividends, and dates of issue: None issued.

Rate and date of all cash dividends on stock of original and consolidated companies: 3 per cent., January 12, 1877; 3 per cent., July 20, 1877.

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

Personally appeared before me, William McCreery, president, and J. T. Stockdale, treasurer of the Federal Street and Pleasant Valley Passenger Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, and October, November, and December, A. D., 1877, according to the best of their knowledge and belief.

(Signed)

WM. McCREERY, *President.*

J. T. STOCKDALE, *Treasurer.*

Sworn and subscribed before me, this eleventh day of January, A. D. 1878.

FLEMING JAMISON, *Notary Public.*

FRANKFORD AND SOUTHWARK, PHILADELPHIA CITY.

Officers.

NAMES.		Residence.	Salary.
William Poulterer,	President,	Philadelphia, . . .	\$4,000 00
B. Frank Abbott, .	Secretary and Treasurer, . .	Philadelphia, . . .	2,500 00
A. I. Woodruff, . .	General Superintendent, . .	Philadelphia, . . .	1,500 00

General office at 2501 Kensington avenue, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
William P. Cox,	Philadelphia.
W. Harrison Eisenbrey,	Philadelphia.
Daniel Haddock, junior,	Philadelphia.
Edward S. Handy,	Philadelphia.
Henry C. Harrison,	Philadelphia.
Theodore L. Harrison,	Philadelphia.
Nathan Hilles,	Philadelphia.
William C. Keehmlé,	Philadelphia.
John Noblit,	Philadelphia.
Stephen B. Poulterer,	Philadelphia.
Daniel Weckerly,	Philadelphia.
James West,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$750,000	00
Capital stock, amount subscribed,	600,000	00
Capital stock paid in by last report,	600,000	00
Capital stock, total amount now paid in,	600,000	00
Capital stock, number of shares issued,	12,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	71	00

Debt.

Funded Debt.		
First mortgage bonds, (due July 1, 1877, which have not been presented for payment,) amount,	\$2,000	00
Second mortgage bonds, (due May 1, 1891, bear interest at 7 per cent., which is payable May 1 and November 1,) amount,	100,000	00
Total amount now of funded debt,	\$102,000	00
Floating Debt.		
Debt incurred for redemption of first mortgage bonds,	40,000	00
Total amount now of floating and funded debt,	\$142,000	00
Funded debt as per last report,	\$202,500	00
Floating debt as per last report,	None.	

Cost of Road and Equipment.

	By last report.		By present report.	
	\$	%	\$	%
Construction,	\$566,436	35	\$566,436	35
Equipment,	397,451	10	397,451	10
Total cost,	\$963,887	45	\$963,887	45

Characteristics of Road.

Length of road laid,	16.75 miles.
Length of double track, including sidings,	5.46 miles.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	47 pounds.
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, \$450
	{ Steam cars, 2,000
Number of second-class passenger cars,	None.
Number of passengers that may be seated in each car: 22 in horse cars; 32 in steam cars.	
Number of other cars,	None.
Number of horses and mules owned by the company,	536
Average value of each, including harness,	\$107 50
Value of real estate held, exclusive of roadway,	120,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage: Horse, 4,400; steam, 6,000.	
Average rate of speed adopted by passenger cars, includ- ing stops, (miles per hour,)	5.14
Number of trips each day: 294 on main section; 128 on Lehigh avenue and Powell street section; 66 on rural section.	
How many miles does each horse travel 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 Powell street section, 1 hour and 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; single track on Powell street, from Fifth to Sixth street; single tracks on Cumberland and Letterly streets, for about two hundred feet each, connecting car house with tracks on Kensington avenue.

Monthly Statement of Passengers, (all classes,) carried in Cars for the year.

December, 1876,	643,958	July, 1877,	652,609
January, 1877,	587,885	August, 1877,	655,675
February, 1877,	553,000	September, 1877,	694,715
March, 1877,	624,020	October, 1877,	732,715
April, 1877,	624,840	November, 1877,	671,886
May, 1877,	699,650		
June, 1877,	679,010	Total,	7,819,963

The Rate of Fare for Passengers Charged.

Single fare, on each section,	6 cents.
Tickets, in packages of four, sold for	24 cents.
Exchange tickets,	9 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road bed and railway,		\$19,625	84
Repairs of building,		1,000	00
Taxes on real estate,		8,949	88
Total,		\$24,575	72
Operating the Road.			
On account of horses,		\$7,098	85
Harness and repairs,		2,444	21
Repairs to cars and steamers,		17,558	78
Horse shoeing,		10,538	53
Hay, feed, and straw,		55,575	42
Office expenses, stationery, and depot expenses,		15,687	68
Salaries,		8,000	00
Insurance,		1,821	45
Watchmen, switchmen, hostlers, pay roll,		27,155	71
General expense of stable,		2,000	00
Conductors, drivers, and engineers,		104,897	96
Fluid, fuel, oil, and gas,		2,818	67
Coal, for steamers,		4,437	59
Damage for injury of persons,		17,043	21
Total,		\$277,070	51

Receipts.

MONTHS.	From Passengers.		Rent.		Manure.		Other sources.		Total.	
December, 1876,	\$39,027	75					\$75	00	\$39,102	75
January, 1877, . .	35,629	39	\$12	00			60	00	35,701	39
February, 1877, . .	31,155	04	24	00	\$1,669	00	100	00	32,948	04
March, 1877, . . .	35,156	12					180	00	35,336	12
April, 1877,	35,202	23	24	00					35,226	23
May, 1877,	39,416	91	12	00	1,041	33	622	20	41,092	44
June, 1877,	38,254	01	12	00			75	00	38,341	01
July, 1877,	38,766	16	12	00			60	00	36,838	16
August, 1877, . . .	36,939	37			1,010	00			37,949	37
September, 1877, .	39,138	90	24	00			280	00	39,442	90
October, 1877, . .	41,279	72	12	00			111	32	41,403	04
November, 1877, .	37,853	12	12	00	997	33	325	00	39,187	48
Total,	\$445,818	75	\$144	00	\$4,717	66	\$1,888	52	\$452,568	98

Summary of Payments.

Maintaining the road or real estate of the corporation, and operating the road,	\$301,646	23
Interest,	18,367	21
Dividends,	66,000	00
Payments to loan account,	100,500	00
Miscellaneous,	18,773	38
Municipal taxes,	3,895	50
State taxes,	5,866	21
Total,	\$505,048	53

General Balance Sheet, December 1, 1877.

DR.			
Construction and equipment.		\$963,887	45
Bills and accounts receivable, (of doubtful value,)		3,225	21
Mortgages and ground rents receivable,		14,500	00
Cash,		22,317	45
		\$1,008,930	11
CR.			
Capital stock,		\$600,000	00
Mortgage bonds,		102,000	00
Mortgages and ground rents payable,		15,300	00
Bills payable, incurred in redemption of bonds,		40,000	00
Accounts payable,		9,180	41
Surplus earnings, invested in renewal of property and redemption of bonds,		165,416	26
Unappropriated earnings,		72,033	44
		\$1,008,930	11

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$600,000 00
Amount of stock issued as stock dividends, and dates of issue,	None.

Accidents.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	2			1	1	1	3

Statement of each Accident.

June 23, 1877. Charles Gunther, aged about thirteen years, on Berks street, east of Second, fell from the front platform, and received injuries requiring the amputation of both legs.

July 22, 1877. On Fifth street, above Harmony, Ida Hollowell, aged about ten years, swinging around a post became giddy, and fell under the car as it was passing, severely injuring the right leg.

July 31, 1877. At Sixth and Cantrell streets, Benjamin H. Hatch, aged about two years, ran suddenly under the horses and was run over by the car, and injured so badly as to die on the 2d August.

November 19, 1877. At Lehigh avenue and Waterloo street, Patrick Hughes jumped off the front platform, and his foot was run over.

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

Personally appeared before me, W. Harrison Eisenbrey, president, and B. Frank Abbott, treasurer of the Frankford and Southwark Philadelphia City Passenger Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

W. HARRISON EISENBREY, *President.*

B. FRANK ABBOTT, *Treasurer.*

Sworn and subscribed before me, this — day of December, A. D. 1877.

GEO. W. WARD, *Notary Public.*

GERMANTOWN.

Officers.

NAMES.		Residence.	Salary.	
Adam Warthman,	President,	Philadelphia	\$1,000	00
Wm. M. Singerly,	Secretary,		5,000	00
Joseph Singerly,	Treasurer,		3,000	00
Wm. M. Singerly,	General Manager.			
Oliver Evans,	General Superintendent,		1,500	00

General office at Eighth and Dauphin streets, Philadelphia.

Names of Directors.

Residences.

John Robbins,	Philadelphia, Pa.
William T. Carter,	Philadelphia, Pa.
Samuel G. Thompson,	Philadelphia, Pa.
Joseph Fariera,	Philadelphia, Pa.
Eli Keen,	Philadelphia, Pa.

Capital Stock.

Capital stock authorized by law,	\$1,500,000	00
Capital stock, amount subscribed,	1,500,000	00
Capital stock paid in by last report,	572,860	00
Capital stock, total amount now paid in,	572,860	00
Capital stock, number of shares issued,	80,000	
Capital stock, amount paid in on each share: \$15 on Germantown; \$35 on 10,000.		
No means of ascertaining amount paid on Girard avenue.		
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year. Keep no record, about,	45	00

Debt.

Funded Debt.	
First mortgage bonds, (due June, 1884, bear interest at 7 per cent., which is payable June and December,) amount,	\$69,000 00
Total amount now of funded debt,	\$69,000 00
Floating Debt.	
Unfunded debt, incurred for construction, equipment or purchase of property,	\$160,000 00
Debt incurred for any other purpose, and for what:	
Re-building and balances, \$13,090 40, less \$1,633 85,	11,456 55
The amount now of floating debt,	171,456 55
Total amount now of floating and funded debt,	240,456 55
Funded debt as per last report,	\$73,000 00
Floating debt as per last report,	160,000 00

Cost of Road and Equipment.

	By last report.		By present report.	
	\$	28	\$	00
Construction and equipment,	\$949,065	28	\$936,447	00
Total,	\$949,065	28	\$936,447	00

Characteristics of Road.

Length of road laid,	31 miles.
Length of double track, including sidings,	13 miles.
Gauge of road,	5 ft. 2 in.
Weight of rail per yard on main track,	45 and 53 lbs.
Number of car houses, shops, and stables,	13
Number of depots,	3
Number of first-class passenger cars,	90
Average value of each,	\$600 00
Number of passengers that may be seated in each car,	22
Number of other cars, (summer cars,)	30
Number of horses and mules owned by the company,	620
Average value of each, including harness,	\$75 00
Value of real estate held, exclusive of roadway,	\$410,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,600
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day: 25, run 9; 16, run 8; 12, run 10; 9, run 6.	
How many miles does each horse travel daily, average,	18

How is track laid and on what foundation? Yellow pine stringers and cross-ties.

Average time consumed by cars in passing over the road : Trips average 2 hours, 1½ hours, 1 hour, on the different routes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: From Dauphin street to Germantown via Eighth street and Germantown avenue; from Dauphin street to Dickinson via Dauphin street, Germantown avenue, and Fourth and Dickinson, returning via Eighth street, Columbia avenue, Seventh street, and Susquehanna avenue; also, run over Walnut street, from Fourth street to Eighth street; also, from Belmont and Elm avenues via Elm and Girard avenues to Palmer street, to Beach, to Shackamaxon, to Girard, to Elm, to Belmont avenue.

Monthly Statement of Passengers, all classes, carried in Cars for the Year.

December, 1876,	787,124	July, 1877,	982,558
January, 1877,	641,293	August, 1877,	961,084
February, 1877,	617,551	September, 1877,	950,537
March, 1877,	711,450	October, 1877,	930,336
April, 1877,	777,455	November, 1877,	783,719
May, 1877,	1,367,743		
June, 1877,	903,689	Total,	10,314,484

The Rate of Fare for Passengers charged.

Single fare, 6 cents through city; 15 cents to Germantown; 12 cents to Nicetown.

Tickets in packages of 4 sold for 24 cents; 8 to Germantown, 10 to Nicetown for one dollar.

Expenses.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway, and repairs to streets,	\$20,890	56
Repairs of building, included in expense.		
Taxes on real estate, included in municipal taxes.		
Total,	\$20,890	56
Operating the Road.		
Harness and repairs,	\$1,576	07
Repairs to cars,	18,545	08
Horse shoeing,	8,825	72
Hay and feed,	69,482	62
Office expenses and stationery,	5,074	07
Salaries,	10,500	00
Insurance,	1,781	28
Watchmen, switchmen, hostlers, pay-roll, and depot expenses,	50,423	11
General expense of stable, in the above.		
Conductors and drivers,	98,316	69
Fluid, fuel, oil and gas, in miscellaneous.		
Damage for injury of persons,	1,762	18
Total,	\$264,236	68

Receipts on Construction and Equipment Account during the Year.

Other sources, sale old depot lots, &c., \$40,208 84

Receipts.

MONTHS.	From pas- sengers.		Horses.		Manure.		Other sources.		Total.
December, 1876,	\$33,488	50	\$300	00	\$591	16			\$34,385 66
January, 1877,	23,485	14	244	00	534	06			24,263 22
February, 1877,	24,600	14	466	50	513	17			25,689 51
March, 1877,	22,670	06	692	00	501	00			23,863 06
April, 1877,	32,819	77	837	50	464	91			34,122 18
May, 1877,	40,210	86	1,287	00	475	74	\$40,208	34	\$82,181 94
June, 1877,	38,240	85	185	00	399	92			39,825 77
July, 1877,	40,060	82	185	50	408	58			40,659 90
August, 1877,	40,276	86	495	00	300	91			41,162 77
September, 1877,	40,067	39	215	00	337	33			40,689 72
October, 1877,	39,419	87	275	00	281	66			40,076 53
November, 1877,	32,764	74	70	00	281	16			33,215 90
Total,	\$420,192	99	\$5,332	50	\$5,424	62	\$40,208	34	\$471,156 43

Summary of Payments.

For construction,	\$27,500 06
For maintaining the road or real estate of the corporation, and oper- ating the road,	285,127 24
For interest,	15,957 50
For dividends,	119,985 00
For miscellaneous,	16,221 62
For municipal taxes,	13,948 94
For State taxes,	12,150 00
Total,	\$490,990 36

General Balance Sheet, December 1, 1877.

DR.		
Construction,		\$936,447 00
Cash,		51,636 10
Sundry balances,		1,633 85
		\$989,716 95
CR.		
Capital stock,		\$572,860 00
Bonds,		69,000 00
Joseph Singlerly,		160,000 00
Sundry balances,		13,000 40
Profit and loss,		177,766 55
		\$982,716 95

Stock and Dividends.

Amount of common stock now outstanding, 30,000 shares.

Rate and date of all cash dividends on stock of original and consoli-
dated companies: January 15, 1877, 10 per cent. per annum. July 15,
1877, 6 per cent. per annum.

Accidents.

No serious accidents. No record kept

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

Personally appeared before me, Adam Warthman, president, and Joseph Singerly, treasurer of the Germantown Passenger Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

ADAM WARTHMAN, *President.*

JOSEPH SINGERLY, *Treasurer.*

Sworn and subscribed before me, this twenty-sixth day of January, A. D. 1878.

JOHN T. JOHNSON, *Alderman,*

GREEN AND COATES STREETS.

Officers.

NAMES.		Residence.	Salary.	
Henry Budd, . . .	President,	Philadelphia, . .	\$2,500	00
Isaiah Matlack, . .	Secretary and Treasurer,	Philadelphia, . .	1,400	00
Colket Walker, . .	General Superintendent,	Philadelphia, . .	1,400	00

Names of Directors.		Residences.
J. B. Altemus,		Philadelphia.
Mathew Brooks,		Philadelphia.
Geo. H. Colket,		Philadelphia.
I. Hicks Conrad,		Philadelphia.
Wm. Dulles,		Philadelphia.
P. C. Erben,		Philadelphia.
Alex. M. Fox,		Philadelphia.
Phineas Fries,		Philadelphia.
W. H. Kemble,		Philadelphia.
Jas. McManes,		Philadelphia.
W. C. Stevenson,		Philadelphia.
Chas. Wister,		Philadelphia.

Capital Stock.

Capital stock authorized by law,		\$500,000	00
Capital stock authorized by votes of company,	None.		
Capital stock, amount subscribed,		150,000	00
Capital stock paid in by last report,		150,000	00
Capital stock, total amount now paid in,		150,000	00
Capital stock, number of shares issued,	10,000		
Capital stock, amount paid in on each share,		15	00
Capital stock, par value of each share,		50	00

Debt.

Funded Debt.			
First mortgage bonds, (due July 15, 1878, bear interest at 7 per cent., which is payable January 15 and July 15,) amount,		\$100,000	00
Total amount now of funded debt,		\$100,000	00
Floating Debt.			
Unfunded debt, incurred for construction, equipment or purchase of property incident to centennial preparation, resulting in a temporary indebtedness, about,	\$5,000		
The amount now of floating debt,		5,000	00
Total amount now of floating and funded debt,		\$105,000	00
Funded debt as per last report,	\$100,000		

Cost of Road and Equipment.

	By last report.		By present report.	
Construction,	\$244,441	56	\$244,441	56
Total cost,	\$244,441	56	\$244,441	56

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 feet 2 inches.
Weight of rail per yard on main track,	47 lbs.
Number of car-houses, shops, and stables,	5
Number of depots,	9
Number of first-class passenger cars,	37
Average value of each,	\$800 00
Number of second-class passenger cars,	5
Average value of each,	\$600 00
Number of passengers that may be seated in each car,	29
Number of other cars,	3 sweepers.
Number of horses and mules owned by the company,	233
Average value of each, including harness,	\$125 00
Value of real estate held, exclusive of road way,	\$64,285 19

Average weight in lbs. of passenger cars, exclusive of passengers and baggage, 4,500 lbs.
 Average rate of speed adopted by passenger cars, including stops, (miles per hour,) 5
 Number of trips each day: Dickinson street line, 9 trips; Walnut street, 11; Oak street, 38.
 How many miles does each horse travel daily? 20
 How is track laid and on what foundation? White and yellow pine stringers.
 Average time consumed by cars in passing over the road: Dickinson street, 1 hour and 36 minutes; Walnut street line, 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; along Fairmount avenue to Twenty-second street, to Green street, to Oak, to Fairmount avenue, to park; also, down Green street to Fourth street, 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, 1877,	229,656	August, 1877,	243,916
February, 1877,	189,944	September, 1877,	258,288
March, 1877,	215,655	October, 1877,	254,918
April, 1877,	227,873	November, 1877,	226,156
May, 1877,	257,639	December, 1877,	231,679
June, 1877,	253,542		
July, 1877,	248,435	Total,	2,832,701

The Rate of Fare for Passengers Charged.

Single fare, 6 cents.
 Tickets in packages of 4 sold for, 24 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$5,798	59
Taxes on real estate,	1,651	70
Operating the Road.		
Harness and repairs,	\$7,450	29
Repairs to cars,	1,265	91
Horse shoeing,	6,286	65
Hay and feed,	4,953	80
Office expenses, stationery, and depot expenses,	25,455	09
Salaries,	15,912	17
Insurance,	5,924	00
Watchmen, switchmen, hostlers, pay roll: Included in office and depot expenses.	970	50
General expense of stable,	11,407	53
Conductors, drivers, and receiver,	43,597	85
Fluid, fuel, oil, and gas: Included in office and depot expenses.		
Total,	\$123,223	79

Receipts.

MONTHS.	From Passengers.	Rent.	Manure.	Other Sources.	Total.
January, 1877, . . .	\$12,970 00				\$12,970 00
February, 1877, . . .	10,173 38				10,173 38
March, 1877, . . .	11,741 31			\$1,499 65	13,240 96
April, 1877, . . .	12,647 83			88 00	12,735 83
May, 1877, . . .	14,092 95			112 50	14,205 45
June, 1877, . . .	13,802 21				13,802 21
July, 1877, . . .	13,835 12		\$912 74	2 50	14,750 36
August, 1877, . . .	13,550 36			232 50	13,782 86
September, 1877, . . .	13,945 17				13,945 17
October, 1877, . . .	14,160 42		460 62		14,621 04
November, 1877, . . .	12,617 42				12,617 42
December, 1877, . . .	12,968 49		448 74		13,417 23
Total, . . .	\$156,504 66		\$1,822 10	\$1,935 15	\$160,261 91

Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road,	\$123,223 79
For interest on mortgage on real estate,	1,315 00
For dividends,	22,500 00
For miscellaneous interest on bonds,	7,000 00
For municipal taxes,	1,450 00
For State taxes,	3,515 54
Total,	\$159,004 33

General Balance Sheet, January 1, 1878.

DR.		
Materials on hand,		\$5,400 00
Bills to collect,		749 43
CR.		
Capital stock,		\$500,000 00
Funded debt,		100,000 00
Unfunded debt,		5,000 00
Unclaimed dividends and bills on file,		1,594 75

Accidents.

No accident worthy of record.

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

Personally appeared before me, Henry Budd, president, and Isaiah Matlack, treasurer of the Green and Coates Streets Passenger Railroad Company, who being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a

true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

HENRY BUDD, *President.*

ISAIAH MATLACK, *Treasurer.*

Sworn and subscribed before me, this thirtieth day of January, A. D. 1878

J. R. MASSEY, *Notary Public.*

HARRISBURG CITY.

Officers.

NAMES.		Residence.	Salary.	
Henry A. Kelker,	President,	Harrisburg,	Nothing	
Daniel Eppley,	Vice President,	Harrisburg,	Nothing	
John A Smull,	Secretary,	Harrisburg,	\$50	00
Rudolph F. Kelker,	Treasurer,	Harrisburg,	800	00
James M. Neely,	Superintendent,	Harrisburg,	600	00

General office at 27 South Second street, Harrisburg, second floor.

Names of Directors.

Residences.

Henry A. Kelker,	Harrisburg.
Daniel Eppley,	Harrisburg.
Wm. K. Cowden,	Harrisburg.
John A Smull,	Harrisburg.
John Whitman,	Harrisburg.
Henry Herr,	Harrisburg.
John T. Ensminger,	Harrisburg.
Alexander Roberts,	Harrisburg.
David Fleming,	Harrisburg.
George F. Rohrer,	Harrisburg.
Jacob Haehnen,	Winter in Philadelphia, summer in Harrisburg.
Rudolph F. Kelker,	Harrisburg.

Capital Stock.

Capital stock authorized by law,	Unlimited.		
Capital stock authorized by votes of company,		\$41,150	00
Capital stock, amount subscribed,		41,150	00
Capital stock, paid in by last report,		41,150	00
Capital stock, total amount now paid in,		41,150	00
Capital stock, number of shares issued,	1,646		
Capital stock, amount paid in on each share, in cash, property, and franchise, valued per act of 1873,		25	00
Capital stock, par value of each share,		25	00
Capital stock, average market value during the year,		20	00

Debt.

Funded Debt.		
None.		
Floating Debt.		
Unfunded debt incurred for purchase of property, vacant lot for future depot,	\$1,000 00	
Debt incurred for any other purpose, and for what: Hay and feed,	230 50	
For rent, \$382 50; hardware bill, \$126 45,	508 95	
The amount now of floating debt,		\$1,739 45
Funded debt as per last report,	None.	
Floating debt as per last report,	None.	

Cost of Road and Equipment.

	By last report.		By present report.
Construction: Repairs to road bed and railway, 1877, \$644, is,	\$16,429	60	\$17,073 60
Equipment: 1877, horses, \$145; harness, \$118 53; repairs to cars, \$640 23; in all, \$903 76,	9,983	05	10,886 81
Total cost,	\$26,412	65	\$27,960 41

Characteristics of Road.

Length of road laid,	2 miles 270 ft.
Length of double track, including sidings,	2 miles 540 ft.
Gauge of road,	5 ft. 2½ inches.
Weight of rail per yard on main track: Part 44 and part 38 pounds per yard.	
Number of car houses, shops and stables: 1 car house and 2 stables, rented from owners, and 1 car shed owned by this company, built on leased ground.	
Number of depots: 1 small waiting-room, built on leased ground.	
Number of first-class passenger cars: 6 for one horse, and 2 for two horses, and 1 summer car for two horses.	
Average value of each,	\$350 00
Number of second-class passenger cars,	None.
Number of passengers that may be seated in each car: 14 in one-horse, and 20 in two-horse car.	
Number of horses and mules owned by the company,	23
Average value of each, including harness,	\$80
Value of real estate held, exclusive of roadway,	\$1,500 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage; 2,600, and a large one estimated at 3,600 pounds.	
Average rate of speed adopted by passenger cars, including stops, miles per hour,	4½ miles.

Number of trips each day : 14, five cars running regularly.

How many miles does each horse travel daily ? 20

How is track laid, and on what foundation ? Part oak and part pine stringers and ties, 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 to Vine street; out Vine to Race street; down Race to Hanna street, and from the intersection of Market and Second streets 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, (estimated.)

January, 1877,	18,477	August, 1877,	22,307
February, 1877,	13,965	September, 1877,	18,676
March, 1877,	16,975	October, 1877,	17,494
April, 1877,	18,223	November, 1877,	16,347
May, 1877,	17,995	December, 1877,	16,354
June, 1877,	20,277		
July, 1877,	24,003	Total,	221,093

The Rate of Fare for Passengers Charged.

Single fare,	6 cents.
Tickets in packages of five sold for,	25 cents

Expenses.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway,	\$644	00
Repairs of building,	None.	
Taxes on real estate,	None.	
Total,	\$644	00

Operating the Road.

Rents of all kinds, office, stables, ground rent, and toll,	575	17
On account of horses,	145	00
Harness and repairs,	118	53
Repairs to cars,	640	23
Horse shoeing,	359	53
Hay and feed,	2,202	11
Office expenses, stationery, and change envelopes and printing,	175	38
Salaries,	1,399	92
Insurance,	120	90
Hostlers, pay roll,	968	37
General expense of stable,	228	64
Conductors and drivers,	2,859	06
Fuel, oil, and gas,	72	95
Damage for injury of persons,	200	49
Total,	\$10,066	28

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.
January, 1877, . .	\$1,016	28	\$2	00			\$13	00	\$1,031 28
February, 1877, . .	768	10					33	12	801 22
March, 1877, . . .	933	77	1	50			23	00	953 27
April, 1877, . . .	1,002	27					11	20	1,013 47
May, 1877,	989	77					5	40	985 17
June, 1877,	1,115	25	3	00			2	30	1,120 55
July, 1877,	1,320	17					24	28	1,344 45
August, 1877, . . .	1,226	88							1,226 88
September, 1877, .	1,027	17							1,027 17
October, 1877, . . .	962	20					35	00	997 20
November, 1877, . .	899	09					5	00	904 09
December, 1877, . .	899	46	3	00			44	50	946 96
Total,	\$12,160	41	\$9	50			\$196	80	\$12,366 71

Summary of Payments.

For construction, repairing road bed and railway,	\$644	00
For maintaining the road or real estate of the corporation : Operating the road, exclusive of horses, (see Construction),	9,921	28
For interest,	None.	
For dividends: January, 1877, \$1,234 50, and September, \$1,234 50,	2,469	00
For new horses,	145	00
For payments to loan account,	None.	
For miscellaneous, Have no miscellaneous account.		
For payments made to surplus fund,	None.	
For municipal taxes: School tax on the cars and horses,	12	35
For State taxes on gross receipts up to June 30, 1877, inclusive,	28	39
For United States taxes,	None.	
On account of vacant lot purchased for future depot,	528	39
Total,	\$13,748	41
Total amount of surplus fund,	None on hand.	

General Balance Sheet, January 1, 1878.

DR.		
Construction,	\$17,073	60
Equipment,	10,886	81
Real estate purchased for future depot,	1,500	00
		\$29,460 41
Supplies on hand—hay,		200 00
Cash,		225 31
Profit,		13,003 23
		\$42,888 96
CR.		
Capital stock paid up,		\$41,150 00
DEBTS.		
Balance due on vacant lot purchased for future depot,	\$1,000	00
Hardware bill, for construction and equipment,	126	45
Hay and feed bill,	230	50
		1,356 45
Rent due to December 31, 1877, office and stables,		382 50
		\$42,888 96

Stock and Dividends.

Amount of preferred stock and rate of preference, and for what issued :
None.

Amount of common stock now outstanding : \$41,150.

Amount of stock issued as stock dividends, and dates of issue : None.

Rate and date of all cash dividends on stock of this company : 3 per cent. dividend declared and paid in January, 1877—amount, \$1,234 50 ; 3 per cent. dividend declared and paid in September, 1877—amount, \$1,234 50.

Accidents.

Killed, 1 ; injured, (died next day,) 1.

Statement of Each Accident.

1877, May 26. Emma Elizabeth, aged about three years, infant daughter of Edward Drinkwater, while playing with an older girl in Vine street, who ran across the track immediately in front of the horse car and crossed safely, also endeavored to do the same thing, and was injured by the wheel passing over the toes of one foot. The surgeons amputated the foot, and the child died the next day.

1877, October 17. Anna Mary, infant daughter of Joseph Boehm, under three years of age, who attempted to cross the track in Race street, immediately after a two-horse wagon had passed by, unaware that the railway car was approaching from another direction. The conductor was prevented from seeing the child by the passing wagon. The cause of the accident was the carelessness of the parents, in allowing an infant so tender in years to be playing in a narrow street, without the watchful care of an older person. The child was so injured that death ensued immediately.

STATE OF PENNSYLVANIA, }
County of Dauphin, City of Harrisburg, } ss :

Personally appeared before me, Henry A. Kelker, president, and Rudolph F. Kelker, treasurer of the Harrisburg City Passenger Railway Company, who being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending with the 31st day of December A. D. 1877, according to the best of their knowledge and belief.

(Signed)

HENRY A. KELKER, *President.*

RUD. F. KELKER, *Treasurer.*

Affirmed and subscribed before me, this 11th day of January, A. D. 1878.

D. A. KEPNER, *Alderman.*

HESTONVILLE, MANTAU AND FAIRMOUNT.

Officers.

NAMES.	Residence.	Salary.	
J. W. Jones,	President,	Philadelphia,	\$3,600 00
A. C. Roberts,	Vice President,	Philadelphia,	None.
F. B. Owen,	Secretary and Treasurer,	Philadelphia,	1,800 00
T. H. Wilson,	General Superintendent,	Philadelphia,	1,500 00

General office at 4300 Lancaster avenue, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
James Shields,	Philadelphia.
John F. Betz, junior,	Philadelphia.
Hugh DeHaven,	Philadelphia.
Charles H. Lafferty,	Philadelphia.
John Keller,	Lancaster, Pa.

Capital Stock.

Capital stock authorized by law,	\$2,050,000 00
Capital stock, amount subscribed,	All.
Capital stock paid in by last report,	299,381 36
Capital stock, total amount now paid in,	299,381 36
Capital stock, number of shares issued,	39,322
Capital stock, amount paid in on each share,	No record.
Capital stock, par value of each share,	50 00

Debt.

Funded Debt.	
First mortgage bonds, (due 1881, bear interest at 7 per cent., which is payable January and July,) amount,	\$125,000 00
First mortgage bonds, (due 1895, bear interest at 6 per cent., which is payable May and November,) amount,	180,000 00
Total amount now of funded debt,	\$305,000 00
Floating Debt.	
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$161,127 32
Debt incurred for any other purpose, and for what: Improvement of real estate, interest, etc.,	92,215 15
The amount now of floating debt,	253,342 47
Total amount now of floating and funded debt,	\$558,342 47
Funded debt, as per last report,	\$300,000 00
Floating debt, as per last report,	161,127 32
Total cash realized from capital stock and debt,	\$857,723 88

Cost of Road and Equipment.

	By last report.		By present report.	
Construction,	\$401,828	26	\$402,496	06
Equipment,	155,136	73	132,785	60
Total cost,	\$556,464	99	\$535,281	66

Characteristics of Road.

Length of road laid,	20 miles.
Length of double track, including sidings,	50 squares.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	43 pounds.
Number of car-houses, shops, and stables,	5
Number of depots,	2
Number of two-horse passenger cars,	80
Average value of each,	\$600 00
Number of one-horse passenger cars,	12
Average value of each,	\$250 00
Number of passengers that may be seated in each car,	22
Number of other cars, sweepers, snow-plow, and truck,	6
Number of horses owned by the company, December 31,	479
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of roadway,	\$319,594 02
Average weight in lbs of passenger cars, exclusive of passengers and baggage,	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day: Race and Vine, 8; on Arch street, 13.	

How many miles does each horse travel daily, 21

How is track laid and on what foundation: Yellow pine, on gravel.

Average time consumed by cars in passing over the road:

Race and Vine, 110 minutes; Arch street, 54 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads:

Race and Vine Street line, from depot, (No. 4300 Lancaster avenue,) on same to Haverford avenue, to Thirtieth street, to new bridge, over lower deck of same to Callowhill street, to Hamilton, to Twenty-second street, to Race street, to Second street, to Walnut, to Dock, to Third street, to Vine, to Twenty-third street, to Callowhill, to Twenty-fifth, to Spring Garden, and on upper deck of the bridge, via Spring Garden, to Lancaster avenue, to Belmont avenue, to Elm avenue, and back to Belmont avenue, to Lancaster avenue, to depot.

Arch Street line, from depot, (No. 2562 Callowhill street,) down Biddle to Twenty-fifth, to Spring Garden, to Twentieth, to Arch, to Second; return on Arch to Twenty-first, to Callowhill, to depot.

Thirty-fifth Street branch, from Thirty-fifth and Spring Garden to Zoological Garden, and return, *via* same, to place of beginning.

Hestonville branch, from 4300 Lancaster avenue, on same to Fifty-second street, to Georges Hill, and back, by same route, to place of starting.

Monthly Statement of Passengers, (all classes,) carried in cars for the year.

January, 1877,	371,700	August, 1877,	397,863
February, 1877,	332,547	September, 1877,	415,535
March, 1877,	373,832	October, 1877,	428,162
April, 1877,	398,499	November, 1877,	388,645
May, 1877,	471,504	December, 1877,	384,291
June, 1877,	417,702		
July, 1877,	397,896	Total,	4,778,166

The Rate of Fare for Passengers Charged.

Single fare: Adults, 6 cents; minors, 4 cents each.

Tickets in packages of four sold for 24 cents; exchange tickets, 9 cents each.

Expenses.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway,	\$11,121	18
Repairs of building,	1,041	60
Taxes on real estate,	4,454	36
Total,	\$16,617	14

Operating the Road.

On account of horses,	\$19,111	50
Harness and repairs,	1,109	13
Repairs to cars,	7,992	64
Horse shoeing,	10,269	82
Hay and feed, and straw, account,	70,642	47
Office expenses, stationery, and depot expenses,	20,273	64
Salaries,	7,480	00
Insurance,	1,226	33
Toll,	2,656	46
General expenses of stable,	23,973	35
Conductors and drivers,	75,030	70
Royalty,	2,581	43
Damage for injury of persons,	5,037	58
Total,	\$247,423	09

Receipts on Construction and Equipment Account during the Year.

From sale of bonds,	\$5,000	00
From other sources,	5,243	50
Total,	\$10,243	50

Receipts.

MONTHS.	From Passengers.		Rent.		Manure.		Other Sources.		Total.	
January, 1877, . .	\$20,907	22	\$62	00	\$455	86	\$31,882	75	\$53,307	83
February, 1877, .	17,458	81	32	00	142	90	12,172	00	29,800	71
March, 1877, . . .	20,077	77	32	00	136	85	11,529	52	31,776	14
April, 1877, . . .	21,456	98	32	00	696	66	22,523	47	44,709	11
May, 1877,	24,917	00	32	00			12,315	91	37,264	91
June, 1877,	23,216	05	32	00	172	49	3,383	71	26,804	25
July, 1877,	22,250	16	62	00	162	64	812	06	23,286	86
August, 1877, . . .	20,740	91	32	00	548	98	2,930	25	24,252	14
September, 1877, .	22,110	48	32	00	158	05	1,482	48	23,783	01
October, 1877, . . .	23,252	86	32	00	147	03	203	75	23,635	74
November, 1877, . .	20,759	73	44	00	396	20	360	00	21,559	93
December, 1877, . .	20,817	74	44	00	819	27	11,270	54	32,751	55
Total,	\$257,760	81	\$468	00	\$3,836	23	\$110,866	44	\$372,932	18

Summary of Payments.

For construction,	\$1,167	80
For maintaining the road or real estate of the corporation, and operating the road,	237,346	14
For interest,	41,714	75
For dividends, back,	1	00
For new passenger cars and horses,	270	00
For miscellaneous,	77,230	18
For municipal taxes,	7,654	16
For State taxes,		
Total,	\$365,384	03

General Balance Sheet, January 1, 1878.

DR.		CR.	
Cash,	\$5,202	82	
Construction,	402,496	06	
Equipment,	132,785	60	
Real estate,	319,594	02	
Real estate improvements,	66,675	54	
International exhibition stock,	9,810	00	
Ground rents,	1,000	00	
City of Philadelphia,	500	00	
Straw account,	1,203	50	
Profit and loss,	15,392	93	
	\$954,660	47	
Capital stock,	\$299,381	36	
Race and Vine street bonded debt,	125,000	00	
Hestonville bonded debt, old account,	600	00	
Hestonville bonded debt, new account,	180,000	00	
Bonds and mortgage on real estate,	83,533	32	
Bills payable,	253,342	47	
Hestonville coupons, old account,	367	50	
Hestonville coupons, new account,	210	00	
Dividends unclaimed,	698	45	
State of Pennsylvania,	6,282	72	
Conductors' deposits,	2,150	00	
Drivers' deposits,	157	50	
Materials, bills payable,	2,937	15	
	\$954,660	47	

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued:
None.

Amount of common stock now outstanding: 39,322 shares.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

Accidents.

Injured, five.

Statement of each Accident.

O'Connell, March 3, 1877; run over, Fiftieth street and Lancaster avenue; supposed to have been playing around side of car, while in motion; extent of injury unknown.

Carl Keinecke; date unknown; extent of injury unknown.

William Daly, May 29, 1877; jumped from car; arm broken.

J. C. Smith, June 16, 1877; arm broken, by keeping same out of car window, at Arch street depot, in despite of repeated personal notice and advice.

G. P. Brennan, November 18, 1877; fell from car step; wrist fractured; Thirtieth and Callowhill streets.

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

Personally appeared before me, Charles H. Lafferty, vice president, and Francis B. Owen, treasurer of the Hestonville, Mantau and Fairmount Passenger Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

CHAS. H. LAFFERTY, *Vice President.*

FRAS. B. OWEN, *Treasurer.*

Sworn and subscribed before me, this 2d day of February, A. D. 1878.

THOS. H. CLARK,
Magistrate Court, No. 25.

LOMBARD AND SOUTH STREET.

Officers.

NAMES.		Residence.	Salary.	
Moses A. Dropsie,	President,	Philadelphia,	\$3,000	00
Aaron Lazarus,	Secretary and Treasurer,	Philadelphia,	1,500	00
			\$4,500	00

Names of Directors.

Residences.

Moses A. Dropsie,	Philadelphia.
Charles C. Mackey,	Camden, N. J.
John Q. Adams,	Philadelphia.
Mayer Sulzberger,	Philadelphia.
Joseph N. Peirsol,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	825,000	00
Capital stock paid in by last report,	195,000	00
Capital stock, total amount now paid in,		
Capital stock, number of shares issued,	12,994	
Capital stock, amount paid in on each share,	15	00
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year,	13	50

Debt.

Funded Debt.			
First mortgage bonds, (due 1883, bear interest at 7 per cent., which is payable January and July,) amount,		\$62,500	00
Total amount now of funded debt,		\$62,500	00
Floating Debt.			
None.			

Cost of Road and Equipment.

	By last report.		By present report.	
Construction, } This account is not kept separately.	\$270,594	83	\$271,594	83
Equipment, }				
Total cost,			\$271,594	83

Characteristics of Road.

Length of road laid,	8 miles.
Length of double track, including sidings,	$1\frac{6}{10}$ mile.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	43 lbs.
Number of car houses, shops, and stables,	4
Number of depots,	2
Number of first-class passenger cars,	33
Average value of each,	\$500
Number of second-class passenger cars,	11
Average value of each,	\$400
Number of passengers that may be seated in each car,	20 and 14
Number of other cars: Sweepers and plow,	4
Number of horses owned by the company,	150
Average value of each, including harness,	\$100
Value of real estate held, exclusive of roadway,	50,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5 miles.
Number of trips each day,	370
How many miles does each horse travel daily: Some $21\frac{1}{4}$ miles, and others 17 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 & 50 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Commences at South street, on the Schuylkill river, thence along Chippewa to Lombard, down Lombard to Front, along Front to Dock street, 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, Thirteenth and Snyder avenue, along Snyder avenue to Twelfth street, along Twelfth to Dickinson, thence to Eighth street, to Christian, to Fifth, to Lombard, down Lombard to Front street, to South street, along South to Passyunk avenue, to Mifflin street, to Twelfth, to Snyder avenue and Broad street.

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1876,	144,021	June, 1877,	150,201
December, 1876,	136,676	July, 1877,	154,369
January, 1877,	118,579	August, 1877,	154,212
February, 1877,	102,522	September, 1877,	151,689
March, 1877,	122,154	October, 1877,	143,963
April, 1877,	126,294		
May, 1877,	144,307	Total,	1,643,967

The Rate of Fare for Passengers Charged:

Single fare,	6 cents.
Tickets, in packages of 4, sold for,	24 cents.
Exchange tickets, entitling to ride on two roads,	9 cents.

Passengers can ride on one road, and receive pass for branch road (Pas-syunk) gratis.

Expenses.

Maintaining the Road or Real Estate of the Corporation.	
Repairs of road bed and railway,	\$4,951 22
Repairs of building,	356 90
Taxes on real estate,	870 99
Total,	\$6,179 11
Operating the Road.	
On account of horses,	\$3,765 00
Harness and repairs,	605 23
Repairs to cars,	2,082 19
Horse shoeing,	2,780 74
Hay, feed, and straw,	17,421 27
Office expenses, stationery, and depot expenses,	2,618 92
Salaries,	4,500 00
Insurance,	1,170 53
Watchmen, switchmen, hostlers, pay roll,	33,701 53
General expense of stable,	
Conductors and drivers,	413 12
Fluid, fuel, oil, and gas,	
Total,	\$89,058 58

Receipts on Construction and Equipment Account during the Year.

None.

Receipts.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.	
November, 1876,	\$7,638	26					\$9	00		
December, 1876,	7,366	31			\$30	40	3	30		
January, 1877,	5,942	24			4	15	2	00		
February, 1877,	5,117	32					6	92		
March, 1877,	6,092	99			423	82				
April, 1877,	6,254	71			181	00	69	40		
May, 1877,	7,197	21			100	00				
June, 1877,	7,407	68					10	00		
July, 1877,	7,607	82			188	77	4	80		
August, 1877,	7,304	90			194	25	3	00		
September, 1877,	6,989	18			5	25	19	25		
October, 1877,	7,034	73			94	79	5	90		
Total,	\$81,953	35			\$1,222	43	\$183	57	\$83,309	35

Summary of Payments.

For construction,	\$1,000	00
Maintaining the road or real estate of the corporation, and operating the road,	75,237	64
Interest,	4,640	03
Miscellaneous,	839	10
Municipal taxes,	1,720	00
State taxes	702	00
Total,	\$84,139	76
Total amount of surplus fund,	None.	

General Balance Sheet, November 1, 1877.

The following account of items is estimated, as we never keep a strict account of stores on hand, and have neither inventory or account thereof.

DR.		
Iron,		\$250 00
Hay,		750 00
Straw,		300 00
Corn,		500 00
Bran,		75 00
Oil,		70 00
Manure,		150 00
Nails, (blacksmith),		00 00
Paints,		25 00
Hardware,		25 00
Glass,		25 00
Sweeper, Reed,		30 00
Lamp chimneys,		35 00
		\$2,255 00
CR.		
Capital stock,		\$500,000 00
Funded debt,		62,500 00
		\$562,500 00

Stock and Dividends.

Amount of common stock now outstanding, 12,994 shares.

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

Personally appeared before me, Moses A. Dropsie, president, and Aaron Lazarus, treasurer of the Lombard and South Streets Passenger Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

MOSES A. DROPSIE, *President.*

AARON LAZARUS, *Treasurer.*

Sworn, and subscribed before me, this 8th day of January, A. D. 1878.

THOS. DALLAS, *Alderman.*

MANAYUNK AND ROXBOROUGH INCLINED PLANE AND PASSENGER.

Officers.

NAMES.		Residence.	Salary.	
Charles T. Walton,	President,	Roxborough, Phila.,	None.	
W. H. Lewis,	Secretary,	Roxborough, Phila.,	\$270	00
C. T. McGlinchy,	Treasurer,	Manayunk, Phila.,	185	00
Albert Tobben,	General Superintendent	Roxborough, Phila.,	720	00

Names of Directors.

Residences.

William Ring,	Leverington P. O., Roxborough, Phila.
Michael Righter,	Leverington P. O., Roxborough, Phila.
J. Vaughan Merrick,	Leverington P. O., Roxborough, Phila.
S. S. Keely,	Leverington P. O., Roxborough, Phila.
W. C. Hamilton,	Leverington P. O., Roxborough, Phila.
Benj. Haney,	Leverington P. O., Roxborough, Phila.
Joshua Bond,	Barren Hill, Montgomery county.

Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company,	60,000	00
Capital stock, amount subscribed,	58,475	00
Capital stock, paid in by last report,	58,475	00
Capital stock, total amount now paid in,	58,475	00
Capital stock, number of shares issued,	2,389	
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year: Not in the market.		

Debt.

Floating Debt.			
Unfunded debt, incurred for construction, equipment or purchase of property: Temporary loan,	\$2,225		
Total amount now of floating and funded debt,		\$2,225	00
Floating debt as per last report,	\$3,000		

Cost of Road and Equipment.

	By last report.		By present report.	
Construction,	\$46,408	58	\$47,133	58
Equipment,	11,919	48	12,142	98
Total cost,	\$58,328	06	\$59,276	56

Characteristics of Road.

Length of road laid,	5½ miles.
Gauge of road,	5 feet 2⅞ inches.
Weight of rail per yard on main track,	48 lbs.
Number of car-houses, shops, and stables,	1
Number of depots,	1
Number of first-class passenger cars,	7
Average value of each,	\$840 00
Number of passengers that may be seated in each car,	18
Number of other cars,	1 salt car.
Number of horses and mules owned by the company,	26
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of road way, at cost,	\$11,054 43
Average weight in lbs. of passenger cars, exclusive of passengers and baggage,	3,800 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5½
Number of trips each day: 19 trips of 8 miles each, and 9 trips 3 miles each.	
How many miles does each horse travel daily?	20 miles.
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: 45 minutes over route of four 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 Reading railroad.

Monthly Statement of Passengers, all classes, Carried in Cars for the Year.

Route is divided into three fares. Total number of single fares received during the year, 184,030, exclusive of season tickets issued for local accommodations, and in connection with Reading Railroad Company to passengers traveling daily to and from school and business.

The Rate of Fare for Passengers Charged.

Single fare,	6 cents.
Tickets in packages of 4 sold for,	24 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road bed and railway,		\$537	38
Taxes on real estate,		93	91
Total,		\$631.	29
Operating the Road.			
On account of horses,		95	00
Harness and repairs,		101	43
Repairs to cars,		437	62
Horse shoeing,		372	26
Hay and feed,		3,258	03
Salaries, office expenses, stationery, and depot expenses,		484	33
Insurance,		120	00
Watchmen, switchmen, hostlers, pay roll,	A	5,672	12
General expense of stable,	B	347	34
Conductors and drivers: Included in item marked A.			
Fluid, fuel, oil, and gas: Included in item marked B.			
Total,		\$11,519	42

Receipts.

MONTHS.	From Passengers,		Rent.		Manure.		Other Sources.		Total.	
January, 1877,	\$859	96			\$39	50	*\$16	18		
February, 1877,	807	73			39	00				
March, 1877,	1,140	94			39	00				
April, 1877,	979	77			40	00				
May, 1877,	1,170	28			40	50				
June, 1877,	1,202	45			38	75	†1,225	00		
July, 1877,	1,285	77			41	15				
August, 1877,	1,182	61			40	50				
September, 1877,	1,161	99			40	10				
October, 1877,	1,307	23			40	30				
November, 1877,	819	87			41	85				
December, 1877,	991	37			41	60				
Total,	\$12,909	97			\$482	25	\$1,241	18	\$14,633	40

* Hay scale for the year.

† Temporary loan, net.

Summary of Payments.

For construction,	\$725	00
For equipment,	223	50
Maintaining the road or real estate of the corporation, and operating the road,	11,425	51
For interest on mortgage on lot \$130, and temporary loan, \$115,	295	00
For miscellaneous, on account new depot,	1,583	61
Municipal and State taxes,	93	91
Total,	\$14,346	53
Total amount of surplus fund; profit and loss account charged to new depot,	1,909	94

General Balance Sheet, January 1, 1878.

DR.			
Construction account,		\$47,133	58
Equipment account,		12,142	98
Balance to credit of stock account,		56	85
		<u>\$59,332</u>	<u>41</u>
Running expenses, 1877,		\$10,957	55
Balance to credit of profit and loss,		1,909	94
		<u>\$12,867</u>	<u>49</u>
New depot, cost of building, &c.,	\$8,054	42	
cost of lot on mortgage,	3,000	00	
		<u>\$11,054</u>	<u>42</u>
Unsettled Accounts.			
To cash on hand,		\$488	85
To feed, &c., supplies on hand,		464	73
To new depot,		4,276	42
		<u>\$5,225</u>	<u>00</u>
CR.			
By stock account, capital stock,		\$58,475	00
By stock account, interest, &c., to credit of this account,		857	41
		<u>\$59,332</u>	<u>41</u>
By passenger receipts, 1877,		\$12,867	49
By profit and loss, 1874, 1875, 1876,	\$4,812	21	
1877,	1,909	94	
		<u>\$6,722</u>	<u>15</u>
By stock account,		56	85
By balance carried to the credit of new depot,		4,276	42
		<u>\$11,054</u>	<u>42</u>
Unsettled Accounts.			
By mortgage on depot lot,		\$3,000	00
By temporary loans,		2,225	00
		<u>\$5,225</u>	<u>00</u>

Stock and Dividends.

Amount of common stock now outstanding: 2,339 shares
at \$25 each, \$58,475 00

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

Personally appeared before me, C. J. Walton, president, and C. I. McGlinchy, treasurer of the Manayunk and Roxborough Incline Plane and Railway Company Passenger Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial

year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

C. J. WALTON, *President.*

C. I. McGLINCHY, *Treasurer.*

Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1878.

ALFRED SNYDER, *Magistrate.*

PEOPLE'S.

Officers.

NAMES.		Residence.	Salary.
John L. Lawson,	President,	Philadelphia, . .	\$1,800 00
Thomas S. Harris,	Secretary and Treasurer,	Philadelphia, . .	1,200 00
W. H. Bennett,	General Manager and General Superintendent,	Philadelphia, . .	780 00

General office at 1,414 Callowhill street, Philadelphia.

Names of Directors.

Residences.

John L. Lawson,	Philadelphia.
William B. Mann	Philadelphia.
Joseph M. Stoddart,	Philadelphia.
Thomas L. Lawson,	Philadelphia.
Lee Roy Kramer,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	292,250	00
Capital stock, paid in by last report,	88,000	00
Capital stock, total amount now paid in,	93,525	82
Capital stock, number of shares issued,	11,690	
Capital stock, amount paid in on each share,	8	00
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year,	8	00

Debt.

Funded Debt.	
First mortgage bonds, (due 1903, bear interest at 7 per cent., which is payable January 15 and July 15,) amount,	\$100,000 00
Total amount now of funded debt,	\$100,000 00
Floating Debt.	
The amount now of floating debt,	\$17,866 48
Total amount now of floating and funded debt,	\$117,866 48
Funded debt as per last report,	\$99,000
Floating debt as per last report,	10,000

Cost of Road and Equipment.

	By last report.	By present report.
Construction,	\$201,516 32	\$205,491 84

Characteristics of Road.

Length of road laid, about,	6½ miles.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	43 lbs. per yd.
Number of car houses, shops, and stables,	1
Number of depots,	1
Number of first-class passenger cars,	23
Average value of each,	\$750
Number of second-class passenger cars,	None.
Number of passengers that may be seated in each car,	20
Number of horses and mules owned by the company,	127
Average value of each, including harness,	\$100
Value of real estate held, exclusive of roadway,	\$14,000
Average weight in lbs. of passenger cars, exclusive of passengers and baggage,	4,200 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day,	13
How many miles does each horse travel daily, about,	20
How is track laid, and on what foundation? White pine stringers and cross-ties.	

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Along Callowhill street, from Schuylkill river to Front street; thence along Front street to Chestnut, and return by same route to Vine street; along Vine street to York avenue to Callowhill street, and crosses all roads running north and south in the city.

Monthly Statement of Passengers (all classes) carried in Cars for the Year.

January, 1877,	72,035	August, 1877,	123,847
February, 1877,	68,965	September, 1877,	107,508
March, 1877,	78,041	October, 1877,	95,186
April, 1877,	82,317	November, 1877,	82,965
May, 1877,	92,649	December, 1877,	80,083
June, 1877,	104,592		
July, 1877,	122,884	Total,	1,108,522

The rate of Fare for Passengers Charged.

Single fare,	6 cents.
Tickets in packages of 4 sold for,	24 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway,	\$608	94
Taxes on real estate,	255	98
Total,	\$864	92
Operating the Road.		
On account of horses,	2,261	10
Harness and repairs,	415	78
Repairs to cars,	1,684	13
Horse shoeing,	2,279	12
Hay, feed, and straw,	13,572	51
Salaries,	3,780	00
Insurance,	250	00
Watchmen, switchmen, hostlers, pay-roll, } General expense of stable, } General pay roll,	25,982	81
Conductors and drivers,	886	02
Fluid, fuel, oil, and gas,	647	60
Damage for injury of persons,		
Total,	\$52,653	99

Receipts on Construction and Equipment Account during the Year.

From stockholders,	\$5,525	82
From sale of bonds,	1,000	00
Total,	\$6,525	82

Receipts.

MONTHS.	From Passengers.		Rent.		Manure.		Other sources.		Total.	
	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts
January, 1877,	\$3,609	08	\$20	83	\$120	00			\$3,750	51
February, 1877,	3,235	88	41	66	79	22			3,356	78
March, 1877,	3,928	71	62	49	75	00	\$890	00	4,956	20
April, 1877,	4,147	30	41	66	7	00			4,195	96
May, 1877,	4,705	56	41	66	107	40			4,854	62
June, 1877,	5,182	28	41	66	82	50			5,306	42
July, 1877,	6,266	02	41	66	81	25	2,904	00	9,292	03
August, 1877,	6,411	14	41	66			605	82	7,058	62
September, 1877,	5,668	48	41	66	165	00	176	00	6,051	14
October, 1877,	4,907	46	41	66			7,866	48	12,815	60
November, 1877,	4,288	57	77	66	163	00	1,073	00	5,602	23
December, 1877,	4,122	26	41	66	159	37	800	00	5,123	29
Total,	\$56,473	32	\$535	92	\$1,039	74	\$14,315	30	\$72,364	28

Summary of Payments.

For construction,	\$3,975	52
For maintaining the road or real estate of the corporation, and operating the road,	52,653	99
For interest,	7,906	94
For miscellaneous,	5,360	27
For municipal taxes,	1,123	48
For State taxes	646	16
Total,	\$71,666	36

General Balance Sheet, January 1, 1878.

DR.			
Construction and equipment,		\$205,491	84
Cash on hand,		695	67
Profit and loss, including all materials on hand January 1, 1877,		5,204	79
		\$211,392	30
CR.			
Capital stock,		\$98,525	82
Funded debt,		100,000	00
Floating debt,		17,866	48
		\$211,392	30

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding: 11,690 shares.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

Accidents.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	1	.....	.....	.....	2	.....	3
.....

Statement of Each Accident.

John Jackaway was hurt on or about July 10, 1877, by the pole of car striking him, he being at that time a passenger on one of our cars; the car behind the one he was on sliding down on the car ahead, on Vine street below Front street, and Mr. Jackaway standing on platform contrary to rules of company.

John Glenn was hurt on October 12, by his wagon backing into our car and catching him between car and wagon.

Sunday, September 30, 1877. A small boy, son of John G. Hammer, tried to hang on to the guard rail; slipt and fell, the wheel caught the calf of his leg; inflammation set in, from which he died.

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

Personally appeared before me, John L. Lawson, president, and Thomas S. Harris, treasurer of the People's Passenger Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

JOHN L. LAWSON, *President.*

THOMAS S. HARRIS, *Treasurer.*

Sworn and subscribed before me this thirty-first day of January, A. D. 1878.

JOHN H. CAHILL, *Notary Public.*

PEOPLE'S STREET.

Officers.

NAMES.		Residence.	Salary.	
William Matthews, .	President,	Scranton,	\$1,500	00
Alfred Hand,	Secretary and Treasurer, .	Scranton,	100	00

Names of Directors.		Residences.
William Matthews,		Scranton.
James Blair,		Scranton.
J. C. Platt,		Scranton,
William Connell,		Scranton.
W. W. Scranton,		Scranton.
W. R. Storrs,		Scranton.
Alfred Hand,		Scranton.
W. W. Winton,		Scranton.
J. B. Smith,		Dunmore.

Capital Stock.

Capital stock authorized by law,	\$150,000	00
Capital stock, amount subscribed,	150,000	00
Capital stock, paid in by last report,	150,000	00
Capital stock, amount now paid in,	150,000	00
Capital stock, number of shares issued,	1,500	
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00
Capital stock, average market value during the year,	50	00

Debt.

Funded Debt.		
None.		
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$13,000	00
Total amount now of floating and funded debt,		\$13,000 00
Floating debt as per last report,	\$10,000	00

Cost of Road and Equipment.

	By last report.
Construction,	\$132,163 92
Equipment,	26,564 85
Total cost,	\$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 lbs. per yd.
Number of car houses, shops, and stables,	3
Number of depots,	1
Number of first-class passenger cars	6
Average value of each,	\$600 00
Number of second-class passenger cars,	6
Average value of each,	\$200 00
Number of passengers that may be seated in each car,	14 and 24
Number of other cars,	2
Number of horses and mules owned by the company,	41
Average value of each, including harness,	\$120 00
Value of real estate held, exclusive of roadway,	\$25,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,400 lbs.

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 horse travel daily?	15
How is track laid and on what foundation? Oak stringers and cross-ties.	

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. Providence route begins at the Delaware, Lackawanna and Western railroad depot, up Lackawanna avenue to Wyoming, out Wyoming to Mulberry street, along Mulberry to Pennsylvania avenue, along Pennsylvania avenue to Carbon street, through Carbon and old Providence road to Providence Corners. Hyde Park route commences at same depot; thence down Lackawanna avenue, across Lackawanna river to Wyoming street, along Wyoming street, and by a detour into Jackson street, and Jackson street to Main street, Hyde Park. Dunmore route commences at same depot, up Lackawanna avenue to Jefferson and Bank street to Madison avenue, along Madison to Pine street, up Pine and Dunmore road to Dunmore Corners. Green Ridge route commences at same depot, up Lackawanna avenue to Pennsylvania avenue, along Pennsylvania avenue to Capouse, Capouse to its intersection with the Delaware and Hudson Company's railroad; thence along side of said railroad to Seventh street, out Seventh street to Griffin Corners, and thence along the old Philadelphia and Great Bend turnpike. No connections with other roads.

Monthly Statement of Passengers (all classes) carried in cars for the Year.

November, 1876,	26,761	June, 1877,	21,295
December, 1876,	28,611	July, 1877,	22,048
January, 1877,	21,755	August, 1877,	18,000
February, 1877,	20,170	September, 1877,	18,625
March, 1877,	23,620	October, 1877,	17,794
April, 1877,	20,843		
May, 1877,	21,109	Total,	260,706

The Rate of Fare for Passengers Charged.

Single fare,	5, 6, and 10 cts.
Tickets in packages of 12 and 15, sold for,	\$1 00

Expenses.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of the road bed and railway,		\$2,983 00
Repairs of building,		32 55
Taxes on real estate,		74 88
Total,		\$3,090 43
Operating the Road.		
On account of horses,		\$165 00
Harness and repairs,		95 84
Repairs to cars,		492 94
Horse shoeing,		909 38
Hay and feed,		4,416 45
Office expenses, stationery, and depot expenses,		58 20
Salaries,		1,683 32
Insurance,		273 75
Watchmen, switchmen, hostlers, pay-roll,		1,951 64
General expense of stable,		263 59
Conductors and drivers,		6,429 06
Fluid, fuel, oil, and gas,		248 97
Total,		\$16,338 26

Receipts on Construction and Equipment Account during the Year.

Other sources,	\$4,655 54
Total,	\$4,655 54

Receipts.

MONTHS.	From pas- sengers.		Rent.		Manure.		Other sources.		Total.
November, 1876,	\$1,989	49							\$1,989 49
December, 1876,	2,124	71					\$62	00	2,176 71
January, 1877,	1,646	21					180	40	1,776 61
February, 1877,	1,527	78							1,527 78
March, 1877,	1,734	06					45	50	1,779 56
April, 1877,	1,519	01					88	25	1,602 26
May, 1877,	1,802	04			\$2	00	67	50	1,871 54
June, 1877,	1,571	19					2	25	1,573 44
July, 1877,	1,652	78					339	00	1,991 78
August, 1877,	1,300	82					6	80	1,307 62
September, 1877,	1,274	91					66	50	1,341 41
October, 1877,	1,274	26			94	25	217	50	1,586 01
Total,	\$19,217	21			\$96	25	\$1,010	70	\$20,324 16

Summary of Payments.

For construction,	\$574	99
Maintaining the road or real estate of the corporation, and operating the road,	20,028	69
Interest,	811	55
New passenger cars and horses,	2,450	99
Miscellaneous,	25	35
Municipal taxes,	87	00
State taxes,	319	50
Total,	\$24,298	07
Total amount of surplus fund,	\$681	63

General Balance Sheet, November 1, 1877.

DR.			
Accounts receivable,		\$216	98
Construction account,		157,101	39
Cash,		681	63
		\$158,000	00
CR.			
Capital stock,		\$150,000	00
Bills payable,		8,000	00
		\$158,000	00

Accidents.

Killed, 1 ; injured, 1.

Statement of Each Accident.

June 19, 1877. Patrick Foley, aged 9 years ; tried to ride by holding on to side of car ; fell between the wheels, one of which passed over his leg, broke and otherwise bruised it. He was taken to hospital, and died in twenty-four hours after the accident ; it occurred on Wyoming avenue.

September 25, 1877. John Clark, about 7 years old ; injured in the same way as above ; fell and had one arm broken ; place of accident Penn. avenue.

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

Personally appeared before me, Wm. Matthews, president, and Alfred Hand, treasurer of the People's Street Railway Company of Luzerne county, a passenger railway company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the con-

dition and affairs of said company for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

WM. MATTHEWS, *President.*

ALFRED HAND, *Treasurer.*

Sworn and subscribed before me, this 17th day of December, A. D 1877.

GEO. FRANCIS BENTLEY, *Notary Public.*

PHILADELPHIA AND DARBY.

Officers.

NAMES.		Residence.	Salary.
A. L. Bonnaffon,	President,	Philadelphia, }	No compen- sation.
W. W. Colket,	Secretary and Treasurer,	Philadelphia, }	

General office at 4130 Chestnut street.

Names of Directors.

Residences.

Collins W. Walton,	Philadelphia
C. B. Mench,	Philadelphia
H. L. Child,	Philadelphia
C. Colket,	Philadelphia
W. E. Garrett, jr,	Philadelphia
A. L. Bonnaffon,	Philadelphia

Capital Stock.

Capital stock authorized by law,	\$1,000,000 00
Capital stock, amount subscribed,	200,000 00
Capital stock paid in by last report,	200,000 00
Capital stock, total amount now paid in: Unknown to present officers.	

Debt.

Funded Debt.		
First mortgage bonds, (due May 1, 1887, bear interest at 7 per cent., which is payable May 1 and November 1 each year,) amount,	\$100,000	00
Total amount now of funded debt,	\$100,000	00
Floating Debt.		
Total amount now of floating and funded debt,	\$100,000	00
Funded debt as per last report,	\$100,000	

All books and papers of this company, except minute books, were made way with by the late president, S. Gross Fry.

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 inches.
Weight of rail per yard on main track,	42 pounds.
Number of car houses, shops, and stables,	3
Number of depots,	1
Number of first-class passenger cars: Equipment owned by the Philadelphia City Passenger Railway Company, and included in their report.	
Average value of each,	\$500
Number of passengers that may be seated in each car,	20
Average weight, in pounds, of passenger cars, exclusive of passengers and baggage,	4,800 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6 miles.
Number of trips each day,	5
How many miles does each horse travel daily,	20 miles.
How is track laid, and on what foundation: White pine stringers on cross-ties.	
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 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 nine hundred and ninety-nine years, from January 1, 1870. The amount of receipts and expenditures, and other statistics unanswered in this report, will be contained in theirs.

Under the provisions of the lease, the Philadelphia City Passenger Railway Company act as agents, and paid the dividends direct to the stockholders, till the discovery of the overissue of stock of this company by its late president, S. Gross Fry, since which time the dividends were held by the Philadelphia City Passenger Railway Company, and appear on their balance sheets as unclaimed dividends on stock, Darby R. R.

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

Personally appeared before me, A. L. Bonnaffon, president, and Wm. W. Colket, treasurer of the Philadelphia and Darby Passenger Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this

company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending January 28, A. D. 1878, according to the best of their knowledge and belief.

(Signed)

A. L. BONNAFFON, *President.*

WM. W. COLKET, *Treasurer.*

Sworn and subscribed before me, this 28th day of January, A. D. 1878.

H. R. SHULTZ, *Notary Public.*

PHILADELPHIA AND GRAYS FERRY.

Officers.

NAMES.		Residence.	Salary.
William H. Snowden to 18th May, then Matthew Brooks,	President,	627 N. 15th st., city,	\$2,000 00
J. Crawford Dawes,	Secretary & Treasurer,	1225 Monterey st.,	1,000 00
Patrick Lovett,	Gen'l Superintendent,	777 N. 24th st., city,	884 00

General office at 36th street and Grays Ferry road.

Names of Directors.

Residences.

Henry Bumm,	S. W. corner Girard avenue and 15th st., city.
J. Hicks Conrad,	314 1/2 Walnut street, city.
Oliver Hopkinson,	1424 Spruce street, city.
James McManes,	609 Walnut street, city.
Wm. H. Snowden,	1719 American street, city.
Thomas R. Woodhouse,	910 Spruce st., city.

Capital Stock.

Capital stock authorized by law,	\$1,000,000 00
Capital stock authorized by votes of company,	10,000 00
Capital stock, amount subscribed,	308,750 00
Capital stock, paid in by last report,	298,750 00
Capital stock, total amount now paid in,	308,750 00
Capital stock, number of shares issued,	12,350
Capital stock, amount paid in on each share,	25 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year, about,	25 00

Debt.

Funded Debt.	
First mortgage bonds, (due July 1, 1877, bear interest at 7 per cent., which is payable July 1, 1877,) amount,	\$34,000 00
Floating Debt.	
None.	
Funded debt as per last report,	\$34,000 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction and equipment,	\$312,550 24	\$243,989 74

Characteristics of Road.

Length of road laid,	10 $\frac{3}{8}$ miles
Length of double track, including sidings,	2 $\frac{1}{2}$ miles.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	44 lbs.
Number of car-houses, shops, and stables,	3
Number of depots,	1
Number of first-class passenger cars,	28
Average value of each,	\$750
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,	168
Average value of each, including harness,	\$90
Value of real estate held, exclusive of roadway,	None.
Average weight in pounds 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,	220
How many miles does each horse travel daily?	18 or 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 Grays Ferry bridge along Grays 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 Grays Ferry road to terminus.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1877,	173,486	August, 1877,	179,063
February, 1877,	148,117	September, 1877,	187,356
March, 1877,	173,961	October, 1877,	198,996
April, 1877,	193,160	November, 1877,	181,508
May, 1877,	216,775	December, 1877,	185,537
June, 1877,	215,515		
July, 1877,	186,658	Total,	2,240,091

The Rate of Fare for Passengers Charged.

Single fare,	6 cents.
Tickets in packages of four sold for,	24 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.	
Repairs of road bed and railway,	\$8,030 63
Repairs of building: Included in miscellaneous.	
Taxes on real estate,	478 90
Total,	\$8,509 53
Operating the Road.	
On account of horses,	\$3,648 50
Harness and repairs,	1,048 65
Repairs to cars,	4,144 54
Horse shoeing,	2,905 18
Hay and feed,	20,229 18
Office expenses, stationery, and depot expenses,	583 00
Salaries,	3,884 00
Insurance: Included in miscellaneous.	
Watchmen, switchmen, hostlers, pay roll,	11,947 34
General expense of stable,	1,513 19
Conductors and drivers,	27,833 29
Fluid, fuel, oil, and gas,	792 08
Damage for injury of persons,	685 00
Total,	\$79,212 85

Receipts on Construction and Equipment Account during the Year.

Nothing.

Receipts.

MONTHS.	From Passengers.	Rent.	Manure.	Other Sources.	Total.
January, 1877,	\$8,674 31				
February, 1877,	7,405 88		\$24 50		
March, 1877,	8,698 07		95 00		
April, 1877,	9,658 00		190 50	\$40,000 00	
May, 1877,	10,838 74		58 09		
June, 1877,	10,775 77	\$250 00		30,145 00	
July, 1877,	9,802 51			10,081 66	
August, 1877,	9,347 91		269 50		
September, 1877,	9,943 19				
October, 1877,	10,635 27		252 00		
November, 1877,	9,715 61				
December, 1877,	9,924 57	250 00		25 00	
Total,	\$115,419 83	\$500 00	\$889 59	\$80,251 66	\$197,061 66

Summary of Payments.

For construction,	\$35,819	33
For maintaining the road or real estate of the corporation, and operating the road,	87,723	37
Interest,	1,952	06
Dividends,	23,622	25
New passenger cars and horses: Included in operating the road.		
Miscellaneous,	4,181	24
Payments made to surplus fund,	Nothing.	
Municipal taxes,	1,235	15
State taxes,	1,694	50
Total amount amount of surplus fund,	Nothing.	

Bonds paid off, cancelled, and retired,	\$1,000	00
Settled with Fidelity Company for 200 shares of Fry bogus stock,	5,315	74
Total,	\$195,483	64

General Balance Sheet, January 1, 1878.

DR.			
Road and equipments,	\$243,989	74	
Schuylkill river passenger railway stock,	49,050	00	
Cash,	25,220	10	
Over issued stock,	10,000	00	
	\$328,259	84	
CR.			
Capital stock,	\$309,207	00	
Profit and loss,	19,006	97	
Dividends, Nos. 9, 10, 13, 15,	45	87	
	\$328,259	84	

Stock and Dividends.

Amount of common stock now outstanding, 12,350 shares.
 Rate and date of cash dividends on stock of original company:
 January, \$1 ²⁵/₁₀₀ per share.
 July, ⁷⁵/₁₀₀ per share.

Accidents.

Killed, 1 boy.

Statement of Each Accident.

28th June, 1877. Henry Glenn, a boy about 7 or 8 years old, jumped on a car to steal a ride just as it was going out of the depot. At the same time a return car was coming in he jumped off and under the return car, and was killed.

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

Personally appeared before me, Matthew Brooks, president, and J. Crawford Dawes, treasurer of the Philadelphia and Grays Ferry Passenger

Railway Company, who, being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, for the financial year ending 31st December, 1877, according to the best of their knowledge and belief.

(Signed,)

MATTHEW BROOKS, *President.*

J. CRAWFORD DAWES, *Treasurer.*

Sworn and subscribed before me, this thirtieth day of January, A. D. 1878.

JAMES P. PETIT, *Notary Public.*

PHILADELPHIA CITY.

Officers.

NAMES.		Residence.	Salary.
Coffin Colket,	President,	Philadelphia, . .	\$1,500 00
William W. Colket,	Secretary,	Philadelphia, . .	3,500 00
	Treasurer,		
John S. Bottorff,	General Manager,	Philadelphia, . .	2,000 00
	General Superintendent,		

General office at 4130 Chestnut street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Winfield S. Wilson,	Philadelphia.
William G. Cochran,	Philadelphia.
Collins W. Walton,	Philadelphia.
John Markoe,	Philadelphia.
George W. Burton,	Philadelphia.
Robert Reed,	Philadelphia.

Capital Stock.

Capital stock authorized by law	\$1,000,000 00
Capital stock authorized by votes of company, 20,000	
Capital stock, amount subscribed,	1,000,000 00
Capital stock, paid in by last report,	475,000 00
Capital stock, total amount now paid in,	475,000 00
Capital stock, number of shares issued, 20,000	
Capital stock, amount paid in on each share,	23 75
Capital stock, average market value during the year,	51 00

Debt.

Funded Debt.			
First mortgage bonds (due January 1, 1881, bear interest at 6 per cent., which is payable January 1 and July 1, each year,) amount,	\$200,000	00	
Second mortgage debenture bonds, (due March 1, 1895, bear interest at 7 per cent., which is payable March 1 and September 1, each year,) amount,	100,000	00	
Total amount now of funded debt,	\$300,000	00	
Funded debt as per last report,	\$300,000		
Total cash realized from capital stock and debt,	\$775,000	00	

Cost of Road and Equipment.

	By last report.		By present report.	
Construction,	\$639,489	93	\$639,489	93
Equipment,	187,371	40	187,371	40
432 horses, appraised at \$50 each, temporarily charged to equipment account,	21,600	00		
Total cost,	\$848,461	33	\$826,861	33

Characteristics of Road.

Length of road laid : {	Main line,	7 miles 363 feet.
	Darby railroad,	9 $\frac{2}{1000}$ miles.
Length of double track, including sidings,		5 $\frac{1}{2}$ miles.
Gauge of road,		5 feet 2 $\frac{1}{2}$ inches.
Weight of rail per yard on main track,		53, 45, & 43 lbs.
Number of car houses, shops, and stables,		6
Number of depots,		4
Number of first-class passenger cars,		120
Average value of each,		\$800
Number of second-class passenger cars: {	Snow sweepers,	4
	Snow plows,	5
Number of passengers that may be seated in each car,		20
Number of other cars: Salt car,		1
Number of horses owned by the company,		667
Average value of each, including harness,		\$125
Value of real estate held, exclusive of roadway,		\$302,650
Average weight in lbs. of passenger cars, exclusive of passengers 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 horse travel 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, 81 minutes.

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 street 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 Chestnut street at Woodland avenue, along said avenue to Darby road, along Darby road to Darby; and from Chestnut street, north on Thirty-second street to Lancaster avenue, along Lancaster avenue to Belmont avenue, and along Belmont avenue to Fairmount Park.

Monthly Statement of Passengers (all classes) carried in Cars for the Year.

January, 1877,	619,799	August, 1877,	604,291
February, 1877,	578,219	September, 1877,	667,732
March, 1877,	634,682	October, 1877,	732,698
April, 1877,	655,547	November, 1877,	664,604
May, 1877,	740,737	December, 1877,	697,334
June, 1877,	687,742		
July, 1877,	620,532	Total,	7,933,967

The Rate of Fare for Passengers Charged.

Single fare,	6 cents.
Tickets in packages of 4 sold for	24 cents.

Expenses.

Maintaining of the Road and Real Estate of the Corporation.		
Repairs of road bed and railway,		\$10,587 76
Repairs of building,		1,414 99
Taxes on real estate,		6,286 75
Total,		\$18,299 50
Operating the Road.		
Harness and repairs,		\$2,318 22
Repairs to cars,		9,343 30
Horse shoeing and other blacksmithing,		16,308 43
Hay and feed: {		
Hay,	\$40,971 04	
Corn,	42,028 11	
Bran,	6,828 50	
Oats,	576 39	
		90,402 04
Office expenses, stationery, and depot expenses: {		
Office expenses,	\$3,722 19	
Punch royalty,	3,065 40	
Miscellaneous and general,	2,699 83	
		9,487 42
Salaries, included in pay roll.		
Engine and mill,		2,179 99
Insurance,		2,585 50
Watchmen, switchmen, hostlers, pay roll,		160,562 06
General expense of stable,	\$4,104 69	
Straw,	2,310 08	
		6,414 77
Conductors and drivers, (included in pay roll.)		
Fluid, fuel, oil, and gas,		6,877 78
Damage for injury to persons,		3,293 44
Total,		\$309,792 92

Receipts on Construction and Equipment Account during the Year.

From sale of horses, temporarily charged to equipment account last year,	\$21,600
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Receipts.

MONTHS.	From Pas-sengers.		Rent.		Manure.		Other Sources.		Total.	
January, 1877, . . .	\$37,482	55
February, 1877, . . .	31,348	51	.	.	.	.	.	.	.	.
March, 1877, . . .	34,793	58	.	.	.	.	.	.	.	.
April, 1877, . . .	36,951	94	.	.	.	.	.	.	.	.
May, 1877, . . .	41,859	67	.	.	.	.	.	.	.	.
June, 1877, . . .	38,457	53	.	.	.	.	.	.	.	.
July, 1877, . . .	34,327	99	.	.	.	.	.	.	.	.
August, 1877, . . .	33,634	07	.	.	.	.	.	.	.	.
September, 1877, . . .	37,072	91	.	.	.	.	.	.	.	.
October, 1877, . . .	40,934	21	.	.	.	.	.	.	.	.
November, 1877, . . .	33,855	59	.	.	.	.	.	.	.	.
December, 1877, . . .	38,553	88	.	.	.	.	.	.	.	.
Total, . . .	\$442,292	43	\$550	00	\$4,494	17	\$2,485	12	\$449,821	72

Summary of Payments.

For maintaining the road or real estate of the corporation, and oper- ating the road,	\$328,092	42
For interest,	26,354	44
For dividends,	58,000	00
For ground rents,	2,460	00
For municipal taxes,	5,299	65
For State taxes,	11,136	98
Total,	\$431,343	49

General Balance Sheet, January 1, 1878.

DR.			
Darby railroad extension,	\$74,353	03	
Depot,	167,693	99	
Chestnut street bridge,	100,000	00	
Railway,	100,796	28	
Passenger stations,	25,398	12	
Car houses,	131,337	31	
Equipment,	105,293	50	
Horses and harness,	32,077	90	
Depot lots,	39,911	20	
	\$826,861	33	
Bills receivable,	285	00	
Cash,	66,571	95	
	\$893,718	28	
CR.			
Capital stock,	\$475,000	00	
Mortgage bonds,	200,000	00	
Mortgage bonds, Darby railroad,	43,000	00	
Debenture registered loan,	100,000	00	
	\$818,000	00	
Unclaimed dividends,	613	00	
Unclaimed dividends on stock, Darby railroad,	20,000	00	
Unclaimed interest,	132	00	
Taxes,	8,535	00	
Profit and loss,	46,438	28	
	\$893,718	28	

Accidents.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	5	.....	.....	.....	.....	1	5

Statement of Each Accident.

May 10, 1877. Nathaniel Hyatt, a boy, had his foot injured by car No. 175, at Thirty-seventh and Lancaster avenue; recovered.

May 21, 1877. A child playing in the street at Forty-first and Lancaster avenue, fell against the wheel of car No. 129, and had his leg injured; recovered.

July 3, 1877. Peter Bates was run over on the eastern approach to Chestnut street bridge by car No. 28, was taken to the hospital, and died in a few days from the result of his injuries.

July 22, 1877. E. Greenough Platt, in getting on car No. 178 at Sixteenth and Walnut streets, was caught between the car and a lime box, and slightly injured.

October 25, 1877. Car No. 151 jumped the track at Fifty-eighth and Darby road. Mrs. A. L. Herning was cut slightly about the face by broken glass, and Mrs. Hannah L. Kinsley sustained a shock to her nervous system.

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

Personally appeared before me, Coffin Colket, president, and W. W. Colket, treasurer of the Philadelphia City Passenger Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*

WM. W. COLKET, *Treasurer.*

Sworn and subscribed before me, this 28th day of January, A. D. 1878.

W. W. DOUGHERTY, *Notary Public.*

PITTSBURGH, ALLEGHENY AND MANCHESTER.

Officers.

NAMES.		Residence.	Salary.
W. J. Kountz, . . .	President,	Allegheny City,	\$2,000 00
C. M. Seibert, . . .	Secretary and Treasurer, .	Allegheny City,	400 00

Names of Directors.	Residences.
W. J. Kountz,	Allegheny City.
Chas. E. Speer,	Pittsburgh, Pa.
R. C. Gray,	Allegheny City.
A. Ackley,	Allegheny City.
C. M. Seibert,	Allegheny City

Capital Stock.

Capital stock, amount subscribed,	\$300,000 00
Capital stock paid in by last report,	300,000 00
Capital stock, total amount now paid in,	300,000 00
Capital stock, number of shares issued, 6,000	
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	56 00

Debt.

Funded Debt.			
First mortgage bonds, (due 1891, bear interest at 8 per cent., which is payable February 1 and August 1,) amount,		\$100,000	00
Total amount now of funded debt.		\$100,000	00
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property, \$5,000 00		5,000	00
The now amount of floating debt,			
Total amount now of floating and funded debt,		\$105,000	00
Funded debt, as per last report, \$100,000 00			
Floating debt, as per last report, 8,000 00			

Cost of Road and Equipment.

	By last report.		By present report.	
Construction,	\$206,050	69	\$206,050	69
Equipment,	72,969	80	72,969	80
Total cost,	\$279,020	49	\$279,020	49

Characteristics of Road.

Length of road laid, about	4½ miles.
Length of double track, including sidings,	4 miles.
Gauge of road,	5 ft. 2 inches.
Weight of rail per yard on main track,	45 lbs.
Number of car-houses, 3; stables,	2
Number of depots,	3
Number of first-class passenger cars,	37
Average value of each,	\$900
Number of omnibuses,	3
Average value of each,	\$500
Number of passengers that may be seated in each car,	22
Number of other cars, salt car,	1
Number of horses and mules owned by the company,	231
Average value of each, including harness,	\$130
Value of real estate and buildings held, exclusive of road-way,	\$114,706 35
Average weight in lbs. of passenger cars, exclusive of passengers and baggage,	4,400 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) about	5 miles.
How many miles does each horse travel daily, about	17 miles.
How is track laid, and on what foundation? Pine stringers and street foundation.	
Average time consumed by cars in passing over the road: 40, 60, 70, and 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 corner of Penn and Sixth streets, Pittsburgh, along Sixth street, and across suspension bridge, to Allegheny City, along Federal to Ohio street, along West Ohio and Western avenue to Bidwell street, along Bidwell to Pennsylvania avenue, along said avenue to Beaver avenue, and along the same to car-house, corner Strawberry lane. Rebecca street branch leaves main line, corner Federal and Lacock street, along Lacock to Craig street, along Craig to Rebecca, along Rebecca to Beaver avenue, along the same to car-house, corner Walnut street. Troy Hill branch leaves main line, corner 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, 1876,	203,268	June, 1877,	222,797
December, 1876,	217,423	July, 1877,	225,004
January, 1877,	206,326	August, 1877,	196,849
February, 1877,	174,698	September, 1877,	268,526
March, 1877,	205,907	October, 1877,	241,128
April, 1877,	215,706		
May, 1877,	235,021	Total,	2,607,713

The Rate of Fare for Passengers Charged.

Single fare,	6 cents.
Tickets in packages of five sold for,	25 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road bed and railway,	\$10,805	05	
Repairs of building,	698	86	
Taxes on real estate,	1,867	69	
Total,	\$13,371	60	
Operating the Road.			
On account of horses,	\$2,003	00	
Harness and repairs,	642	05	
Repairs to cars,	3,564	96	
Horse shoeing,	5,060	63	
Hay and feed,	19,800	86	
Office expenses, stationery, and rent,	1,805	95	
Insurance,	488	55	
Watchmen, switchmen, hostlers, pay roll, and salaries,	18,235	07	
General expenses of stable,	315	05	
Conductors and drivers,	31,565	05	
Fluid, fuel, oil, and gas,	245	92	
Total,	\$83,725	09	

Receipts.

MONTHS.	From Passengers.		Rent.		Manure.		Other Sources.		Total.	
	\$	Cts.	\$	Cts.	\$	Cts.	\$	Cts.	\$	Cts.
November, 1876,	\$10,837	81								
December, 1876,	11,635	53								
January, 1877,	11,020	81								
February, 1877,	9,315	80								
March, 1877,	10,986	05								
April, 1877,	11,557	17								
May, 1877,	12,607	89								
June, 1877,	11,797	73								
July, 1877,	12,137	69								
August, 1877,	10,698	22								
September, 1877,	14,422	91								
October, 1877,	13,155	02								
Total,	\$140,112	61	\$474	48	\$327	00	\$2,924	81	\$143,838	90

Summary of Payments.

For building,	\$2,252	99
For maintaining the road or real estate of the corporation, and operating the road,	97,096	69
For interest,	8,588	66
For dividends,	18,000	00
For bridge toll,	6,980	00
For payments to loan account,	3,000	00
For municipal taxes,	1,834	04
For State taxes,	7,241	92
Total,	\$144,992	30

General Balance Sheet, November 1, 1877.

DR.		
Roadway,		\$206,050 60
Real estate and buildings,		114,706 35
Cars,		37,398 25
Horses,	}	28,730 00
Harness,		1,500 00
Engine and stable fixtures,		4,948 90
Other fixtures,		394 65
Bills receivable,		1,000 00
Judgment of J. S. Hall estate,		101 60
Change account,		91 00
Cash account,		3,079 37
Profit and loss,		7,001 19
		\$405,000 00
CR.		
Capital stock,		\$300,000 00
Mortgage bonds,		100,000 00
Unfunded debt,		5,000 00
		\$405,000 00

Stock and Dividends.

Amount of common stock now outstanding, \$300,000

Rate and date of all cash dividends on stock of original and consolidated companies: April 1, 1877, \$6,000; July 1, 1877, \$6,000; October 1, 1877, \$6,000; equal to 6 per cent. per annum, from October 1, 1876, to October 1, 1877.

Accidents.

Killed, 2.

Statement of Each Accident.

September 9, 1877, about 11, A. M., as car No. 3 was passing down Rebecca street, near Sturgeon street, a little boy, James Agnew, aged 18 months, was run over, receiving injuries, of which he died the next day.

October 25, 1877, at 7.41, a little child, Charles Faulkner, aged 14 months, was run over by car No. 35, at Beaver avenue and Staunton street, and instantly killed.

STATE OF PENNSYLVANIA, }
County of Allegheny, City of Pittsburgh, } ss :

Personally appeared before me, W. J. Kountz, president, and C. M. Seibert, treasurer of the Pittsburgh, Allegheny and Manchester Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs

of said company, for the financial year ending October 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

W. J. KOUNTZ, *President.*

C. M. SEIBERT, *Treasurer.*

Sworn and subscribed before me, this 12th day of November, A. D. 1877.

FRANCIS TORRANCE, *Notary Public.*

PITTSBURGH AND BIRMINGHAM.

Officers.

NAMES.		Residence.	Salary.
M. W. Beltzhoover, . . .	President,	Pittsburgh, Pa., . . .	\$750 00
W. W. Patrick,	Secretary,	Pittsburgh, Pa., . . .	Nothing.
John G. Holmes,	Treasurer,	Pittsburgh, Pa., . . .	Nothing.

Names of Directors.

Residences.

M. W. Beltzhoover,	Pittsburgh, Pa.
W. W. Patrick,	Pittsburgh, Pa.
Wm. M. Hersh,	Pittsburgh, Pa.
J. McD. Crossan,	Pittsburgh, Pa.
B. H. Jones,	Pittsburgh, Pa.

Capital Stock.

Capital stock authorized by law,	\$200,000	00
Capital stock authorized by votes of company,	200,000	00
Capital stock, amount subscribed,	200,000	00
Capital stock paid in by last report,	150,000	00
Capital stock, total amount now paid in,	150,000	00
Capital stock, number of shares issued,	4,000	
Capital stock, amount paid in on each share,	37	50
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	20	00

Debt.

Funded Debt.	
First mortgage bonds, (due June 12, 1892, bear interest at 7 $\frac{1}{8}$ per cent., which is payable January 1 and July 1,) amount,	\$40,000 00
Total amount now of funded debt,	\$40,000 00
Floating Debt.	
Unfunded debt, incurred for construction, equipment, or purchase of property,	None.
Debt incurred for any other purpose, and for what	None.
The amount now of floating debt,	Nothing.
Total amount now of floating and funded debt,	\$40,000 00
Funded debt as per last report,	40,000 00
Floating debt as per last report,	1,000 00
Total cash realized from capital stock and debt,	Nothing.

Cost of Road and Equipment.

	By last report.		By present report.	
Construction,	\$106,234	00	\$106,234	00
Equipment,	41,725	75	21,000	00
Total cost,	\$147,959	75	\$127,234	00

Characteristics of Road.

Length of road laid,	3 $\frac{1}{2}$ miles.
Length of double track, including sidings, (no sidings,)	3 $\frac{1}{2}$ miles.
Gauge of road,	5 $\frac{1}{8}$ 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,	17
Average value of each,	\$650 00
Number of second-class passenger cars,	2
Average value of each,	\$100
Number of passengers that may be seated in each car,	20
Number of other cars: 1 salt and 1 feed car.	
Number of horses and mules owned by the company,	115
Average value of each, including harness,	\$80 00
Value of real estate held, exclusive of roadway,	\$52,381 61
Average weight in pounds 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 miles.
Number of trips each day: 9 trips each car.	
How many miles does each horse travel daily?	19

How is track laid and on what foundation? Pine stringers 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 street, from Liberty street to Seventh avenue, along Seventh avenue to Smithfield street, along Smithfield street to and across the Monongahela bridge to Carson street, thence along Carson street to South Side terminus.

Monthly Statement of Passengers, (all classes,) Carried in Cars for the Year.

November, 1876,	107,971	June, 1877,	119,841
December, 1876,	104,293	July, 1877,	137,939
January, 1877,	102,565	August, 1877,	121,439
February, 1877,	88,892	September, 1877,	124,523
March, 1877,	104,788	October, 1877,	130,968
April, 1877,	111,705		
May, 1877,	119,379	Total,	1,374,303

The Rate of Fare for Passengers Charged.

Single fare,	5 cents
Tickets in packages of 100 sold for,	\$5 00

Expenses.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$6,763	01
Taxes on real estate,	484	11
Total,	\$7,247	12
Operating the Road.		
Bridge toll,	\$1,874	00
On account of horses,	2,173	70
Harness and repairs,	249	55
Repairs to cars,	2,334	05
Horse shoeing and general blacksmithing,	2,219	21
Hay and feed,	11,572	59
Office expenses, stationery, depot, and general expenses,	1,990	77
Salaries,	3,740	00
Insurance,	540	00
Watchmen, switchmen, hostlers, pay roll, general expense of stable,	7,134	93
Conductors and drivers,	18,089	60
Fluid, fuel, oil, and gas,	781	21
Damage for injury of persons,	None.	
Building new depot, (to be destroyed,)	708	87
Total,	\$53,408	48

Receipts on Construction and Equipment Account during the Year.

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

From Passengers.

November, 1876,	\$5,078	18
December, 1876,	5,306	90
January, 1877,	5,235	80
February, 1877,	4,331	99
March, 1877,	5,309	60
April, 1877,	5,421	06
May, 1877,	6,080	06
June, 1877,	5,892	15
July, 1877,	7,063	24
August, 1877,	6,049	15
September, 1877,	6,080	55
October, 1877,	6,317	75
Total,	\$68,168	44

Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road,	\$60,655	60
For interest,	2,992	55
For municipal taxes,	515	34
For State taxes,	178	43
Total,	\$64,341	92
Total amount of surplus fund,	Nothing.	

General Balance Sheet, November 1, 1877.

DR.		
To change account,	\$90	00
To Monongahela Water Company,	250	00
To real estate,	52,331	67
To construction,	106,234	00
To equipment,	21,000	00
To bank account,	2,708	88
To profit and loss,	7,945	45
	\$190,000	00
CR.		
By bond account,	\$40,000	00
By capital paid in,	150,000	00
	\$190,000	00

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued:
None.

Accidents.

None.

STATE OF PENNSYLVANIA, }
 County of Allegheny. } ss :

Personally appeared before me, M. W. Beltzhoover, president, and John G. Holmes, treasurer of the Pittsburgh and Birmingham Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

M. W. BELTZHOOVER, *President.*

JNO. G. HOLMES, *Treasurer.*

Sworn and subscribed before me, this 21st day of December, A. D. 1877.

WM. LITTLE, *Notary Public.*

PITTSBURGH, OAKLAND AND EAST LIBERTY.

Officers.

NAMES.		Residence.	Salary.
D. W. C. Bidwell,	President and Treasurer,	Pittsburgh, Pa., }	\$1,500 00
Harvey N. Rowe,	Secretary,	Pittsburgh, Pa., }	1,200 00
Oscar A. Tanner,	General Superintendent,	Pittsburgh, Pa., }	\$2,700 00

General office at No. 143 Water street, Pittsburgh.

Names of Directors.

Residences.

D. W. C. Bidwell,	Pittsburgh, Pa.
Henry Lloyd,	Pittsburgh, Pa.
Isaac Jones,	Pittsburgh, Pa.
Stewart McKee,	Pittsburgh, Pa.
Wilson A. Shaw,	Pittsburgh, Pa.
Jno. C. Bidwell,	Pittsburgh, Pa.
Harvey N. Rowe,	Pittsburgh, Pa.

Capital Stock.

Capital stock authorized by law,	\$150,000	00
Capital stock authorized by votes of company,	150,000	00
Capital stock, amount subscribed,	150,000	00
Capital stock paid in by last report,	150,000	00
Capital stock, total amount now paid in,	150,000	00
Capital stock, number of shares issued,	3,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year: None in market,		

Debt.

Funded Debt.	
First mortgage bonds, (due January 1, 1884, bear interest at 7 per cent., which is payable semi-annually,) amount,	\$45,000 00
Total amount now of funded debt,	\$45,000 00
Floating Debt.	
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$28,210 70
Debt incurred for any other purpose, and for what: \$8,000 to compromise a judgment in favor of a former stockholder for material, &c.; \$5,844 28 for advances to pay accrued coupons. This in 1876,	13,844 28
The amount now of floating debt,	\$42,054 98
Total amount now of floating and funded debt,	\$87,054 98
Funded debt as per last report,	\$45,000 00
Floating debt as per last report,	34,105 21
* Total cash realized from capital stock and debt.	

* The road having been sold several times since its organization, (by sheriff's sale and at private sale,) the amount cannot now be stated.

Cost of Road and Equipment.

	By Last Report.		By Present Report.	
	\$	¢	\$	¢
Construction,	\$125,792	68	\$125,792	68
Equipment,	52,405	30	53,621	08
Total cost,	\$178,197	98	\$179,313	76

Characteristics of Road.

Length of road laid,	6 miles.
Length of double track, including sidings,	4½ miles.
Gauge of road,	5 feet 2½ inches.
Weight of rail per yard on main track,	27 and 43 lbs.
Number of car houses, shops, and stables: 1 car house, 1 stable, 1 shop.	
Number of depots,	9
Number of first-class passenger cars,	26
Average value of each,	\$750
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,	195
Average value of each, including harness,	\$125
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 horse travel daily, 20
 How is track laid, and on what foundation? On street foundation, 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 avenue, Denniston avenue and Penn avenue, to station at East Liberty; returning, *via* Hiland avenue to Fifth, and thence by before mentioned route to Market street.

Monthly Statement of Passengers (all classes) Carried in Cars for the Year.

January, 1877,	68,587	August, 1877,	91,089
February, 1877,	68,280	September, 1877,	92,683
March, 1877,	77,931	October, 1877,	89,251
April, 1877,	83,961	November, 1877,	80,455
May, 1877,	94,597	December, 1877,	86,378
June, 1877,	95,917		
July, 1877,	103,731	Total,	1,032,840

The Rate of Fare for Passengers Charged.

Single fares, 6 cents, 8 cents, 10 cents, 12 cents.
 Tickets in packages of 5, 15, 14, 12 sold for 25 cents, \$1,
 \$1, \$1; children's tickets, 25 for \$1; 16 for \$1.

Expenses.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway,	\$2,589	81
Repairs of building,	219	38
Taxes on real estate, losses, &c.,	861	28
Total,	\$3,670	47
Operating the Road.		
On account of horses,	\$1,804	82
Harness and repairs,	802	98
Repairs to cars,	2,569	36
Horse shoeing,	2,211	73
Hay and feed,	12,547	96
Office expenses, stationery, and depot expenses,	8,285	55
Salaries,	4,257	12
Insurance,	835	00
* Watchmen, * switchmen, † hostlers, * pay roll,		
General expense of stable,	6,916	56
Conductors and drivers,	18,446	96
Total,	\$58,677	99

* Included in office and depot expenses.

† Included in general expense of stable.

Receipts on Construction and Equipment Account during the Year.

From sale of bonds,	\$8,000
Total,	\$8,000

Receipts.

MONTHS.	From Passengers.	Rent.	Manure.	Other sources.	Total.
January, 1877, . . .	\$4,643 79	.	.	.	.
February, 1877, . . .	4,536 84	.	.	.	.
March, 1877, . . .	5,179 14	.	.	.	.
April, 1877, . . .	5,645 58	.	.	.	.
May, 1877, . . .	6,392 65	.	.	.	.
June, 1877, . . .	6,572 15	.	.	.	.
July, 1877, . . .	7,394 25	\$262 50	\$132 09	\$8,000	.
August, 1877, . . .	6,284 14	.	.	*344 50	.
September, 1877, . . .	6,364 04	.	.	.	.
October, 1877, . . .	6,087 19	.	.	.	.
November, 1877, . . .	5,394 42	.	.	.	.
December, 1877, . . .	5,820 92	.	.	.	.
Total,	\$70,315 11	\$262 50	\$132 09	\$8,344 50	\$79,054 20

*Sales of horses.

Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road,	\$61,487 18
For interest. This includes \$966 50 coupons of '73, '74, '75, and '76,	7,125 50
For municipal taxes,	812 35
For State and county taxes,	48 93
Total,	\$69,473 96

General Balance Sheet, January 1, 1878.

DR.	
Construction account,	\$125,792 68
Equipment account,	53,521 08
Sundry accounts,	742 29
Cash on hand,	2,258 00
Deficit,	54,740 33
	\$237,054 98
CR.	
Capital stock,	\$150,000 00
Mortgage bonds due January 1, 1884,	45,000 00
Bills payable,	36,000 00
Due per advances to pay accrued coupons,	5,844 28
Due per supplies,	210 70
	\$237,054 98

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding: \$150,000.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

Accidents.

None.

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

Personally appeared before me, D. W. C. Bidwell, president of the Pittsburgh, Oakland and East Liberty Passenger Railway Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of his knowledge and belief.

(Signed)

D. W. C. BIDWELL, *President.*

Sworn and subscribed before me, this 26th day of January, A. D. 1878.

C. E. MILLIKEN, *Alderman.*

PITTSTON.

Officers.

NAMES.		Residence.	Salary.
Robert Thompson, . . .	President. . . . .	. . . . .	None.
Wm. Allen,	Secretary. . . . .	. . . . .	None.
M. W. Morris,	Treasurer. . . . .	. . . . .	None.

<i>Names of Directors.</i>	<i>Residences.</i>
Robert Thompson,	Pittston.
Wm. Allen,	Pittston.
Michael W. Morris,	Pittston.
Solomon Sturmer,	Pittston.
Cyrus K. Cambell,	Pittston.
James J. Bryden,	Pittston.
Paul Bohan,	Pittston.
Mark McDonald,	Pittston.
Wm. Law,	Pittston.

Capital Stock.

Capital stock authorized by law,	\$25,000	00
Capital stock, amount subscribed,	20,675	00
Capital stock, paid in by last report,	18,312	50
Capital stock, total amount now paid in,	18,312	50
Capital stock, number of shares issued,	730	
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year: Sold at auction for,	12	50

Debt.

Funded Debt.	
First mortgage bonds, (due February 1, 1885, bear interest at 7 per cent., which is payable semi-annually, February 1, August 1,) amount,	\$5,500 00
Total amount now of funded debt,	\$5,500 00
Floating Debt.	
The amount now of floating debt,	400 00
Total amount now of floating and funded debt,	\$5,900 00
Funded debt as per last report,	\$6,500

Cost of Road and Equipment.

	By last report.		By present report.	
Construction,	\$22,600	00	\$23,850	00
Equipment,	2,400	00	2,400	00
Total cost,	25,000	00	26,250	00

Characteristics of Road.

Length of road laid,	2 miles.
Length of double track, including sidings,	1 siding.
Gauge of road,	5 $\frac{2}{3}$ feet.
Weight of rail per yard on main track,	42 $\frac{1}{2}$ and 25 lbs
Number of car houses, shops, and stables,	1
Number of first-class passenger cars,	3, use only 2.
Average value of each,	\$600 00
Number of passengers that may be seated in each car,	16 and 24
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,)	6
Number of trips each day,	11
How many miles does each horse travel daily,	22
How is track laid and on what foundation? Oak stringers and tram rail cross ties, and T rail.	

Average time consumed by cars in passing over the road, 28 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Commencing at Old Mill pond, runs along Main street to a depot on the Delaware, Lackawanna, and Bloomsburg railroad.

The rate of Fare for Passengers Charged.

Single fare, (five cents,)	5
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Expenses.

Maintaining the Road or Real Estate of the Corporation.

Included in lease.

Operating the Road.

Road leased.

Summary of Payments.

For construction,	\$1,250	00
For interest,	369	04
For payments to loan account,	1,000	00
For miscellaneous,	154	03
Total,	\$2,778	07

General Balance Sheet, January 1, 1878.

DR.		
For construction,	\$1,250	00
For interest,	369	04
For miscellaneous,	154	03
To loan account,	1,000	00
CR.		
By rent,	\$2,243	00
By bills payable,	400	00
By cash on hand, January 1, 1877,	130	07
	\$2,778	07

Stock and Dividends.

Amount of common stock now outstanding, \$18,312 50

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

Personally appeared before me, a notary public, Robert Thompson, president, and M. W. Morris, treasurer of the Pittston Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending 31st December, A. D. 1877, according to the best of their knowledge and belief.

(Signed) **ROBERT THOMPSON, President.**
M. W. MORRIS, Treasurer.

Sworn and subscribed before me, this 30th day of January, A. D. 1878
C. S. STARK, Notary Public.

READING CITY.

Officers.

NAMES.		Residence.	Salary.
B. F. Owen,	President,	Reading, Pa.,	No salary.
W. D. Shomo,	Vice President,	Reading, Pa.,	No salary.
Henry A. Muhlenberg,	Secretary and Treasurer,	Reading, Pa.,	No salary.
John A. Rigg,	General Superintendent,	Reading, Pa.,	\$600 per annum

<i>Names of Directors.</i>	<i>Residences.</i>
B. F. Owen,	545 Centre avenue, Reading.
W. D. Shomo,	North 6th street, Reading.
W. A. Medlar,	215 North 6th street, Reading.
Albert Thalheimer,	135 North 8th street, Reading.
Henry Hartman,	53 South 6th street, Reading.
John McKnight,	225 Penni street, Reading.
Henry A. Muhlenberg,	4th and Walnut sts., and 518 Washington st., Reading.

Capital Stock.

Capital stock authorized by law,	\$50,000 00
Capital stock, amount subscribed,	41,550 00
Capital stock, paid in by last report,	41,550 00
Capital stock, total amount now paid in,	41,550 00
Capital stock, number of shares issued,	831
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	From 20 00 to 30 00

Debt.

Funded Debt.	
All the funded debt was paid off during the course of the year 1877.	
Floating Debt.	
Debt incurred for any other purpose, and for what: Incurred for current expenses during the last three months of year,	\$412 39
Total amount now of floating debt,	\$412 39
Funded debt as per last report,	\$1,500 00
Floating debt as per last report,	368 39
Total cash realized from capital stock and debt,	\$43,418 39

Cost of Road and Equipment.

	By Last Report.		By Present Report.	
Construction,	\$29,696	85	\$30,023	55
Equipment,	16,978	39	16,978	39
Total cost,	\$46,675	24	\$47,001	94

Characteristics of Road

Length of road, about,	2½ miles
Length of double track, including sidings: No double track; sidings every two squares.	
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	45 lbs.
Number of car-houses, shops, and stables: 1 stable, 1 car-house.	
Number of depots: 1 depot and car-house combined.	
Number of first-class passenger cars,	10
Average value of each: Cost \$800 per car; value about \$500 per car.	
Number of passengers that may be seated in each car,	20
Number of horses and mules owned by the company,	24
Average value of each, including harness,	about \$100
Value of real estate held, exclusive of roadway,	\$1,200
Average rate of speed adopted by passenger cars, including stops, (miles per hour,): One round-trip per hour, <i>i. e.</i> , about 5 miles.	
Number of trips each day,	14
How is track laid, and on what foundation? Track is laid on limestone spalls, with pine timbers for cross-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: The road begins at the corner of Fourth and Robeson streets, runs thence to Sixth and Robeson streets, and from thence runs down Sixth to Canal streets, and has attached as part of the road a branch, extending to the Philadelphia and Reading railroad depot.

Monthly Statement of Passengers, all classes, Carried in Cars for the Year.

January, 1877,	7,060	August, 1877,	23,236
February, 1877,	6,801	September, 1877,	20,801
March, 1877,	8,804	October, 1877,	17,045
April, 1877,	11,901	November, 1877,	13,063
May, 1877,	17,899	December, 1877,	11,733
June, 1877,	15,911		
July, 1877,	20,448	Total,	174,702

The Rate of Fare for Passengers Charged.

Single fare, (the fare charged to July 11, 1877, was six cents for single fare and five tickets for quarter of a dollar,)	5 cents.
Tickets in packages,	No reduction.

Expenses.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of building,		\$93	96
Taxes on real estate,		44	67
Total,		\$138	60
Operating the Road.			
On account of horses,		\$410	75
Horse shoeing,		245	10
Hay and feed,		2,108	90
Office expenses, stationery, and depot expenses,		153	25
Salaries,		600	00
Watchmen, switchmen, hostlers, pay-roll,		3,495	88
Fluid, fuel, oil and gas,		76	79
Total,		\$7,209	27

Receipts on Construction and Equipment Account during the Year.

Other sources, sale of horses, \$386 15, and \$500 borrowed in February, 1877, and paid off in full, principal and interest, in June of same year.	\$886 15
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Receipts.

MONTHS.	From Passengers.	Rent.	* Manure.	† Other Sources.	Total.
December, 1876,	\$366 98				\$366 98
January, 1877, . .	416 34				416 34
February, 1877, . .	450 46			\$500 00	950 46
March, 1877, . . .	703 03				703 03
April, 1877, . . .	792 63				792 63
May, 1877,	1,173 49				1,173 49
June, 1877,	838 69				838 69
July, 1877,	1,031 59				1,031 59
August, 1877, . . .	1,200 63				1,200 63
September, 1877, .	1,093 50				1,093 50
October, 1877, . . .	901 14				901 14
November, 1877, . .	682 66				682 66
December, 1877, . .	617 82				617 82
Total,	\$10,268 96				\$10,768 96

* The manure was exchanged during the year for straw.

† The amount realized from the sale of horses was \$386 15. This sum is included in the first column.

Summary of Payments.

For construction,	\$326 70
For maintaining the road or real estate of the corporation, and operating the road,	6,880 17
For interest,	151 21
For new passenger cars and horse,	410 75
For payments to loan accounts,	2,000 00
For miscellaneous,	796 36
For municipal taxes,	44 67
Total,	\$10,609 86

The receipts, from all sources, for the year ending December 31, were \$10,768 96; the expenses were \$10,609 86, leaving a balance in the hands of the treasurer on that date of \$159 10.

General Balance Sheet, January 1, 1878.

DR.			
Construction account,		\$30,023	55
Equipment account,		16,978	89
Total,		\$47,001	94
<p>The materials on hand consist almost entirely of supplies for the stable. No inventory of them was made on January 1, 1878. The materials on hand at that date, exclusive of equipment account, probably amounted to several hundred dollars.</p> <p>The amount owed to the company on January 1, 1878, probably was about one or two hundred dollars.</p> <p>There was no balance to the credit of profit and loss, owing to the payment of two bonds of the company for \$750 each, and of money borrowed during the year, \$500, together with interest on the same, amounting, in the aggregate, to the sum of \$2,151 21. The only deficit, if it be a deficit, consists in a floating indebtedness of \$412 39.</p>			
CR.			
Capital stock,		\$41,550	00
<p>The funded debt has all been paid off.</p> <p>There is no floating incurred for construction, equipment, or purchase of property. The only floating debt now owed by the company is \$412 39, incurred for running expenses during the last three months of the year.</p> <p>There are no other debts due by the corporation, and no unclaimed dividends to be paid.</p> <p>There are at present no accounts representing surplus fund, credit balance in profit and loss account, surplus reserve, or premium on capital stock.</p>			

Stock and Dividends.

Amount of common stock now outstanding: 831 shares, at \$50 per share.

Accidents.

One hurt seriously.

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

Personally appeared before me, B. F. Owen, president, and Henry A. Muhlenberg, treasurer of the Reading City Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

B. F. OWEN, *President.*

HENRY A. MUHLENBERG, *Treasurer.*

Sworn and subscribed before me, this 28th day of February, A. D. 1878

JEFFERSON SNYDER, *Notary Public.*

RIDGE AVENUE.

Officers.

NAMES.		Residence.	Salary.
E. B. Edwards, . . .	President,	Philadelphia, . . .	\$6,000 per an.
John Lambert, . . .	Vice President,	Philadelphia, . . .	No salary.
Wm. S. Blight, . . .	Secretary and Treasurer, . . .	Philadelphia, . . .	\$2,500 per an.
William Myers, . . .	General Superintendent, . . .	Philadelphia, . . .	120 per mo.

General office at Ridge and Susquehanna avenues, Philadelphia,

*Names of Directors.**Residences.*

William J. Grant,	Philadelphia.
William T. Carter,	Philadelphia.
Henry Norris,	Philadelphia.
R. A. F. Penrose, M. D.,	Philadelphia.
Charles Thomson Jones,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$750,000	00
Capital stock authorized by votes of company,		
Capital stock, amount subscribed,		
Capital stock paid in by last report,	420,000	00
Capital stock, total amount now paid in,	420,000	00
Capital stock, number of shares issued,	15,000	
Capital stock, amount paid in on each share,		28 00
Capital stock, par value of each share,		50 00
Capital stock, average market value during the year,		52 50

Debt.

Funded Debt.		
First mortgage bonds, (due 1880, bear interest at 6 per cent., which is payable January and July,) amount,		\$13,900 00
First mortgage bonds, (due 1880, bear interest at 7 per cent., which is payable January and July,) amount,		44,500 00
Total amount now of funded debt,		\$58,400 00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$20,000 00		
The amount now of floating debt,		20,000 00
Total amount now of floating and funded debt,		78,400 00
Funded debt as per last report, \$58,400 00		
Floating debt as per last report, Nothing.		

Cost of Road and Equipment.

		By last report.		By present report.	
Construction,	\$436,677 34	\$436,677	34		
Lot,	50,086 45				
Equipment, new depot,	127,500 88				
	\$614,264 67				
Total cost,		\$436,677	34	\$614,264	67

Characteristics of Road.

Length of road laid,	15 miles.
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,	53
Average value of each,	\$500 00
Number of passengers that may be seated in each car,	20
Number of horses and mules owned by the company,	291
Average value of each, including harness,	\$75 00
Value of real estate held, exclusive of roadway, (assessed value,)	\$142,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage,	5,000 lbs.
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 horse travel 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,)	2½ hours.

Describe the route of your road in detail, giving the streets occupied and connection with other roads: From Second and Arch to Manayunk via Ninth and Tenth streets, exchanging with all roads at intersection, except Union, Continental, and Green and Coates, for 9 cents fare.

Monthly Statement of Passengers, all classes, carried in cars for the Year.

January, 1877,	269,481	August, 1877,	380,965
February, 1877,	264,219	September, 1877,	388,160
March, 1877,	810,876	October, 1877,	883,170
April, 1877,	346,837	November, 1877,	351,945
May, 1877,	420,531	December, 1877,	367,235
June, 1877,	398,944		
July, 1877,	378,291	Total,	4,255,654

The Rate of Fare for Passengers Charged.

Exchange, 9 cents; children, 4 cents; single fare,	6 cents.
Tickets in packages of 4 sold for	24 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road bed and railway,		\$6,873	15
Repairs of building,		863	08
Taxes on real estate and cars,		5,237	50
Total,		\$12,973	73
Operating the Road.			
On account of horses, horse account,		3,149	25
Harness and repairs,		1,213	40
Repairs to cars,		5,077	63
Horse shoeing,		5,541	40
Hay and feed, stable account,		50,887	51
Office expenses, stationery, and depot expenses, } Expense account,		13,624	69
Salaries,			
Insurance,		1,122	44
Watchmen, pay roll,		60,258	06
Conductors and drivers,			
Fluid, fuel, oil, and gas,		1,320	61
Total,		\$142,194	99

Receipts.

MONTHS.	From Passengers.	Rent.	Manure.	Other Sources.	Total.
January, 1877,	\$16,310 49				
February, 1877,	14,594 27				
March, 1877,	17,505 86				
April, 1877,	19,356 11				
May, 1877,	23,360 89				
June, 1877,	21,709 85				
July, 1877,	20,928 51				
August, 1877,	20,938 81				
September, 1877,	21,569 38				
October, 1877,	21,304 26				
November, 1877,	19,476 46				
December, 1877,	20,574 56				
Total,	\$237,629 43				

Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road,	\$155,168	73
For interest,	5,671	61
For dividends,	45,000	00
For payments to loan account,	20,000	00
For municipal taxes,	5,237	50
For State taxes,	6,762	40
Total,	\$237,840	23

General Balance Sheet, January 1, 1878.

DR.			
Construction,		\$436,677	34
Dauphin street lot,		50,086	45
New depot,		127,500	88
Cash,		25,939	96
		\$640,204	63
CR.			
Capital stock,		\$420,000	00
Bonds,		58,400	00
Profit and loss,		141,785	13
Horse,		19	50
Bills payable,		20,000	00
		\$640,204	63

Accidents.

None of any moment. None of them resulting in loss of life or limb.

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

Personally appeared before me, E. B. Edwards, president, and William S. Blight, treasurer of the Ridge Avenue Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

E. B. EDWARDS, *President.*

WILLIAM S. BLIGHT, *Treasurer.*

Sworn and subscribed before me, this 17th day of January, A. D. 1878.

DAVID HAULEY STONE,

Magistrate Court, No. 19, Philadelphia, Pa.

RIVERSIDE.

Officers.

NAMES.		Residence.	Salary.
Benjamin G. Weloh,	President,	Riverside, Pa.,	None.
Jabez Wilkes,	Secretary,	{ London Grove, Ches- ter county, Pa., . . . }	
Joel S. Bailey,	Treasurer,		

General office at Riverside, Northumberland county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Benjamin G. Welch,	Riverside, Pa.
O. H. Ostrander,	Riverside, Pa.
Joseph Bailey,	Riverside, Pa.
David Cliffe,	Riverside, Pa.
Jabez Wilkes,	Riverside, Pa.
E. J. Curtis,	Danville, Pa.
C. W. Woddrop,	Philadelphia, Pa.

Capital Stock.

Capital stock authorized by law, with power to increase,	\$50,000 00
Capital stock authorized by votes of company,	13,000 00
Capital stock, amount subscribed,	10,900 00
Capital stock paid in by last report,	775 00
Capital stock, total amount now paid in,	3,790 00
Capital stock, number of shares issued, no certificates issued.	
Capital stock, amount paid in on each share, on 316 shares,	2 50
Capital stock, amount paid in on each share, on 120 shares,	25 00
Capital stock, par value of each share,	25 00
Capital stock, average market value during the year,	None.

Debt.

None.

Cost of Road and Equipment.

	<i>By Last Report.</i>	<i>By Present Report.</i>
Construction,	\$267 00	\$310 20

Characteristics of Road.

Gauge of road, 4 feet 8½ inches.
 Weight of rail per yard on main track proposed, 25 lbs.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Our railway is intended to connect the different railroads in Danville and Riverside with each other, and with the various mills and manufactories. No part of our road has yet been completed, but during the coming year part of our track will be built. We are not a passenger railway company, and have applied to the courts of Northumberland county to change our name to that of "The Danville and Riverside Railway Company," as more correctly expressing our functions than the present name.

Receipts on all Accounts During the Year.

From stockholders, \$3,015 00

Summary of Payments.

For construction,	\$43 20
Interest and floating debt,	2,957 38
Total,	3,000 58

General Balance Sheet, January 1, 1878.

DR.			
Amount expended on grading, engineering, &c., &c.,		\$310	20
Legal expenses, enrollment fees, interest account, &c., chargeable to cost of road,		3,465	38
Cash balance,		14	42
		\$3,790	00
Cr.			
Capital stock, full paid,		\$3,000	00
Capital stock, part paid,		790	00
		\$3,790	00

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued :
None.

Amount of common stock now outstanding : Subscribed, \$10,900. No certificates issued.

Amount of stock issued as stock dividends, and dates of issue : None.

Rate and date of all cash dividends on stock of original and consolidated companies : None.

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

Personally appeared before me, Benjamin G. Welch, president of the Riverside Horse Railway Company, who being duly sworn, deposes and says that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 30, A. D. 1877, according to the best of his knowledge and belief.

(Signed,) BENJ. G. WELCH, *President.*

Sworn and subscribed before me, this 16th day of January, A. D. 1877.

DANIEL LINN, *Justice of the Peace.*

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

Personally appeared before me, Joel S. Bailey, treasurer of the Riverside Horse Railway Company, who being duly affirmed, deposes and says that the foregoing statements are a true, full, and correct statement of the condition and affairs of said company for the financial year ending December 31, 1877, according to the best of his knowledge and belief.

(Signed,) J. S. BAILEY, *Treasurer.*

Affirmed and subscribed before me, this 21st day of January, A. D. 1878.

MARSHALL PALMER, *J. P.*

SCHUYLKILL RIVER.

Officers.

NAMES.	Residence.	Salary.	
O. Hopkinson,	President,	1424 Spruce,	None.
J. Crawford Dawes,	Secretary,	1225 Monterey,	None.

General office at Thirty-sixth street and Gray's Ferry road.

<i>Names of Directors.</i>	<i>Residences</i>
Thomas R. Woodhouse,	No. 910 Spruce street.
Matthew Brooks,	No. 627 North Fifteenth street.
Wm. Penn Chandler,	No. 2110 Spruce street.
J. Hicks Conrad,	No. 314 ¹ / ₂ Walnut street.
Edgar E. Petit,	No. 138 South Sixth street.
Wm. H. Snowden,	No. 1719 American street.

Capital Stock.

Capital stock authorized by law,	\$500,000	00
Capital stock authorized by votes of company,	500,000	00
Capital stock, amount subscribed,	500,000	00
Capital stock paid in by last report,	50,000	00
Capital stock, total amount now paid in,	50,000	00
Capital stock, number of shares issued,	10,000	
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year: No sales.		

Debt.

None.

Cost of Road and and Equipment.

	By last report.	By present report.
Construction,	\$47,463	\$47,463
Equipment,	54	54

Characteristics of Road.

Length of road laid,	3 ⁵⁸⁸ / ₈₈₀ miles.
Length of double track, including sidings,	$\frac{3}{8}$ mile.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	44 pounds.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : From the old 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.

None.

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.

Provided also in the terms of the lease, a condition for the conversion of the stock into the stock of the company "lessees," which has been done, with the exception of one hundred and ninety shares.

General Balance Sheet, January 1, 1878.

DR.			
Road and equipment,		\$47,463	54
Balance of cash paid over to Philadelphia and Gray's Ferry Company at time of lease,		2,536	46
		\$50,000	00
CR.			
Capital stock,		\$50,000	00

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding: 190 shares.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original company: January, 25 cents per share; and July, 25 cents per share.

PHILADELPHIA, *January 29, 1877.*

WM. McCANDLESS, Esquire,

Secretary of Internal Affairs:

DEAR SIR: Yours of the 27th inst. is just received, and in reply thereto, I herein copy a portion of the minutes of a meeting of the stockholders of the Philadelphia and Gray's Ferry Passenger Railroad Company, which sets forth briefly the terms and conditions of the lease.

Meeting of January 15, 1867. "This lease requires the cancellation of all claims existing between the two companies, and the transfer of all horses, cars, and other property, including the cash on hand on the 31st

of December last to this company, and in consideration of which, and for the use of the road built, and the exercise of their franchise, this company agrees to pay to the stockholders of the Schuylkill River railroad a dividend of fifty cents per share per annum upon their stock, less United States and State taxes, with the privilege to the stockholders of that company of investing their stock at any time during the existence of the lease into stock of this company, at the rate of 5 shares for 1, that being the amount actually paid in by each, viz: \$5 per share on the Schuylkill River railroad, and \$25 per share on this stock."

The lease was executed on the 29th of December, 1866. All the stock originally issued of the Schuylkill River road, has been converted into stock of the Philadelphia and Gray's Ferry road, except one hundred and ninety shares.

Very respectfully, &c.,

O. HOPKINSON,
President Schuylkill River Railroad.

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

Personally appeared before me, O. Hopkinson, president, and J. Crawford Dawes, secretary of the Schuylkill River Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending 31st December, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

O. HOPKINSON,
President.

J. CRAWFORD DAWES,
Secretary.

Sworn and subscribed before me, this 15th day of January, A. D. 1878.
JAMES P. PETIT, *Notary Public.*

SECOND AND THIRD STREET.

Officers.

NAMES.		Residence.	Salary.
Alexander M. Fox,	President,	1415 N. Broad st., . .	\$5,000 00
Charles D. Matlack,	Secretary,	703 N. Eighth st., . .	2,000 00
E. Mitchell Cornell,	Treasurer,	809 N. Eighth st., . .	3,000 00
Estate John L. Shoemaker, dec'd,	Solicitor,	611 Vine street, . . .	500 00
John W. Young,	Superintendent,	2453 Frankford av., . .	1,500 00
Charles C. Winnemore,	Superintendent,	2453 Frankford av., . .	1,000 00
Samuel H. Weir,	Superintendent,	2453 Frankford av., . .	1,095 00
			\$14,095 00

General office at No. 2453 Frankford avenue, Philadelphia.

Names of Directors.

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.
Edwin T. Eisenbrey,	Philadelphia.
James Simpson,	Philadelphia.
Alexander L. Crawford,	Philadelphia.
Joseph R. Whitaker,	Philadelphia.

Residences.

Capital Stock.

Capital stock authorized by law,	\$1,060,200	00
Capital stock authorized by votes of company,	1,060,200	00
Capital stock, amount subscribed,	1,060,200	00
Capital stock paid in by last report,	671,576	25
Capital stock, total amount now paid in,	671,576	25
Capital stock, number of shares issued,	21,204	
Capital stock, amount paid in on each share, about,		40 00
Capital stock, par value of each share,		50 00
Capital stock, average market value during the year,		66 00

Debt.

Funded Debt.			
First mortgage bonds, (due July 1, 1878, bear interest at 7 per cent., which is payable July 1, 1878,) amount,		\$83,700	00
Third mortgage bonds, (due August 1, 1885, bear interest at 7 per cent., which is payable August 1, 1885,) amount,		9,800	00
Total amount now of funded debt,		\$93,500	00
Total amount now of floating and funded debt,		\$93,500	00
Funded debt as per last report,	\$93,500	00	

Cost of Road and Equipment.

	By last report.		By present report.	
Construction, Equipment: No separate account.	\$841,492	48	\$849,372	55
Total cost,			\$849,372	55

Characteristics of Road.

Length of road laid,	37 miles.
Length of double track, including sidings,	4½ miles.
Gauge of road,	5 ft. 2¼ in.
Weight of rail per yard on main track,	43 to 55 pounds.
Number of car-houses, shops, and stables,	7
Number of depots,	2
Number of first-class passenger cars,	100
Average value of each,	\$700
Number of one-horse passenger cars,	9
Average value of each,	\$400
Number of passengers that may be seated in each car,	22
Number of snow plows, sweepers, salt cars, &c.,	11
Number of horses owned by the company,	620
Average value of each, including harness,	\$100
Value of real estate held, exclusive of roadway,	\$160,000
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day, about	628
How many miles does each horse travel 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 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, along Oxford to Front, along Front to Amber, along Amber 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 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 Fairmount avenue, along Fairmount avenue to Second street, 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 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 street, 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 street; also, on Harrison street, from Frankford road to Front street.

Monthly statement of Passengers, all classes, carried in Cars for the Year.

January, 1877,	625,358	August, 1877,	805,358
February, 1877,	592,756	September, 1877,	779,934
March, 1877,	706,547	October, 1877,	791,856
April, 1877,	737,444	November, 1877,	723,801
May, 1877,	794,663	December, 1877,	727,784
June, 1877,	774,400		
July, 1877,	784,876	Total,	8,844,277

The Rate of Fare for Passengers charged.

Single fare, cash,	6 and 4 cents
Tickets sold for,	6 and 9 cents

Expenses.

Maintaining the Road or Real Estate of the Corporation.	
Repairs of road bed and railway,	\$24,377 39
Repairs of building,	1,068 49
Taxes on real estate,	2,493 92
Total,	\$28,539 80
Operating the Road.	
On account of horses,	\$8,091 00
Harness and repairs,	2,916 99
Repairs to cars,	15,551 95
Horse shoeing,	12,243 95
Hay and feed,	68,939 58
Office expenses, stationery, depot, and miscellaneous expenses,	11,387 07
Salaries,	14,095 00
Insurance,	2,106 25
Watchmen, switchmen, hostlers, pay roll,	45,387 10
General expense of stable,	2,147 28
Conductors, drivers, and receivers,	180,730 75
Fluid, fuel, oil, and gas,	2,137 88
Damage for injury of persons,	1,147 50
Total,	\$316,882 30

Receipts.

MONTHS.	From Passengers.		Rent.		Manure.		Other Sources.		Total.
January, 1877, . . .	\$37,271	80			\$687	50			
February, 1877, . . .	32,462	82			625	67			
March, 1877, . . .	39,588	16			582	34			
April, 1877, . . .	41,494	24			518	36			
May, 1877, . . .	44,687	95			502	49			
June, 1877, . . .	43,560	91			602	30			
July, 1877, . . .	44,048	79			510	04			
August, 1877, . . .	45,277	38			501	75			
September, 1877, . . .	43,910	67			545	65			
October, 1877, . . .	44,475	04			500	20			
November, 1877, . . .	40,687	54			500	17			
December, 1877, . . .	40,888	78			547	30			
Total, . . .	\$498,352	08			\$6,623	77			\$504,975 85

Summary of Payments.

For construction,	\$7,880	07
For maintaining the road or real estate of the corporation, and operating the road,	345,422	10
For interest,	6,499	50
For dividends,	112,139	75
For miscellaneous,	2,225	15
For municipal taxes,	4,772	77
For State taxes,	12,712	31
Total,	\$491,651	65

General Balance Sheet, January 1, 1878.

DR.		
Construction,		\$849,372 55
Supplies,		28,423 64
Individual ledger balances, (collectible,)		2,173 37
Cash on hand,		66,098 53
		<hr/>
		\$946,068 08
CR.		
Capital stock,		\$671,576 25
Funded debt,		93,500 00
Blanket money,		217 50
Unpaid dividends,		760 75
Earnings appropriated to construction,	\$151,587 94	
Earnings appropriated to supplies,	28,423 64	
		<hr/>
		180,011 58
		<hr/>
		\$946,068 08

Stock and Dividends.

Amount of common stock now outstanding, \$1,060,200

Rate and date of all cash dividends on stock of original company: January 8, 3 per cent.; April 9, 2½ per cent.; July 3, 2½ per cent.; October 1, 2½ per cent.

Accidents.

Killed, 2.

Statement of Each Accident.

August 4, 1877. Mrs. Wilhelmina Gmelin, aged 68 years, ran into the horses, at St. John and Brown streets, and was knocked down, from the effects of which she died.

September 24, 1877. Mary C. McConnell, about 18 months old, run under the car, on Third street, at Poplar; hind wheel passed over her, causing death.

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

Personally appeared before me, Alexander M. Fox, president, and E. Mitchell Cornell, treasurer of the Second and Third Street Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

ALEXANDER M. FOX, President.

E. MITCHELL CORNELL, Treasurer.

Affirmed, and sworn, and subscribed before me this 31st day of January, A. D. 1878.

J. GORDON SHOWAKER, Notary Public.

SEVENTEENTH AND NINETEENTH STREETS.

Officers.

Table with 3 columns: NAMES, Residence, Salary. Rows include Jos. E. Gillingham (President, \$2,500), B. F. Hart (Vice President), and Richard Torpin, junior (Secretary and Treasurer, 500).

General office at Seventeenth and Berks streets, Philadelphia.

Table with 2 columns: Names of Directors, Residences. Lists B. F. Hart, D. R. Garrison, F. C. Gillingham, R. J. Watson, and Dr. C. N. Peirce, all residing in Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$500,000	00
Capital stock authorized by votes of company,	None.	00
Capital stock, amount subscribed,	500,000	00
Capital stock paid in by last report, (supposed to be,)	250,000	00
Capital stock, total amount now paid in, (supposed to be,)	250,000	00
Capital stock, number of shares issued,	10,000	
Capital stock, amount paid in on each share, (supposed to be,)	25	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	40	00

Debt.

Funded Debt.		
First mortgage bonds, (due July, 1906, bear interest at 7 per cent., which is payable January 1 and July 1,) amount,	\$85,000	00
Mortgage on real estate, depot property, Seventeenth and Berks streets, (due January, 1878, bear interest at 6 per cent., which is payable in January and July,) amount,	28,500	00
Mortgages on real estate, depot property, Seventeenth and Berks streets, (due July, 1878, bear interest at 6 per cent., which is payable January and July,) amount,	6,000	00
Total amount now of funded debt,	\$99,500	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, erection of buildings, &c.,	\$14,300	
The amount now of floating debt,	\$14,300	00
Total amount now of floating and funded debt,	\$113,800	00
Funded debt as per last report,	\$99,500	00
Floating debt as per last report,	17,377	87
Total cash realized from capital stock and debt,	\$963,800	00

Cost of Road and Equipment.

	By last report.		By present report.	
Construction,	\$145,990	80	\$150,081	85
Equipment, estimated value,	64,525	60	68,220	10
Total cost,	\$210,515	90	\$218,311	95

Characteristics of Road.

Length of road,	7 1/2 miles.
Length of double track, including sidings,	None
Gauge of road,	5 feet 2 inches
Weight of rail per yard on main track,	55 and 43 lbs.
Number of car houses, shops, and stables: 1 car shop, 1 blacksmith shop, 2 stables.	
Number of depots,	2
Number of first-class passenger cars,	38
Average value of each,	\$700

Number of second-class passenger cars,	4
Average value of each,	\$100
Number of passengers that may be seated in each car, . .	20
Number of other cars,	3 snowsweepers.
Number of horses owned by the company,	315
Average value of each, including harness,	\$85
Value of real estate held, exclusive of roadway, estimated value,	\$184,123 61
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,	264
How many miles does each horse travel daily, average, .	16
How is track laid, and on what foundation? White and yellow pine cross-ties, and string pieces on gravel.	
Average time consumed by cars in passing over the road, 1 hour and 13 minutes.	

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Seventeenth street to Carpenter, to Nineteenth, to Norris, to Seventeenth, to Berks street.

Monthly Statement of Passengers (all classes) carried in Cars for the Year.

January, 1877,	208,982	August, 1877,	166,712
February, 1877,	179,355	September, 1877,	192,017
March, 1877,	200,518	October, 1877,	209,127
April, 1877,	210,746	November, 1877,	199,228
May, 1877,	226,214	December, 1877,	205,800
June, 1877,	204,435		
July, 1877,	175,127	Total,	2,878,261

The Rate of Fare for Passengers Charged.

Single fare, adult, 6 cents ; exchange tickets, 9 cents ; children, 4 cents.
 Tickets in packages of 4 sold for 24 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, and snow and ice expenses,	\$2,799	61
Taxes on real estate, dividends, and license on cars,	4,642	76
Total,	\$7,442	38
Operating the Road.		
On account of horses,	\$7,982	50
Harness and repairs,	2,041	33
Repairs to cars,	4,356	95
Horse shoeing and blacksmithing,	7,528	19
Hay and feed,	34,960	76
Office expenses, stationery, and depot expenses,	13,596	77
Salaries,	3,000	00
Insurance,	1,019	59
General expense of stable and hostler's pay roll,	14,955	88
Conductors and drivers,	51,217	29
Fluid, fuel, oil, and gas,	1,439	62
Damage for injury of persons,	100	00
Total,	\$142,228	88

Receipts on Construction and Equipment Account during the Year.

None.

Receipts.

MONTHS.	From Passengers.		Rent.		Manure.		Other sources.		Total.	
January, 1877,	\$11,296	13					\$19,548	00	\$31,227	17
February, 1877,	9,223	55			\$388	04	3,932	55	13,156	10
March, 1877,	10,401	78					7,949	33	18,351	11
April, 1877,	10,938	86					5,893	34	16,831	70
May, 1877,	11,728	30			753	99	5,952	89	18,435	18
June, 1877,	10,539	20					2,304	99	12,844	19
July, 1877,	8,934	37			376	00	5,795	91	15,106	28
August, 1877,	8,390	19			203	66	4,555	88	13,149	73
September, 1877,	9,900	67			202	00	5,201	57	15,304	24
October, 1877,	10,893	92			207	33	5,661	60	16,763	85
November, 1877,	10,322	03			210	66	5,261	57	15,794	26
December, 1877,	10,819	19			208	66	1,983	64	13,011	49
Total,	\$123,387	69			\$2,545	34	\$74,041	27	\$199,974	30

Summary of Payments.

For construction,	\$4,101	45
For maintaining the road or real estate of the corporation, and operating the road,	145,028	49
For interest,	8,569	25
For dividends,	30,000	00
For payments to loan accounts,	3,077	87
For miscellaneous,	12,364	41
For payments made to surplus fund,	None.	
For municipal taxes,	4,161	26
For State taxes,	481	51
For United States taxes,	None.	
Total,	\$207,784	24

General Balance Sheet, January 1, 1878.

DR.			
Construction account,		\$150,091	85
Equipments, (estimated value,)		62,688	30
Real estate, depots, stables, shops, &c., (estimated value,)		184,123	61
Materials on hand, (estimated value,)		4,900	20
Cash on hand and sundry accounts due,		678	79
Total,		\$402,477	75
CR.			
Capital stock,		\$250,000	00
Bonds,		65,000	00
Mortgages and loans,		48,800	00
Accounts due,		8,720	75
Stock account,		37,457	00
		\$402,477	75

Stock and Dividends.

Amount of common stock now outstanding, 10,000 shares.
 Rate and date of all cash dividends on stock of original
 and consolidated companies: January, \$2 per share on
 10,000 shares; July, \$1 per share on 10,000 shares.

Accidents.

Passengers injured, 1

Statement of Each Accident.

Lydia P. Hanbest, for injuries received in getting off car at Twelfth and Christian street.

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

Personally appeared before me, J. E. Gillingham, president, and Richard Torpin, jr., treasurer of the 17th and 19th Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

J. E. GILLINGHAM, *President.*

RICHARD TORPIN, jr., *Treasurer.*

Sworn and subscribed before me, this 26th day of January, A. D. 1878.

W. W. DOUGHERTY, *Notary Public.*

SOUTH SIDE.

Officers.

NAMES.		Residence.	Salary.
D. Z. Brickell, . . .	President,	Pittsburgh, Pa.,	None.
D. J. Thomas,	Secretary,	Pittsburgh, Pa.,	None.
D. J. Thomas,	Treasurer,	Pittsburgh, Pa.,	None.
A. J. McKinley,	General Superintendent,	Pittsburgh, Pa.,	\$832 00

General office at Pittsburgh, corner of Sarah and Twenty-second street, South Side.

*Names of Directors.**Residences.*

D. Z. Brickell,	Pittsburgh, Pa.
D. J. Thomas,	Pittsburgh, Pa.
Wm. H. Hammett,	Pittsburgh, Pa.
Wm. Doyle,	Pittsburgh, Pa.
Jno. Adams,	Pittsburgh, Pa.
Jno. Nusser,	Pittsburgh, Pa.
W. C. Aughinbaugh,	Pittsburgh, Pa.

Capital Stock.

Capital stock authorized by law,	\$65,000 00
Capital stock authorized by votes of company,	65,000 00
Capital stock, amount subscribed,	41,050 00
Capital stock paid in by last report,	41,050 00
Capital stock, total amount now paid in,	41,050 00
Capital stock, number of shares issued,	821
Capital stock, amount paid in on each share, in full,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year: Can't say; none sold.	

Debt.

Funded Debt.	
First mortgage bonds, (due now, bear interest at 8 per cent., which is payable semi-annually,) amount,	\$1,417 17
Second mortgage bonds, (due May, 1880, bear interest at 7 per cent., which is payable May and November,) amount,	16,948 00
Total amount now of funded debt,	\$18,365 17
Floating Debt.	
The amount now of floating debt,	\$307 69
Total amount now of floating and funded debt,	\$18,672 86
Funded debt as per last report,	\$16,948 00
Floating debt as per last report,	3,272 51

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

Characteristics of Road.

- Length of road laid, exclusive of bridge and Fourth avenue, 2 $\frac{21}{100}$ miles.
- Length of double track, including sidings: All double track.
- Gauge of road, 5 feet 2 inches.
- Weight of rail per yard on main track: Part 27, and part 38 lbs.
- Number of car houses, shops, and stables, 1 of each.
- Number of depots, 1
- Number of second-class passenger cars, 16
- Average value of each, \$100 00
- Number of passengers that may be seated in each car, 14
- Number of other cars, 1
- Number of horses and mules owned by the company, 75
- Average value of each, including harness, \$50 00
- Value of real estate held, exclusive of roadway, \$10,000 00
- Average weight in lbs. of passenger cars, exclusive of passengers and baggage, 2,300 lbs.
- Average rate of speed adopted by passenger cars, including stops, (miles per hour,) 4 miles.
- Number of trips each day, 10
- How many miles does each horse travel daily, 16 $\frac{1}{2}$ 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 street.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1877,	28,318	August, 1877,	39,592
February, 1877,	30,893	September, 1877,	42,105
March, 1877,	35,342	October, 1877,	42,576
April, 1877,	38,389	November, 1877,	39,325
May, 1877,	41,758	December, 1877,	43,721
June, 1877,	41,583		
July, 1877,	43,845	Total,	467,446

The Rate of Fare for Passengers Charged.

Single fare, 5 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway,	\$2,432	79
Taxes on real estate,	75	79
Total,	\$2,508	58
Operating the Road.		
On account of horses,	\$728	50
Harness and repairs,	120	17
Repairs to cars,	556	54
Horse shoeing,	1,108	95
Hay and feed,	6,867	19
Office expenses, stationery, and depot expenses, including rent Fourth avenue,	600	00
Salaries,	1,223	40
Insurance,	210	00
Watchmen, switchmen, hostlers, pay-roll,	2,252	30
General expense of stable,	742	07
Conductors and drivers,	5,486	49
Fluid, fuel, oil, and gas,	59	96
Total,	\$22,464	05

Receipts on Construction and Equipment Account during the Year.

From other sources: Birmingham bridge company,	\$1,000
Total,	\$1,000

Receipts.

MONTHS.	From Passengers.		Rent.		Manure.		Other sources.		Total.	
	Dollars	Cents	Dollars	Cents	Dollars	Cents	Dollars	Cents	Dollars	Cents
January, 1877,	\$1,425	98							\$1,425	98
February, 1877,	1,544	69	\$4	70			\$12	90	1,562	29
March, 1877,	1,781	61	5	00	\$25	00	7	50	1,819	11
April, 1877,	1,987	75			1	00	11	00	1,949	75
May, 1877,	2,034	69	8	00			40	80	2,083	49
June, 1877,	2,089	38	5	00			39	06	2,133	44
July, 1877,	2,195	77	13	00	25	00	6	25	2,240	02
August, 1877,	1,966	09	13	50					1,979	59
September, 1877,	2,105	28	8	25			1	85	2,115	95
October, 1877,	2,154	72	10	00			1,000	00	3,164	72
November, 1877,	2,000	76	2	50					2,003	26
December, 1877,	2,201	08	5	00	10	00			2,216	08
Total,									\$24,683	06

Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road,	\$22,464	05
For interest,	113	86
For municipal taxes,	230	67
For State taxes,	208	19
Total,	\$23,001	57

General Balance Sheet, January 1, 1878.

DR.			
Repairs, harness,		\$120	17
City tax,		296	29
Insurance,		210	00
Horse account,		728	50
Fuel and oil,		59	96
Repairs, cars,		558	54
Repairs, roadway,	1,076		37
State tax,		103	00
Blacksmith's account,		159	59
Wages, drivers,	5,486		49
Wages, hostlers,	3,475		60
Wages, street hands,	800		22
Wages, blacksmith,	949		36
Feed account,	6,867		19
Expense,	729		54
Rent, Fourth avenue,	600		00
Cash,	1,144		39
Treasurer's account,	1,147		79
South Side Herald,	26		75
		\$24,537	75
CR.			
Profit and loss,		\$522	15
McNeeley & Bro.,		50	00
G. Wheeler,		10	00
Rent, house Thirtieth street,		75	95
Car receipts,	23,437		75
Fisher, Thomas & Co.,		29	08
Lloyd, Son & Co.,		6	35
Caller, Beck & Co.,		81	40
Elwood & McCracken,		313	74
J. W. Stenger,		8	08
Dilworth, Potter & Co.,		5	25
L. H. West & Co.,		3	00
		\$24,537	75

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$41,050
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

Accidents,

No accidents.

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

Personally appeared before me, D. Z. Brickell, president, and D. J. Thomas, treasurer of the South Side Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having

carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

D. Z. BRICKELL, *President.*

D. J. THOMAS, *Treasurer.*

Sworn and subscribed before me, this 16th day of February, A. D. 1878.

J. H. SORG,

Notary Public.

STROUDSBURG.

Officers.

NAMES.		Residence.	Salary.
Jackson Lantz, . . .	President,	Stroudsburg, . . .	None.
Thomas A. Bell, . .	Secretary and Treasurer,	Stroudsburg. . . .	None.

General office at Stroudsburg, Pa.

Names of Directors.

Residences.

Jackson Lantz,	Stroudsburg, Pa.
Thomas A. Bell,	Stroudsburg, Pa.
P. S. Postens,	Stroudsburg, Pa.
J. Hauser,	Stroudsburg, Pa.
S. Fetterman,	Stroudsburg, Pa.

Capital Stock.

Capital stock authorized by law,	\$20,000 00
Capital stock authorized by votes of the company,	5,600 00
Capital stock, amount subscribed,	25,600 00
Capital stock, paid in by last report,	20,000 00
Capital stock, total amount now paid in,	25,600 00
Capital stock, number of shares issued,	1,024
Capital stock, amount paid in on each share,	25 00
Capital stock, par value of each share,	25 00
Capital stock, average market value during the year,	25 00

Debt.

Funded Debt.			
None.			
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property,		\$132	28
Total amount now of floating debt,		132	28
Total amount now of floating and funded debt,		\$132	28
Floating debt as per last report,		\$458	50

Cost of Road and Equipment.

	By last report.		By present report.	
Construction,	\$14,865	82	\$15,033	97
Equipment,	9,090	87	9,090	87
Total,	\$23,956	69	\$24,124	84

Characteristics of Road.

Length of road laid,	1 $\frac{3}{8}$ miles.
Length of double track, including sidings,	1 $\frac{1}{2}$ miles.
Gauge of road,	4 ft. 8 $\frac{1}{2}$ in
Weight of rail per yard on main track,	28 lbs.
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 and 36
Number of horses and mules owned by the company,	6
Average value of each, including harness,	\$150 00
Value of real estate held, exclusive of roadway,	\$3,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,000 lbs
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day,	6
How many miles does each horse travel daily?	15
How is track laid and on what foundation? Ties.	
Average time consumed by cars in passing over the road,	15 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Through Main street in Stroudsburg and East Stroudsburg, to the depot of the Delaware, Lackawanna and Western railroad, at which point we connect with that road.

Monthly Statement of Passengers, all classes, carried in Cars for the Year.

January, 1877,	1,321	August, 1877,	3,252
February, 1877,	1,366	September, 1877,	2,395
March, 1877,	1,513	October, 1877,	1,963
April, 1877,	1,276	November, 1877,	1,675
May, 1877,	1,798	December, 1877,	1,377
June, 1877,	1,907		
July, 1877,	2,354	Total,	21,999

The Rate of Fare for Passengers Charged.

Single fare,	7 cents.
Tickets in packages of five, sold for,	25 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,		\$162 07
Taxes on real estate,		34 82
Total,		\$196 89
Operating the Road.		
On account of horses,	}	\$260 90
Harness and repairs,		
Repairs to cars,		
Horse shoeing,		
Hay and feed,		706 15
Salaries and wages,		1,329 02
Total,		\$2,492 96

Receipts.

MONTHS.	From Passengers.	Rent.	Manure.*	Other Sources.	Total.
January, 1877.	\$132 70			\$287 99	\$420 69
February, 1877,	86 85			279 97	366 82
March, 1877, . .	95 55			335 40	430 95
April, 1877, . .	125 81			289 66	415 47
May, 1877, . . .	113 42			304 67	418 09
June, 1877, . . .	162 00			309 32	471 32
July, 1877, . . .	152 44			370 78	523 22
August, 1877, . .	207 40			297 41	504 81
Septemb'r, 1877	154 20			137 62	291 82
October, 1877, .	164 67			141 75	306 42
November, 1877	104 85			157 80	262 65
December, 1877	133 60			128 46	262 06
Total,	\$1,633 49			\$3,040 83	\$4,674 32

* Exchanged for straw.

Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road,	\$2,458 14
For dividends,	2,048 00
For municipal taxes,	34 82
Total,	\$4,540 96

General Balance Sheet, January 1, 1878.

DR.			
Construction account,		\$15,033	97
Real estate,		4,125	18
Rolling stock,		4,965	69
Improvement account,		909	45
Individual accounts,		575	29
Cash,		1,259	10
		\$26,868	68
CR.			
Capital stock,		\$25,600	00
Individual indebtedness,		182	28
Unpaid dividends,		1,024	00
Profit and loss,		112	40
		\$26,868	68

Stock and Dividends.

Amount of common stock now outstanding, \$25,600 00
 Rate and date of all cash dividends on stock of original and consolidated companies: June, 4 per cent.; December, 4 per cent.

Accidents.

No accidents.

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

Personally appeared before me, Jackson Lantz, president, and Thos. A. Bell, treasurer of the Stroudsburg Passenger Railway Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

JACKSON LANTZ, *President.*

THOS. A. BELL, *Treasurer.*

Affirmed and subscribed before me, this 1st day of February, A. D. 1878.

E. A. BELL, *Notary Public.*

THIRTEENTH AND FIFTEENTH STREETS.

Officers.

NAMES.	Residence.	Salary.
Thomas W. Ackley,	Philadelphia,	\$1,800 00
D. Boyer Brown,	Philadelphia,	1,200 00
W. P. Cooper,	Philadelphia,	1,200 00
		\$4,200 00

General office at 1017 South Broad street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
S. J. Megargee,	Philadelphia.
Henry L. Hornberger,	Philadelphia.
Robert Creswell,	Philadelphia.
John E. Fox,	Philadelphia.
Benjamin S. Kunkel,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$1,000,000 00
Capital stock, amount subscribed,	1,000,000 00
Capital stock paid in by last report,	334,529 44
Capital stock, total amount now paid in,	334,529 44
Capital stock, number of shares issued, 20,000	
Capital stock, amount paid in on each share,	16 75
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	35 00

Debt.

Funded Debt.		
First mortgage bonds, (due October 1, 1878, bear interest at 7 per cent., which is payable April 1 and October 1,) amount,	\$100,000	00
Total amount now of funded debt,	\$100,000	00
Floating Debt.		
Total amount now of floating and funded debt,	\$100,000	00
Funded debt as per last report,	\$98,500	00

Cost of Road and Equipment.

	By Last Report.		By Present Report.	
Construction and equipment, (no separate account,) total cost,	\$316,189	26	\$322,060	42

Characteristics of Road.

Length of road laid,	12 miles.
Length of double track, including sidings,	$\frac{1}{2}$ mile.
Gauge of road,	5 ft. 2 inches.
Weight of rail per yard on main track,	43 pounds.
Number of car-houses, shops, and stables, each,	2
Number of depots,	2
Number of first-class passenger cars, (two-horse,)	30
Average value of each,	\$600 00
Number of second-class passenger cars (two-horse,)	18
Average value of each,	\$300 00
Number of passengers that may be seated in each car,	20
Number of other cars: 12 one horse cars, 3 sweepers,	15
Number of horses owned by the company,	295
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of roadway: Assessed about,	\$105,000 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,)	$5\frac{1}{2}$
Number of trips each day,	350
How many miles does each horse travel daily?	22
How is track laid, and on what foundation? Pine cross-ties and stringers, on gravel.	

Average time consumed by cars in passing over the road, 80 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 Cumberland 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 Germantown avenue; single track, with turn-outs, from Reading railroad crossing to Germantown avenue; on Dauphin street, from Broad to Thirteenth street; on Cumberland, from Thirteenth to Fifteenth streets; on Thirteenth street, from Cumberland street to Carpenter; on Locust street, from Thirteenth to Fifteenth; on South Broad street, double track from Carpenter to Reed street, single track, with turn-outs, from Reed street to Wolfe street; on Carpenter, from Thirteenth to Fifteenth.

Monthly Statement of Passengers, all classes, Carried in Cars for the Year.

January, 1877,	300,957	August, 1877,	280,184
February, 1877,	267,219	September, 1877,	319,444
March, 1877,	306,724	October, 1877,	358,161
April, 1877,	330,555	November, 1877,	355,330
May, 1877,	359,134	December, 1877,	388,538
June, 1877,	332,678		
July, 1877,	298,134	Total,	3,892,058

The Rate of Fare for Passengers Charged.

Single fare,	6 cents.
Tickets in packages of four sold for,	24 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road bed and railway,		\$6,981	57
Taxes on real estate,		2,465	08
Total,		\$9,446	60
Operating the Road.			
On account of horses,		4,075	60
Harness and repairs,		1,369	51
Repairs to cars,		8,909	95
Horse shoeing,		5,757	95
Hay and feed,		33,253	63
Office expenses, stationery, and depot expenses,		24,272	64
Salaries,		4,200	00
Insurance,		792	65
Watchmen, switchmen, hostlers, pay roll: Included in depot expenses.			
General expense of stable: Included in depot expenses.			
Conductors and drivers,		48,082	50
Damage for injury of persons: No separate account kept.			
Total,		\$140,560	02

Receipts on Construction and Equipment Account during the Year.

From stockholders,	None.		
From sale of bonds,		\$1,500	00
From other sources,	None.		
Total,		\$1,500	00

Receipts.

MONTHS.	From Passengers.		Rent.		Manure.		Other Sources.		Total.
January, 1877,	\$16,236	45			\$49	00			
February, 1877,	14,412	17							
March, 1877,	16,552	88			607	75			
April, 1877,	17,865	88							
May, 1877,	19,369	42			58	00			
June, 1877,	17,927	97			277	68			
July, 1877,	15,790	84							
August, 1877,	15,090	61			88	00			
September, 1877,	17,211	42			595	91			
October, 1877,	19,305	75			30	00			
November, 1877,	19,152	97	\$1,047	57	30	00			
December, 1877,	20,948	13			499	58			
Total,	\$209,864	49	\$1,047	57	\$2,235	90			\$218,147 96

Summary of Payments.

For construction,	\$5,871	16
For maintaining the road or real estate of the corporation, and operating the road,	140,560	02
For interest,	7,183	72
For dividends,	50,000	00
For miscellaneous,	6,111	51
For municipal taxes,	3,970	03
For State taxes,	8,250	00
Total,	\$216,946	44

General Balance Sheet, January 1, 1878.

DR.			
<i>First.</i> Construction, equipment, and real estate,	\$427,060	42	
<i>Second.</i> "Materials on hand as per inventory, etc.": We keep no such account, and have no such supplies on hand.			
<i>Third.</i> Cash on hand for cash disbursements,	6,640	41	
<i>Fourth.</i> Sinking fund to meet issue of bonds,	5,607	02	
<i>Fifth.</i> There is no deficit to this account.			
CR.			
<i>First.</i> Capital stock, \$1,000,000; amount paid in,	\$334,529	44	
<i>Second.</i> Funded debt,	100,000	00	
<i>Third.</i> We have no such account, having no floating debt.			
<i>Fourth.</i> We keep no such accounts, as we have no balances due corporations or individuals.			
<i>Fifth.</i> Profit and loss,	6,052	85	

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding: None. No common or preferred stock. The number of shares of stock is 20,000.

Amount of stock issued as stock dividends, and dates of issue: None.

Accidents.

Passengers killed, 2

Statement of each Accident.

March 6, 1877. Henry Lucas, policeman. Car run into by up train, at Reading railroad crossing, near Broad and Lehigh avenue. Lingered until next morning, when he died.

March 6, 1876. Jacob R. Boyer, policeman. In the car with Lucas, as above stated. Instantly killed.

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

Personally appeared before me, Thomas W. Ackley, president, and D Boyer Brown, treasurer of the Thirteenth and Fifteenth Streets Passenger.

Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

THOS. W. ACKLEY, *President*D. BOYER BROWN, *Treasurer*

Sworn and subscribed before me, this 24th day of January, A. D. 1878.

WM. H. LIST, *Magistrate.*

UNION.

Officers.

NAMES.		Residence.	Salary.
Wm. V. McGrath, . . .	President,	Philadelphia, . . .	\$10,000 00
J. E. Ridgway,	Vice President,	Philadelphia, . . .	None.
Charles Welsh,	Secretary and Treasurer,	Philadelphia, . . .	2,000 00
Gonsalvo Richardson,	General Superintendent,	Philadelphia, . . .	2,000 00
			\$14,000 00

General office at Twenty-third and Brown streets, Philadelphia.

*Names of Directors.**Residences.*

Jacob E. Ridgway,	Philadelphia
Wm. Elliott,	Philadelphia
C. S. Bement,	Philadelphia
Charles Welsh,	Philadelphia
M. H. Taggart,	Litiz, Pa.

Capital Stock.

Capital stock authorized by law,	\$1,000,000 00
Capital stock authorized by votes of company,	250,000 00
Capital stock, amount subscribed,	1,250,000 00
Capital stock paid in by last report,	425,000 00
Capital stock, total amount now paid in,	425,000 00
Capital stock, number of shares issued,	25,000
Capital stock, amount paid in on each share: 20,000 shares, \$25 per share; on 5,000, \$5 per share.	
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	70 00

Debt.

Funded Debt.			
First mortgage bonds, (due 1884, bear interest at 6 per cent., which is payable January 1 and July 1,) amount,		\$300,000	00
Debenture bonds, (due 1881, bear interest at 7 per cent., which is payable April 1 and October 1,) amount,		200,000	00
Total amount now of funded debt,		\$500,000	00
Floating Debt.			
Unfunded debt, incurred for ground rents,		65,000	00
Total amount now of floating debt,		None.	
Total amount now of floating and funded debt,		\$565,000	00
Funded debt as per last report,	\$500,000		
Floating debt as per last report,	65,000		
Total cash realized from capital stock and debt,	425,000		
		\$990,000	00

Cost of Road and Equipment.

	By last report.		By present report.	
	\$	¢	\$	¢
Construction,	\$678,541	74	\$678,541	74
Equipment,	337,183	04	333,468	04
Total cost,	\$1,015,724	78	\$1,012,009	78

Characteristics of Road.

Length of road laid,	41 miles.
Gauge of road,	5 feet 2 inches.
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,	101
Average value of each,	\$700
Number of second-class passenger cars,	53
Average value of each,	\$400
Number of passengers that may be seated in each car,	20
Number of other cars,	9
Number of horses and mules owned by the company,	901
Average value of each, including harness,	\$100
Value of real estate held, exclusive of roadway,	395,659 41
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day,	8
How many miles does each horse travel daily,	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,	45 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: One line, Fairmount to Front and Wharton, *via* Brown, Twenty-third, Wallace, Franklin, Seventh, Federal, and Front streets; returns *via* Wharton, Ninth, Spring Garden, Twenty-third, and Brown streets. One line runs from Richmond to Baltimore depot, *via* Thompson, Marlborough, Belgrade, Frankford avenue, Master, Franklin, Seventh, Passyunk avenue, Ellsworth, and Broad streets; returns *via* Broad, Christian, Ninth, Spring Garden, Seventh, Oxford, Fourth, Norris, 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 to Front; returns *via* Market, Ninth, Spring Garden, Seventh, Columbia avenue, and Twenty-third street. 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 McKean streets, *via* McKean to Ninth, Ellsworth, Twenty-third and Christian, Seventh, and McKean streets. Also, the Poplar and Spring street line, runs from the park on Brown street, Twenty-third, Wallace, Twenty-second, Spring Garden, Seventh, Poplar, Twenty-third, and Brown streets.

Monthly Statement of Passengers, (all classes,) carried in Cars for the year.

January, 1877,	692,600	August, 1877,	852,308
February, 1877,	662,191	September, 1877,	897,470
March, 1877,	797,462	October, 1877,	927,373
April, 1877,	855,115	November, 1877,	829,063
May, 1877,	980,592	December, 1877,	887,666
June, 1877,	900,327		
July, 1877,	885,448	Total,	10,117,608

The Rate of Fare for Passengers Charged.

Single fare, 6 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.	
Repairs of road bed and railway,	\$26,370 07
Repairs of building,	1,376 11
Taxes on real estate,	6,294 13
Total,	\$34,040 31
Operating the Road.	
On account of horses,	\$13,112 00
Harness and repairs, included in general expense.	
Repairs to cars,	18,309 39
Horse shoeing,	17,236 31
Hay and feed,	96,605 59
Office expenses, stationery, and depot expenses,	16,163 31
Salaries,	14,000 00
Insurance,	2,351 16
Watchmen, switchmen, hostlers, pay roll,	58,587 10
General expense of stable, included in above item.	
Conductors and drivers,	141,676 13
Fluid, fuel, oil, and gas,	5,357 37
Damage for injury of persons,	2,033 06
Total,	\$418,410 47

Receipts.

MONTHS.	From Passengers.		Rent.	Manure.		Other sources.		Total.	
January, 1877, .	\$45,080	50	. . . . .	\$984	08	\$3,023	00	\$49,037	58
February, 1877, .	40,317	34	. . . . .	367	66	7	50	40,692	50
March, 1877, . . .	48,098	62	. . . . .	477	07	63	00	48,633	69
April, 1877,	51,839	52	. . . . .	728	57	3,001	77	55,569	86
May, 1877,	56,088	33	. . . . .	347	00	446	61	56,881	94
June, 1877,	54,605	64	. . . . .	486	58	5	00	55,097	22
July, 1877,	52,944	17	. . . . .	758	08	1,405	96	55,108	21
August, 1877, . . .	52,205	59	. . . . .	1,381	40	5	44	53,592	43
September, 1877, .	54,293	10	. . . . .	492	16	101	00	54,886	26
October, 1877, . . .	56,273	80	. . . . .	363	75	1	34	56,638	89
November, 1877, .	51,201	74	. . . . .	383	66	7	48	52,092	88
December, 1877, .	53,900	13	. . . . .	486	33	998	11	55,384	57
Total,	\$616,793	48	. . . . .	\$7,756	34	\$0,066	21	\$633,616	03

Summary of Payments.

Maintaining the road or real estate of the corporation, and operating the road,	\$418,410	47
Interest,	40,947	18
Dividends,	150,000	00
Municipal taxes, car license,	8,725	00
State taxes,	13,000	00
Total,	\$636,082	65

General Balance Sheet, December 31, 1877.

DR.			
Cash on hand January 1, 1877,		\$30,151	91
Passengers' cash,		456,303	58
Passengers' tickets,		160,489	90
Manure,		7,756	34
Contingent fund,		4,237	50
Profit and loss,		1,024	71
Equipment,		8,715	00
Construction,		89	00
		\$663,767	94
CR.			
Conductors and drivers,		\$141,676	13
Wages,		58,537	10
Blacksmith,		17,236	21
Horses,		13,112	00
Bran,		6,359	44
Hay,		33,652	89
Straw,		2,482	87
Corn,		53,200	89
Expense,		12,817	82
License,		8,725	00
Taxes,		24,294	13
Interest,		40,947	18
Repairs to road,		26,370	07
Repairs to cars,		18,309	89
Repairs to real estate,		1,376	11
Dividends,		150,000	00
Insurance,		2,251	16
Light and fuel,		5,357	37
Damage,		2,033	00
Salaries,		14,000	00
Printing and stationery,		3,344	39
Cash on hand December 31,		27,685	29
		\$663,767	94

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

Personally appeared before me, Wm. V. McGrath, president, and Chas. Welsh, treasurer, of the Union Passenger Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

WM. V. McGRATH, *President.*

CHAS. WELSH, *Treasurer.*

Sworn and subscribed before me, this twenty-ninth day of January, A. D. 1878.

ROBERT HUTCHINSON, *Notary Public.*

UNION.

The company ceased running cars on the road over one year ago. The track has been taken up and removed from the street. The company has ceased to exist. The stockholders have lost what was put into the road. There can, therefore, no report be made of the affairs of this company.

J. S. ALDEN, *late Secretary and Treasurer.*

WARREN, PA., December 26, 1877.

WEST PHILADELPHIA.

Officers.

NAMES.		Residence.	Salary.
Saml. Baugh,	President,	2025 Chestnut, . . .	\$6,000 00
Saml. R. Reed,	Secretary,	10 South 40th street,	2,500 00
Wm. J. Swain,	Treasurer,	1518 North Broad,	3,000 00
M. English,	General Superintendent,	40th above Filbert,	3,000 00

General office at 41st and Haverford avenue, West Philadelphia.

Names of Directors.

Residences.

Saml. Baugh,	2025 Chestnut street.
John F. Gross,	65th and Haverford.
James Rhoads,	72d and Haverford.
Wm. M. Wright,	18th street, north of Wallace.
Wm. J. Swain,	1518 North Broad street.
Chas. M. Swain,	4500 Spruce street.
Chas. Lennig,	233 South 18th street.
Wm. Dulles,	262 South 16th street.
Chas. S. Godfrey,	Wallingford, Penna.

Capital Stock.

Capital stock authorized by law,	\$500,000 00
Capital stock authorized by votes of company,	400,000 00
Capital stock, amount subscribed,	400,000 00
Capital stock paid in by last report,	400,000 00
Capital stock, total amount now paid in,	400,000 00
Capital stock, number of shares issued,	8,000
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00
Capital stock, average market value during the year,	185 00

Debt.

Funded Debt.	
First mortgage bonds, (due June 1, 1878, bear interest at 7 per cent., which is payable in currency,) amount,	\$100,000 00
Second mortgage bonds, (due April 1, 1906, bear interest at 6 per cent., which is payable in gold,) amount,	150,000 00
Total amount now of funded debt,	\$250,000 00
Floating Debt.	
Unfunded debt, incurred for construction, equipment or purchase of property,	None.
Debt incurred for any other purpose, and for what:	
Not known,	\$35,182 50
The amount now of floating debt,	35,182 50
Total amount now of floating and funded debt,	\$285,182 50
Funded debt as per last report,	\$250,000 00
Floating debt as per last report,	None.
Total cash realized from capital stock and debt,	\$650,000 00

Cost of Road and Equipment.

	By Last Report.	By Present Report.
Construction and Equipment,	\$806,409 75	\$839,047 93

Characteristics of Road.

Length of road laid,	19 miles.
Length of double track, including sidings,	7 miles.
Gauge of road,	5 ft. 2½ in.
Weight of rail per yard on main track,	44 lbs.
Number of car houses, shops, and stables,	3, 4, 4
Number of depots,	1
Number of first-class passenger cars,	105
Average value of each,	\$800 00
Number of second-class passenger cars, (summer, open,)	8
Average value of each,	\$500
Number of passengers that may be seated in each car, summer, (other 22,)	60
Number of other cars: 4 track sweepers, 2 track cleaners, 1 truck.	
Number of horses owned by the company,	790
Average value of each, including harness,	\$100
Value of real estate held, exclusive of roadway,	\$304,210 50
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	5,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,	6
Number of trips each day: Cent. via Baring, 8; Rural Section to Haddington, 6½; main line, 9.	
How many miles does each horse travel daily,	20
How is track laid and on what foundation? String-pieces and cross-ties, gravel foundation.	

Average time consumed by cars in passing over the road: Cent. 99 minutes; main 76; rural 1.28.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Centennial line, from concourse at Belmont and Elm avenues via Elm avenue to Fortieth street, to Baring street, to Thirty-third street, to Arch street, to Thirty-second street, to Market street, to Front street, returning, via Market street, to Thirty-second street, to Arch street, to Thirty-third street, to Baring street, to Forty-first street, to Elm avenue, to concourse. Mantua branch, from depot, Forty-first and Haverford streets, to Baring, to Thirty-third street, to Arch street, to Thirty-second street, to Market street, to Front street, returning by the same route. Haddington line, from Sixty-seventh and Haverford avenue, via Haverford avenue, to Sixty-fifth street, to Vine street, to Haverford avenue, to Forty-first street, to Market street, to Front street, returning, via Market, Forty-first, and Haverford avenue, to Haddington. Main line, from depot, Forty-first and Haverford, Forty-first to Market, to Front, returning by the same route.

Monthly Statement of Passengers, all classes, carried in Cars for the Year.

November, 1876,	1,312,775	June, 1877,	821,277
December, 1876,	762,476	July, 1877,	813,192
January, 1877,	661,562	August, 1877,	818,010
February, 1877,	578,786	September, 1877,	869,424
March, 1877,	713,443	October, 1877,	870,618
April, 1877,	796,327		
May, 1877,	916,926	Total,	9,934,816

The Rate of Fare for Passengers charged.

Single fare, 6 cents; steam cars, 5 cents.

Tickets in packages of 4 sold for 24 cents; exchange tickets, 9 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road-bed and railway,		\$36,420	79
Repairs of building,		2,966	63
Taxes on real estate,		4,805	63
Total,		\$44,192	95
Operating the Road.			
Harness and repairs,		2,724	67
Repairs to cars, } Strs.,		13,543	47
} Horse,		14,515	60
Horse shoeing,		18,482	27
Hay and feed,		90,746	88
Office expenses, stationery, and depot expenses,		38,343	74
Salaries,		18,289	96
Insurance,		2,843	75
Watchmen, switchmen, hostlers, pay-roll,		4,206	00
General expense of stable,		58,602	29
Conductors and drivers,		188,387	57
Fluid, fuel, oil, and gas,		7,372	16
Damage for injury to persons,		1,602	42
Total,		\$404,660	68

Receipts on Construction and Equipment Account during the Year.

Total, \$2,796 50

Receipts.

MONTHS.	From Passengers.		Rent.		Manure.		Other Sources.		Total.
November, 1876,	\$65,638	77	.	.	.	.	.	.	.
December, 1876,	38,123	81	.	.	.	.	.	.	.
January, 1877,	33,078	12	.	.	.	.	.	.	.
February, 1877,	28,989	28	.	.	.	.	.	.	.
March, 1877,	35,672	18	.	.	.	.	.	.	.
April, 1877,	89,816	32	.	.	.	.	.	.	.
May, 1877,	45,846	31	.	.	.	.	.	.	.
June, 1877,	41,063	84	.	.	.	.	.	.	.
July, 1877,	40,659	60	.	.	.	.	.	.	.
August, 1877,	40,900	48	.	.	.	.	.	.	.
September, 1877,	43,360	13	.	.	.	.	.	.	.
October, 1877,	43,630	90	.	.	.	.	.	.	.
Total,	\$496,629	74	\$500	00	\$5,000	00	\$20,080	27	\$522,190 01

Summary of Payments.

For construction,	\$35,484	68
For maintaining the road or real estate of the corporation, and operating the road,	448,853	68
For interest and ground rent,	16,297	00
For dividends,	119,985	50
For miscellaneous,	21,374	15
For municipal taxes,	8,360	00
For State taxes,	7,200	00
Total,	\$652,504	96

General Balance Sheet, October 31, 1877.

DR.		CR.	
Cash,	\$27,458	48	
Construction and equipment,	839,047	98	
Stocks and loans, sinking fund account,	4,188	75	
	\$870,645	16	
Capital stock,	\$400,000	00	
Profit and loss,	140,829	29	
Bond and mortgage,	4,000	00	
Coupon bonds,	250,000	00	
Dividends,	934	50	
Commissioners of sinking fund,	17,635	23	
Interest on ground rent, 1 month,		24	75
Interest on mortgage, 6 months,		120	00
Interest on \$150,000, at 6 per cent., gold,		8,000	00
Interest on \$100,000, at 7 per cent., currency,		2,916	06
Balance,	51,184	73	
	\$870,645	16	

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued:
None.

Amount of common stock now outstanding: As authorized by law, 8,000 shares. The corporation has never authorized the issue of more than 8,000 shares, has never received consideration for more than 8,000 shares, and has never issued more. Certificates of stock, to the amount of about 12,000 shares, additional, were issued by the former president, treasurer, and secretary, who affixed the corporate seal thereto. These are in the hands of various parties, who claim to own them. The rights of the latter are being contested in court. It is impossible to state whether value was given therefor, and if so to what amount. It is certain, however, that if value was given therefor, it was never received by the company. The shares were circulated fraudulently, for the private purposes of the president, treasurer, and secretary, without the knowledge of the corporation.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: January 19, 1877, regular dividend, \$5 00 per share; also an extra dividend of \$5 00 per share. July 10, 1877, dividend of \$5 00 per share. Thirty per cent. per annum.

Accidents.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
3	11	.....	1	.....	.....	3	12

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

Personally appeared before me, Samuel Baugh, president, and William J. Swain treasurer of the West Philadelphia Passenger Railway Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

SAML. BAUGH, *President.*
 WM. J. SWAIN, *Treasurer.*

Affirmed and subscribed before me, this eleventh day of February, A. D. 1878.

GEO. E. JOHNSON, *Alderman.*

NOTE.—This affidavit only refers to that part of this report from September 22 to October 31, 1877, inclusive, as being correct. That part of the report from November 1, 1876, to September 21, inclusive, is only sworn to as a correct copy from the books of the former treasurer, Saml. P. Huhn.

WILKES BARRE AND KINGSTON.

Officers.

NAMES.		Residence.	Salary.
William J. Harvey,	President,	Wilkes Barre,	
A. J. Davis,	Secretary,	Wilkes Barre,	\$400 00
William J. Harvey,	General Superintendent,	Wilkes Barre,	1,400 00

<i>Names of Directors.</i>	<i>Residences.</i>
J. C. Phelps,	Wilkes Barre.
R. J. Frick,	Wilkes Barre.
W. S. Hillard,	Wilkes Barre.
E. P. Darling,	Wilkes Barre.
J. Espy,	Wilkes Barre.
H. H. Harvey,	Wilkes Barre.
W. J. Harvey,	Wilkes Barre.
J. B. Smith,	Kingston.

Capital Stock.

Capital stock authorized by law,	\$100,000 00
Capital stock authorized by votes of company,	100,000 00
Capital stock, amount subscribed,	100,000 00
Capital stock paid in by last report,	100,000 00
Capital stock, total amount now paid in,	100,000 00
Capital stock, number of shares issued,	2,000
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00

Debt.

None.

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 inches.
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,	\$600
Number of second-class passenger cars,	2
Average value of each,	\$400
Number of passengers that may be seated in each car,	30 and 16
Number of horses and mules owned by the company,	16
Average value of each, including harness,	\$100
Value of real estate held, exclusive of roadway,	\$10,000
Average weight in pounds, of passenger cars, exclusive of passengers and baggage,	3,500 pounds.
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 horse travel daily,	25
How is track laid, and on what foundation: Oak stringers and ties.	

Average time consumed by cars in passing over the road, 20 minutes.

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 Wilkes Barre, owning right of way, thence across bridge to Market street, and through Market street to public square; from thence out Market and Northampton streets to the depots of the Lehigh and Susquehanna, and Lehigh Valley railroads; also, from the public square down Main street, through South Wilkes Barre, to the canal bridge and depots.

Monthly Statement of Passengers (all classes) carried in Cars for the Year.

January, 1877,	15,840	August, 1877,	15,448
February, 1877,	14,758	September, 1877,	15,961
March, 1877,	14,995	October, 1877,	13,220
April, 1877,	15,810	November, 1877,	16,184
May, 1877,	15,992	December, 1877,	16,878
June, 1877,	17,225		
July, 1877,	15,732	Total,	188,038

The Rate of Fare for Passengers Charged.

Single fare,	10 and 5 cents.
Tickets in packages of — sold for,	\$1 00

Expenses

Maintaining the Road or Real Estate of the Corporation.	
Repairs of road bed and railway,	\$730 00
Taxes on real estate,	100 00
Operating the Road.	
On account of horses,	400 25
Harness and repairs,	125 75
Repairs to cars,	255 75
Horse shoeing,	175 00
Hay and feed,	3,250 60
Office expenses, stationery, and depot expenses,	285 25
Salaries,	1,800 00
Insurance,	112 25
Watchmen, switchmen, hostlers, pay roll,	610 40
General expenses of stable,	112 05
Conductors and drivers,	2,557 10
Fluid, fuel, oil, and gas,	99 57
Total,	\$10,613 87

Receipts on Construction and Equipment Account during the Year.

None.

Receipts.

MONTHS.	From Passengers.	Rent.	Manure.	Other sources.	Total.
January, 1877,	\$1,228 00				
February, 1877,	1,120 50				
March, 1877,	1,183 25				
April, 1877,	1,248 30				
May, 1877,	1,314 20				
June, 1877,	1,328 75				
July, 1877,	1,196 80				
August, 1877,	1,250 65				
September, 1877,	1,262 50				
October, 1877,	988 00				
November, 1877,	1,175 90				
December, 1877,	1,303 20				
Total,	\$14,598 05			\$702 66	\$15,300 71

Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road,	\$10,613 87
For dividends,	2,000 00
For miscellaneous,	76 74
For payments made to surplus fund,	1,700 00
For municipal taxes,	100 00
For State taxes,	810 00
Total,	\$15,300 71

General Balance Sheet, January 1, 1878.

DR.			
Real estate,		\$9,784	32
Personal property,		12,014	95
Construction,		38,679	62
Cash,		4,807	24
Expenses,		154,541	34
Interest,		2,005	60
Dividends,		42,000	00
William J. Harvey,		821	50
		\$309,654	57
CR.			
Capital stock,		\$100,000	00
Earnings,		209,654	57
		\$309,654	57

Stock and Dividends.

Amount of preferred stock, and rate of preference and for what issued, None.
 Amount of common stock now outstanding, \$100,000
 Rate and date of all cash dividends on stock of original and consolidated companies: January 15, 1877, 2 per cent.

Accidents.

None.

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

Personally appeared before me, Wm. J. Harvey, president, and A. J. Davis, treasurer of the Wilkes Barre and Kingston Passenger Railway Company, who being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

WM. J. HARVEY, *President.*
 A. J. DAVIS, *Treasurer.*

Sworn and subscribed before me this 22d day of January, A. D. 1878.
 W. S. PARSONS, *Alderman.*

WILLIAMSPORT.

Officers.

NAMES.		Residence.	Salary.
Peter Herdic,	President,	Williamsport, Pa.,	\$1,000 00
H. Hinckley,	Secretary and Treasurer,	Williamsport, Pa.,	800 00
Geo. Herdic,	General Superintendent,		1,200 00
			\$3,000 00

General office at Williamsport, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
P. Herdic,	Williamsport, Pa.
H. E. Taylor,	Williamsport, Pa.
H. J. Perkins,	Grand Rapids, Mich.
H. Hinckley,	Williamsport, Pa.

Capital Stock.

Capital stock authorized by law,	\$50,000 00
Capital stock, amount subscribed,	40,600 00
Capital stock paid in by last report,	40,600 00
Capital stock, total amount now paid in,	40,600 00
Capital stock, number of shares issued,	1,624
Capital stock, amount paid in on each share,	25 00
Capital stock, par value of each share,	25 00
Capital stock, average market value during the year,	No record.

Debt.

Funded Debt.		
None.		
Floating Debt.		
The amount now of floating debt,		\$866 94
Total amount now of funded debt,		\$866 94
Funded debt as per last report,	None.	
Floating debt as per last report,	\$1,790 32	

Cost of Road and Equipment.

	By last report.		By present report.	
Construction,	\$29,835	65	\$29,647	65
Equipment,	13,286	12	13,186	12
Total cost,	\$43,121	77	\$42,833	77

Characteristics of Road.

Length of road laid,	2 miles 794 feet.
Length of double track, including sidings,	500 feet.
Gauge of road,	4 feet 8½ inches.
Weight of rail per yard on main track,	16 pounds.
Number of car-houses, shops, and stables,	None.
Number of depots,	None.
Number of first-class passenger cars,	None.
Number of second-class passenger cars,	5 one-horse.
Average value of each,	\$500
Number of passengers that may be seated in each car,	16
Number of other cars, out of use,	4 two-horse.
Number of horses and mules owned by the company,	17
Average value of each, including harness,	\$100
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
Number of trips each day,	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 street to Pine; thence up Pine to Fourth; thence up Fourth to intersection of P. and E. R. R., with a branch at Herdic street, connecting with the P. and E. depot, and extending out Campbell street to Fourth street.

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1876,	16,704	June, 1877,	18,278
December, 1876,	14,509	July, 1877,	19,444
January, 1877,	6,375	August, 1877,	18,564
February, 1877,	5,780	September, 1877,	18,059
March, 1877,	14,402	October, 1877,	15,194
April, 1877,	12,799		
May, 1877,	16,027	Total,	176,130

The Rate of Fare for Passengers Charged.

Single fare,	5 cents
Tickets in packages of 20 sold for,	\$1

Expenses.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway,	\$111	24
Total,	\$111	24
Operating the Road.		
Harness and repairs,	933	48
Repairs to cars,	528	82
Horse shoeing,	198	46
Hay and feed,	2,460	38
Office expenses, stationery, and depot expenses, (rent,)	300	00
Salaries,	3,000	00
General expense of stable,	1,220	70
Conductors and drivers,	2,358	19
Fluid, fuel, oil, and gas,	85	57
Total,	\$10,351	84

Receipts on Construction and Equipment Account during the Year.

None.

Receipts.

MONTHS.	From Passengers.		Rent.		Manure.		Other Sources.		Total.
	\$	cts							
November, 1876,	835	22							
December, 1876,	725	48							
January, 1877, .	318	72							
February, 1877,	289	00							
March, 1877, . .	720	11							
April, 1877, . .	689	99							
May, 1877, . . .	801	32							
June, 1877, . . .	913	66							
July, 1877, . . .	972	21							
August, 1877, . .	928	23							
September, 1877,	902	97							
October, 1877, .	759	71							
Total,	\$8,806	62							\$8,806 62

Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road,	\$10,351	84
For State taxes,	21	46
Total,	\$10,373	30

General Balance Sheet, October 31, 1877.

DR.			
George Gilmore,		\$190	00
H. E. Taylor,		3,046	08
Equipment,		18,186	12
Construction,		29,647	65
H. Hinckley,		2,798	66
Inventory,		1,694	00
		\$50,557	46
CR.			
Capital stock,		\$40,600	00
Profit and loss,		8,990	52
Bills payable,		182	50
Peter Herdic,		784	44
		\$50,557	46

Stock and Dividends.

Amount of preferred stock and rate of preference, and for what issued :
None issued.

Amount of common stock now outstanding : \$40,600.

Amount of stock issued as stock dividends, and dates of issue : None issued.

Rate and date of all cash dividends on stock of original and consolidated companies : None declared.

Accidents.

No accidents have occurred.

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

Personally appeared before me, Peter Herdic, president, and Hermon Hinckley, treasurer of the Williamsport Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

P. HERDIC, *President.*

H. HINCKLEY, *Treasurer.*

Sworn and subscribed before me, this nineteenth day of March, A. D. 1878.

A. J. DIETRICK,
City Recorder of the city of Williamsport.



REPORTS OF CANAL COMPANIES.



REPORTS OF CANAL COMPANIES.

DELAWARE AND HUDSON.

Officers.

NAMES.		Residence.	Present salary.	
Thomas Dickson,	President,	Scranton, Pa., . .	\$20,000	00
Robt. M. Olyphant,	Assistant President, . . .	New York,	8,500	00
George L. Haight,	Secretary,	New York,	2,700	00
James C. Hartt, . .	Treasurer,	Montclair, N. J., . .	7,650	00
Col. F. Young, . .	General Manager,	Honesdale, Pa., . .	8,500	00
Asher M. Atkinson,	Canal Superintendent, . .	Honesdale, Pa., . .	8,150	00
Rollin Manville, . .	Railroad Superintendent	Carbondale, Pa., . .	4,500	00

General offices at 21 Cortlandt street, New York.

Names of Directors.

Residences.

Thomas Dickson,	Scranton, Pa.
Abiel A. Low,	Brooklyn, N. Y.
James M. Halsted,	New York.
Le Grand B. Cannon,	New York.
Robert Lenox Kennedy,	New York.
James R. Taylor,	Brooklyn, N. Y.
John Jacob Astor,	New York.
J. Pierpont Morgan,	New York.
George Cabot Ward,	New York.
Robert S. Hone,	New York.
James Roosevelt,	Hyde Park, N. Y.
Levi P. Morton,	New York.
Thomas Cornell,	Rondout, N. Y.

Capital Stock.

Capital stock authorized by law,	Unlimited.	
Capital stock authorized by votes of the company,		
Capital stock, amount subscribed,	\$20,000,000	00
Capital stock, paid in by last report,	20,000,000	00
Capital stock, total amount now paid in,	20,000,000	00
Capital stock, number of shares issued,	200,000	
Capital stock, amount paid in on each share,		100 00
Capital stock, par value of each share,		100 00

Debt.

Funded Debt.	
Debenture bonds, due in 1878, interest 7 per cent., payable April and October,	\$366,000 00
First mortgage bonds, (due in 1877, bear interest at 7 per cent., which is payable May and November,) amount not presented,	48,000 00
Mortgage bonds, (due in 1884, bear interest at 7 per cent., which is payable January and July,) amount,	3,500,000 00
Mortgage bonds, (due in 1891, bear interest at 7 per cent., which is payable January, May, July, and November,	6,434,000 00
Mortgage bonds, (due in 1894, bear interest at 7 per cent., which is payable April and October,) amount,	4,750,000 00
Total amount now of funded debt,	\$15,098,000 00
Special loan due in 1880,	1,912,500 00
Floating Debt.	
The amount now of floating debt—See balance sheet.	
Total amount now of special and funded debt,	\$17,010,500 00

Cost of Canal and Fixtures.

Cost of canal and fixtures,	\$6,339,210 49
Cost of canal boats,	482,924 29
	\$6,822,134 78

Characteristics of Canal.

Length of main line of canal, from Honesdale, Pa., to Eddyville, N. Y.,	108 miles.
Length of main line of canal in Pennsylvania,	25 miles.
Width of canal at top water line, average about,	48 feet.
Width of canal on bottom, average about,	32 feet.
Depth of water,	6 feet.
Length and breadth of locks: 100 feet between gates, 15 feet wide, except to ascending 15½ feet wide; about one eighth whole length canal.	
Number of lock houses, 92; store houses, 9; other houses, 41; total,	143
Number of locks: Lift, 107; stop, 21; guard, 2; weigh, 2; total,	139
Number of waste-ways,	110
Number of overflows: Excepting tops of aqueduct sides, &c.,	1
Number of lineal feet of overflows: Excepting tops of aqueduct sides, &c.,	30
Number of bridges: Highway and farm bridges,	136
Number of culverts,	31
Number of dams: Canal feeder dams,	16
Number of aqueducts,	22

Number of lineal feet of aqueduct superstructure, about,	2,000
Number of miles of slackwater,	3
Number of boats owned by the company,	900
Number of boats owned and run by private parties,	107
Average tonnage of boats, gross tons,	128
Navigation opened,	April 12
Navigation closed,	December 5.
Feet of lockage on main line of canal: Exclusive of 58 feet ascending summit,	1,028
Are the locks of wood, cut stone, or composite? Both.	
Give the number of each kind: Composite, 95; cut stone, 12; total,	107

Doings of the Year in Transportation.

Number of tons of 2,000 lbs. of through freight for the year on main canal,	1,130,000
Gross amount of tonnage for the year, including branches and leased canals,	1,293,881 $\frac{1}{2}$

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

	Amount in tons.
Lumber,	28,669 $\frac{1}{2}$
Anthracite coal,	1,133,076
Bituminous coal,	787
Other iron or castings,	269
Lime and limestone,	6,194
Agricultural products,	912 $\frac{1}{2}$
Manufactures and merchandise,	106,834
Other articles,	17,039 $\frac{1}{2}$
Total,	1,293,881$\frac{1}{2}$

The Rate of Toll Charged for the Respective Classes per mile, as follows:

	Per mile.	60 m.	108 m.
For lumber, per 1,000 feet board measure, (hemlock,)	1 $\frac{1}{2}$ cents.	60 cents.	\$1 00
For lumber, per 1,000 feet board measure, (pine and other lumber,)	1 $\frac{3}{4}$ cents.	60 cents.	1 00
Shingles, per 1,000,	$\frac{3}{4}$ cent.	35 cents.	50
Anthracite coal, per ton, (except by special contract,)	$\frac{1}{2}$ cent.	Rate.	Rate.
Bituminous coal, per ton,	1 cent.	50 cents.	60

Expenses.

Aqueducts, &c.,	\$105,655 95
Operating the Canal.	
Collectors and weighmasters, &c.,	78,979 45
Total,	\$184,635 40

Receipts. *

Total, \$44,313 14

* Canal used almost exclusively in transporting the coal of the company, and the receipts given are from miscellaneous sources.

Summary of Expenses.

Maintaining the canal or real estate of the corporation, and operating the canal,	\$184,635	40
Interest,	1,157,351	97
Municipal and State taxes, which include coal tax,	194,901	98
Total,	\$1,536,889	30

General Balance Sheet, December 31, 1877.

DR.			
Cost of canal,		\$6,339,210	49
Cost of railroad and equipment,		6,209,980	77
Cost of real estate,		8,622,912	76
Cost of opening mines and improvements,		2,386,324	81
Cost of mine fixtures and equipment,		283,685	90
Cost of boats, barges, and steamboats,		685,199	87
Cost of coal yards and fixtures, tools and implements,		212,087	73
Cost of Lackawanna and Susquehanna railroad,		1,021,153	45
Cost of telegraph lines,		14,734	80
Cherry Valley, Sharon, and Albany railroad,		314,870	72
Lackawanna palace car company,		54,675	36
Supplies on hand at machine shops,		1,089,853	46
Coal on hand,		841,036	00
Advances to leased lines,		385,374	10
Miscellaneous assets,		8,085,589	08
Advance coal royalties,		581,289	07
Cash, customers' accounts, bills receivable, &c.,	\$1,926,694	11	
Less payable,*	1,703,791	82	
		222,802	29
Profit and loss,		199,669	60
* Of accounts payable, the following items were due in January, and since paid, except some small amounts not called for:			
Interest and dividends,	\$780,141	64	
December bills, pay rolls, &c.,	420,992	22	
Taxes,	29,628	00	
	\$1,230,761	86	\$37,010,500 00
CR.			
Capital stock,		\$20,000,000	00
Funded debt: Bonds, 1877,	\$48,000		
Bonds, 1878,	886,000		
Bonds, 1884,	3,500,000		
Bonds, 1891,	6,434,000		
Bonds, 1894,	4,750,000		
		15,066,000	00
Special loan, 1880,		1,912,500	00
		\$37,010,500	00

Stock and Dividends.

Amount of common stock now outstanding, \$20,000,000

Amount of stock issued as stock dividends, and dates of issue : No stock dividends declared in 1877.

Rate and date of all cash dividends on stock of original and consolidated companies : No cash dividends declared in 1877.

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

Personally appeared before me, Thomas Dickson, president, and James C. Hartt, treasurer of the Delaware and Hudson Canal Company, who, being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

THOS. DICKSON, *President.*

JAMES C. HARTT, *Treasurer.*

Sworn and subscribed before me, this nineteenth day of February, A. D 1878.

JOHN A. PATTISON,

Commissioner for the State of Pennsylvania.

DELAWARE DIVISION.

Officers.

NAMES.		Residence.	Salary.	
Joshua W. Woolston, . .	President,	{ Philadelphia, 303 Walnut street.	\$5,200	00
Ezra G. Giles,	Secretary and Treasurer,	{ Philadelphia, 303 Walnut street.	700	00

<i>Names of Directors.</i>	<i>Residences.</i>
J. W. Woolston,	Philadelphia.
I. V. Williamson,	Philadelphia.
H. Pratt McKean,	Philadelphia.
J. G. Fell,	Philadelphia.
A. E. Borie,	Philadelphia.
J. B. Moorhead,	Philadelphia.
E. W. Clark,	Philadelphia.
S. Fisher Corlies,	Philadelphia.
Edward Roberts, junior,	Philadelphia.

Capital Stock.

Capital stock authorized by law,		\$2,400,000	00
Capital stock, amount subscribed,		1,633,350	00
Capital stock paid in by last report,		1,633,350	00
Capital stock, total amount now paid in,		1,633,350	00
Capital stock, number of shares issued,	32,667		
Capital stock, amount paid in on each share,		50	00
Capital stock, par value of each share,		50	00
Capital stock, average market value during the year,		40	00

Debt.

Funded Debt.			
First mortgage bonds, (due July 1, 1878, bear interest at 6 per cent., which is payable January and July,) amount,		\$800,000	00
Total amount now of funded debt,		\$800,000	00
Floating Debt.			
Total amount now of floating and funded debt,		\$800,000	00
Funded debt as per last report,	\$800,000		

Cost of Canal and Fixtures.

Cost of canal and fixtures,	\$2,433,350
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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 miles.
Width of canal at top water line,	44 feet.
Width of canal on bottom,	26 feet.
Depth of water,	6 feet.
Length and breadth of locks: 90 feet long; some 11 and some 22 feet wide.	
Number of basins,	4
Number of lock houses,	24
Number of locks: Lift, 24; stop, 8; guard, 1; total,	33
Number of waste ways,	18
Number of overflows,	12

Number of lineal feet of overflows,	1,500
Number of bridges,	88
Number of dams,	2
Number of aqueducts,	10
Number of lineal feet of aqueduct superstructure,	641
Number of miles of slack water,	None.
Number of boats owned by the company,	None.
Number of boats owned and run by private parties, about,	1,000
Average tonnage of boats.	95
Navigation opened,	April 1, 1877.
Navigation closed,	Dec. 8, 1877.
Feet of lockage on main line of canal,	165 ⁵ / ₁₀₀
Value of real estate held by the company, exclusive of canal, estimated,	\$5,000 00
Are the locks of wood, cut stone, of composite?	} Various.
Give the number of each kind,	

Summary of Expenses.

For dividends,	\$130,668	00
For interest,	48,000	00

Payments on Account of Construction.

Note.—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 the Lehigh Coal and Navigation Company for ninety-nine years, from April 1, 1836, 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 Payments.

For dividends,	\$130,668 00	} Received from the Lehigh Coal and Navigation Company.
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.

General Balance Sheet, December 31, 1877.

DR.		
To canal,	\$2,433,350	00
To reserved fund, held to meet bonds, due July 1, 1878,	54,397	50
To cash, held to meet bonds, due July 1, 1878,	7,035	81
	\$2,494,783	31
CR.		
By capital stock,	\$1,633,350	00
By bonds,	800,000	00
By U. S. tax penalty,	1,586	07
By profit and loss,	59,847	24
	\$2,494,783	31

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

Personally appeared before me, J. W. Woolston, president, and E. G. Giles, treasurer of the Delaware Division Canal Company, who being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

J. W. WOOLSTON, *President.*
 E. G. GILES, *Treasurer.*

Sworn and subscribed before me, this 21st day of January, A. D. 1878.
 WM. M. McKNIGHT, *Notary Public.*

LEHIGH COAL AND NAVIGATION.

Officers.

NAMES.		Residence.	Salary.
E. W. Clark,	President,	Philadelphia, . .	\$15,000 00
S. Shepherd,	Secretary and Treasurer,	Philadelphia, . .	4,700 00

General offices at Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Francis R. Cope,	Philadelphia.
Francis C. Yarnall,	Philadelphia.
Fisher Hazard,	Mauch Chunk.
Charles Parrish,	Wilkes Barre.
Charles Wheeler,	Philadelphia.
George Whitney,	Philadelphia.
Alexander Biddle,	Philadelphia.
John Leisenring,	Mauch Chunk.
James M. Willcox,	Philadelphia.
Edward Lewis,	Philadelphia.
T. Charlton Henry,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	Not limited.		
Capital stock authorized by votes of company,		\$11,193,550	00
Capital stock, amount subscribed,		11,193,550	00
Capital stock paid in by last report,		10,448,550	00
Capital stock, total amount now paid in,		11,193,550	00
Capital stock, number of shares issued,	223,871		
Capital stock, amount paid in on each share,		50	00
Capital stock, par value of each share,		50	00
Capital stock, average market value during the year,		23	00

Debt.

Funded Debt.			
Bonds due 1877, extended, 6 per cent.,	\$662,250	00	
Convertible bonds, due 1882, 6 per cent.,	41,550	00	
Mortgage bonds, due 1834, 6 per cent.,	5,881,840	84	
Greenwood mortgage bonds, due 1882, 7 per cent.,	140,000	00	
Greenwood mortgage bonds, due 1892, 7 per cent.,	685,000	00	
Mortgage bonds, due 1897, 6 per cent.,	2,000,000	00	
Gold mortgage bonds, due 1897, 6 per cent.,	4,653,000	00	
Consolidated mortgage bonds, due 1911, 7 per cent.,	1,209,000	00	
Scrip certificates, due 1911, 7 per cent.,	6,500	00	
Funded debt as per last report,		\$14,779,140	84
		14,818,792	77

Cost of Canal and Fixtures.

Cost of Lehigh canal and fixtures,	\$4,455,000	00
Re-valued in 1872 at,	8,000,000	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 miles.
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, and 22 feet wide.	
Number of basins,	5
Number of lock houses,	47
Number of locks: Lift, 47; stop, 3; guard, 6; weigh, 1; total,	57
Number of waste-ways,	4
Number of overflows,	36
Number of lineal feet of overflows,	3,000 feet.
Number of bridges,	12
Number of culverts,	14

Number of dams,	9
Number of aqueducts,	4
Number of lineal feet of aqueduct superstructure,	300
Number of miles of slack water: 36 miles canal, and 12 miles pools.	
Number of boats owned by the company,	309
Number of boats owned and run by private parties,	441
Average tonnage of boats,	96
Navigation opened,	March 22, 1877.
Navigation closed,	Dec. 8, 1877.
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? Stone, lined with wood.	

Doings of the Year in Transportation.

Number of tons of 2,000 pounds of through freight for the year on main canal: Not reported separately.	
Gross amount of tonnage for the year, including branches and leased canals,	535,630½

The amount of Freight, specifying the quantity in tons of 2,000 pounds.

	Amount in tons.
Lumber,	35,156,711
Anthracite coal,	392,916,111
Bituminous coal,	3,524,111
Pig iron,	20,904,111
Railroad iron, and other iron or castings,	1,451,111
Iron and other ores,	25,502,111
Lime and limestone,	82,987,111
Agricultural products,	15,710,111
Manufactures and merchandise,	1,569,111
Live stock, and other articles,	20,183,111
Total,	599,906,111

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

For lumber, per 1,000 feet board measure, (hemlock,)	1 cent.
For lumber, per 1,000 feet, board measure, (pine and other lumber,)	1 ³ / ₈ cents.
Shingles, per 1,000,	4 mills.
Anthracite coal, per ton,	¹ / ₂ to 1 cent.
Bituminous coal, per ton,	8 mills

Expenses.

Maintaining the Canal or Real Estate of the Corporation.	Maintenance of Canal.	
Aqueducts and culverts,	\$12,623	55
Boats and flats,	1,322	22
Bridges,	1,639	45
Canal bed and banks,	26,613	92
Dams and cribs,	2,659	87
Shipping pockets,	2,694	23
Horses and horse keep,	292	00
Incidentals,	61	66
Locks and houses,	5,184	83
Steamboats and dredge boats,	3,276	65
Superintendence and engineering,	2,779	01
Tools and tool repairs,	357	82
Waste weirs and sluices,	3	85
Total,	\$59,509	06
Operating the Canal.		
Collectors, lock-tenders, and weigh-masters,	\$22,833	11
Mauch Chunk stables,	1,818	91
Shipping pockets,	409	65
Labor, shipping coal,	10,076	72
Supplies,	126	10
Office expenses, rents, and furniture,	685	66
Quarry expenses,	821	54
Superintendence,	2,333	50
Total,	39,135	19
	\$98,644	25

Receipts.

From tolls on coal,	\$121,350	55
From tolls on lumber, iron, and miscellaneous freight,	24,818	99
Other sources, rents, &c., and rent of leased railroads,	947,140	69
Total,	\$1,093,310	23

Summary of Expenses.

Maintaining the canal or real estate of the corporation, and operating the canal,	\$98,644	25
For interest,	817,413	69
Municipal and State taxes,	70,468	50
For other payments,	301,439	20
Total,	\$1,287,965	64
Amount charged to surplus fund,	\$194,655	41

Payments on Account of Construction.

No construction work done on canal.

(General Balance Sheet, January 1, 1877.

DR.			
Lehigh and Susquehanna railroad construction and branches,		\$18,799,817	88
Lehigh navigation and shipping improvements,		3,090,056	71
Coal lands and improvements, Lehigh region,		7,899,438	56
Landed property and improvements,		848,158	49
Canal equipment,		161,048	44
Coal on hand,		70,177	73
Contingent fund,		268,233	24
Bills receivable,	\$45,277 01		
Bonds and mortgages,	25,212 08		
Ground and water rents,	171,867 87		
		242,856	96
Cash on hand,		139,639	49
Gold loan 1897, assumed by C. R. R. Co. of N. J.,	\$2,310,000 00		
Gold loan 1897, assumed by Lehigh and Wilkes Barre Coal Co.,	500,000 00		
Convertible gold loan, 1894, assumed by Lehigh and Wilkes Barre Coal Co.,	771,000 00		
		3,581,000	00
Due by Central railroad of New Jersey,		82,048	64
Due by receivers of Lehigh and Wilkes Barre Coal Co.,		272,539	70
Balance of individual ledger,		558,388	57
		<u>\$31,021,950</u>	<u>43</u>
CR.			
Capital stock, 223,871 shares,		\$11,193,550	00
Loan due 1877, (debentures,) extended,	\$288,830 00		
Loan due 1877, (debentures,) outstanding,	423,420 00		
Loan due 1882, (convertible debentures,)	41,550 00		
Loan due 1884,	5,381,840 84		
Loan due 1894, (convertible gold,)	771,000 00		
Loan due 1897, (gold,)	4,653,000 00		
Loan due 1897, (railroad,)	2,000,000 00		
Loan due 1911, (consolidated mortgage,	1,209,000 00		
Seven per cent scrip, redeemable in bonds of 1911,	6,500 00		
Greenwood 1st mortgage loan, due October 1, 1882,	140,000 00		
Greenwood 2d mortgage loan, due February 1, 1892,	685,000 00		
		15,550,140	84
Bills payable,		780,480	78
Central R. R. Co. of N. J. construction loan,		375,930	98
Interest and dividends due January 1, 1878, and arrears,		121,510	76
Profit and loss, old account,		2,587,304	14
Dividend fund,		463,082	98
		<u>\$31,021,950</u>	<u>43</u>

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued :
No preferred stock ever issued.

Amount of common stock now outstanding : \$11,193,550.

Amount of stock issued as stock dividends, and dates of issue : None during the year.

Rate and date of all cash dividends on stock of original and consolidated companies : No dividend of any kind during the year.

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

Personally appeared before me, E. W. Clark, president, and Solomon Shepherd, treasurer of the Lehigh Coal and Navigation Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*
 S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this 27th day of February, A. D. 1878.
 CHARLES GIBBONS, jr., *Notary Public.*

MONONGAHELA NAVIGATION.

Officers.

NAMES.		Residence.	Salary.
J. K. Moorhead, .	President,	Pittsburgh, Pa.,	\$6,000 per an.
Wm. Bakewell, .	Secretary and Treasurer,	Arnold Park, Westmore'd co., P. O. address, Pitts- burgh, Pa.,	2,000 per an.
Thos. McGowan,	Superinten't of Repairs,	Washington co., Pa., P. O. address, Lock No. 4, . .	1,800 per an.
B. L. Wood, jr., .	Cargo Inspector,	Pittsburgh, Pa.,	1,500 per an.

General office at 94 Diamond street, Pittsburgh.

<i>Names of Directors.</i>	<i>Residences.</i>
Felix R. Brunot,	Allegheny, Pa.
John Harper,	Pittsburgh, Pa.
N. B. Hogg,	Allegheny, Pa.
M. K. Moorhead,	Pittsburgh, Pa.
John Moorhead,	Pittsburgh, Pa.
J. B. Murdock,	Pittsburgh, Pa.
William Morrison,	Allegheny, Pa.
James Veech,	Emsworth, Allegheny co., Pa
Daniel Wallace,	Pittsburgh, Pa.
M. Whetmore,	Pittsburgh, Pa.

Capital Stock.

Capital stock authorized by law,	Unlimited.	
Capital stock, amount subscribed: 20,088 shares at \$50 each,		\$1,004,400 00
Capital stock, amount paid in by last report: There is nothing due on any of the stock.		
Capital stock, amount of scrip convertible into stock,		1,052 00
Capital stock, number of shares issued,	20,088	
Capital stock, par value of each share,		50 00
Capital stock, average market value during the year,		56 00

Debt.

Funded Debt.		
First mortgage bonds, (due July 1, 1887, bear interest at 6 per cent., which is payable 1st January and July,) amount,		\$103,000
Of these bonds, \$15,000 are held by the company.		
Total amount now of funded debt, (of which \$15,000 is held by the company,)		\$103,000 00
Floating Debt.		
None.		
Total amount now of funded debt,		\$103,000 00

Cost of Canal and Fixtures.

Total amount of construction account is,	\$1,115,452 00
Expended on construction since January, 1871,	36,452 00
	\$1,151,904 00

Characteristics of Canal.

Length of main line, from Pittsburgh to Geneva,	83 to 85 miles.
Length of main line of canal in Pennsylvania: All in this State.	
Width of canal at top of water line: No canal, river only.	
Depth of water: On the lock sills, 5 to 6 feet; depth of river varies greatly.	
Length and breadth of locks: Six of 190 by 50 feet in chamber; two of 250 by 56 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; store houses, 4; other houses, 2—total,	12
Number of locks, lift,	8
Number of dams,	6
Number of miles of slackwater, (varies according to stage of water,)	83 to 85 miles.
Number of boats owned by the company: 1 repair boat, 3 flats,	4

Number of boats owned and run by private parties : Navigation of river is public ; steamboats, barges, flats, &c., of various tonnage.

Navigation opened January 14, 1877.

Navigation not closed up to December 31, 1877.

Feet of lockage on main line, 61

Value of real estate held by the company, cost, \$23,095 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.

This company does no transportation business.

Statement

In bushels of Coal and Slack shipped in the several Pools of the Monongahela Slackwater, during the year 1877.

MONTHS.	Pool No. 1.	Pool No. 2.	Pool No. 3.	Pool No. 4.	Total.
January,	269,500	1,441,800	148,500	241,200	2,101,000
February,	1,031,300	3,449,500	1,098,100	1,198,400	6,777,300
March,	1,691,800	5,142,900	1,398,500	2,800,700	10,533,900
April,	1,808,000	5,066,400	1,558,600	1,784,900	10,217,900
May,	781,500	4,774,000	1,460,200	1,543,800	8,559,500
June,	1,478,500	2,623,800	908,000	798,900	5,804,200
July,	553,000	1,576,200	545,700	496,000	3,170,900
August,	185,700	20,100	60,400	560,300	826,500
September,	94,500	13,000	320,800	529,900	958,200
October,	1,252,900	1,810,900	716,500	1,229,700	5,050,000
November,	1,919,000	4,200,000	1,238,600	2,300,500	9,658,100
December,	1,387,000	4,604,500	1,602,900	1,450,900	9,045,300
Total,	12,452,700	34,768,100	11,056,800	14,430,200	72,702,800

Coal—Total amount in tons of 2,000 lbs., 2,762,706 ¹/₂

Coke—Tons, 135,562 ¹/₂

Statement

Of Freights shipped East and West on the Monongahela Slackwater, during the year ending ending December 31, 1877.

Shipped Eastward from Pittsburgh.		Shipped Westward from Pittsburgh.	
Whisky, bbls.,	181	Sand, bushels,	421,000
Boards, feet,	3,971,700	Whisky, bbls.,	5,799
Timber, feet,	2,659,100	Pig iron, tons,	10
Pig iron, tons,	1,834	Wood, cords,	425
Iron ore, tons,	23,185	Stone, perches,	14,669
Fire clay, tons,	2,164	Staves, number,	20,000
Pit posts, number,	61,000	Posts, number,	7,500
Sheep, number,	130	Brick, number,	555,200
Classified freight, lbs.,	26,072,800	Sheep, number,	4,966
		Lumber, feet,	198,000
		Timber, feet,	621,950
		Steel rails, tons,	16,597
		Classified freights, lbs.,	18,219,700

The Rate of Toll Charged for the Respective Classes per mile, as follows:

For lumber, per 1,000 feet board measure, 8 cents per lock below Brownsville; 30 cts. from Brownsville; 54 cts. from Geneva.
 Or for 1st class, 22 cents per lock below Brownsville; 80 cts. through to Brownsville.
 2d class, 16 cents per lock below Brownsville; 60 cts. through to Brownsville. 3d class, 12 cents per lock below Brownsville; 40 cts. through to Brownsville.
 Shingles, per 1,000, 3 cents per lock below Brownsville; 10 cts. to Brownsville; 18 cts. to Geneva.
 Bituminous coal per ton, for 56 miles, 7 cents.
 Average toll on all coal for all distances, 5 cents.

Expenses.

Maintaining the Canal or Real Estate of the Corporation.

The total expenses during the year, including salaries of officers, lock-tenders and their assistants, and of inspector of cargoes, together with stationery, printing, and ropes, oil, &c., used at the locks, \$35,588 73

Total amount of repairs, including salary of superintendent of repairs, 35,360 39

Total expenses and repairs, \$70,949 12

Abstract of Receipts and Disbursements for year ending January 9, 1878.

DR.			
Cash balance, January, 1877,		\$54,124	47
Tolls received in cash,		204,728	95
Interest,		1,800	00
Rent,		240	00
Profit and loss,		98	27
B. L. Wood, jr.,		2,415	02
		\$263,406	71
CR.			
Expenses,		\$35,588	73
Repairs,		35,360	39
Retired bond,		1,000	00
Coupons,		4,580	00
Interest,		58	61
Dividends,		119,139	00
Bills receivable,		20,000	00
B. L. Wood, jr.,		1,418	30
Balance, January 10, 1878,		46,316	68
		\$263,406	71

Account of Profit and Loss for year ending January 9, 1878.

DR.			
Expenses,		\$35,588	73
Repairs,		85,360	39
Coupons,		5,310	00
Interest,		53	61
Tax on capital stock,		8,436	42
Tax on gross receipts,		1,459	97
Suspense, (lost tolls,)		3,783	84
Sinking fund,		20,000	00
Jay Cooke & Co.,		1,217	11
Dividend, January, 1877,		60,258	00
Dividend, July, 1877,		60,264	00
Balance, (of which \$60,264 is applicable to dividend declared January 10, 1878,)		70,886	75
		\$302,618	82
CR.			
Balance, January, 1877,		\$72,490	52
Tolls,		227,990	03
Rent,		240	00
Interest,		1,800	00
Cash,		98	27
		\$302,618	82

Statement of amount of tolls charged on the Monongahela Slackwater, during the year ending December 31, 1877 :

On coal and slack,		\$141,254	60
On coke,		8,037	47
On freight, steamboats, towboats, &c.,		72,402	59
On passengers,		6,295	37
Total,		\$227,990	03
Uncollected toll bills, January, 1878,	\$41,672	76	
Less uncollected toll bills, January, 1877,	22,195	52	
	\$19,477	24	
Tolls lost during year 1877,	3,783	84	
		23,261	08
Cash, tolls received during year 1877,		\$204,728	95

General Balance Sheet, January 10, 1878.

DR.			
Construction,		\$1,115,452	00
Retired bonds, (15 mortgage bonds of our company,)		15,000	00
Bills receivable,		55,000	00
Cash,		46,316	68
State Treasurer,		11,908	17
B. L. Wood, jr., (cargo inspector,)		1,418	30
Toll bills, (amount due the company on tolls,)		41,672	76
		\$1,286,767	91

CR.		
Capital stock,		\$1,004,400 00
Scrap, (convertible into stock,)		1,062 00
Bonds, (first mortgage,)		103,000 00
Contingent fund, (authorized by law,)		50,000 00
Sinking fund, (for payment of bonds at maturity,)		20,000 00
Suspended account,		2,982 22
Trustee account,		27,758 94
Dividends unpaid,		3,523 00
Coupons unpaid,		3,165 00
Profit and loss, (out of which dividend is to be declared Jan. 10, 1878,)		70,886 75
		\$1,286,767 91

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued:
No preferred stock.

Amount of common stock now outstanding: 20,088 shares of \$50 each.

Amount of stock issued as stock dividends, and dates of issue: No stock dividends issued during the past year.

Rate and date of all cash dividends on stock of original and consolidated companies: January 11, 1877, 6 per cent.; July 12, 1877, 6 per cent.

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

Personally appeared before me, J. K. Moorhead, president, and W. Bakewell, treasurer of the Monongahela Navigation Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending January 9, A. D. 1878, according to the best of their knowledge and belief.

((Signed)

J. K. MOORHEAD, *President.*

W. BAKEWELL, *Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1878.

JAMES I. KAY, *U. S. Commissioner.*

MUNCY.

Officers.

NAMES.		Residence.	Salary.
Jas. E. Riebsam, . . .	President, <i>pro tem.</i> , . . .	Muncy,	None.
E. D. Cooke,	Secretary and Treasurer,	Muncy,	None.
E. D. Cooke,	General Superintendent,	Muncy,	None.

<i>Names of Directors.</i>	<i>Residences.</i>
Jacob Cooke,	Muncy.
Benjamin Pott,	
J. E. Riebsam,	
John M. Bowman,	

Capital Stock.

Capital stock, amount subscribed,	\$2,625	00
Capital stock, paid in by last report,	2,625	00
Capital stock, total amount now paid in,	2,625	00
Capital stock, number of shares issued, 105		
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year,	1	00

Cost of Canal and Fixtures.

Total,	\$6,920 45
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Characteristics of Canal

Length of main line of canal,	$\frac{3}{4}$ mile.
Length of main line of canal in Pennsylvania,	$\frac{3}{4}$ mile.
Width of canal at top water line,	40 feet.
Width of canal on bottom,	25 feet.
Depth of water,	$4\frac{1}{2}$ feet.
Number of basins,	1
Number of bridges,	2
Number of miles of slack water,	$\frac{3}{4}$
Number of boats owned and run by private parties,	1
Navigation opened,	April.
Navigation closed,	November.

The Amount of Freight, Specifying the Quantity in Tons of 2,000 lbs.

	Amount in tons.
Lumber,	5
Anthracite coal,	3,526½
Pig iron,	4
Lime and limestone,	85
Manufactures and merchandise, salt,	8
Total,	3,623

The Rate of Toll Charged for the Respective Classes per Mile, as follows:

For lumber, per 1,000 feet board measure, (hemlock,)	7 mills.
Anthracite coal, per ton,	5 mills.

Expenses.

	Maintenance of Canal.	Total
Bridges,	\$1,345	
Canal bed and banks,	700	
Total,		\$2,045

Operating the Canal.

Collectors and weighmasters,	780
Total,	\$2,825

Receipts.

Total,	\$65 00
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Summary of Expenses.

Total,	\$2,825
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General Balance Sheet, January 1, 1878.

DR.			
Cash,		\$65	00
CR.			
Paid collector,	\$7,80		
Canal banks,	7,00		
Finishing bridges,	18,45		
		28	25
Cash on hand,		86	75
		\$65	00

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

Personally appeared before me, J. E. Riebsam, president, and Edward Cooke, treasurer of the Muncy Canal Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

J. E. RIEBSAM, *President pro tem.*
 ED. COOKE, *Treasurer.*

Sworn and subscribed before me, this 21st day of January, A. D. 1878.
 JNO. J. CROUSE, *Justice of the Peace.*

PENNSYLVANIA.

Officers.

NAMES.		Residence.	Salary.
Isaac J. Wistar,	President,	Philadelphia, Pa.,*	
Alfred Mordecai,	Secretary,	Philadelphia, Pa.,	
John Dougherty,	Treasurer,	Philadelphia, Pa.,	
Thos. T. Wierman,	General Manager,	Harrisburg, Pa., .	\$3,402 00
Joseph Stickney,	Supt. of Equipment,	Wilkes-Barre, Pa.,	1,215 00
A. J. Whitney,	Resident Engineer,	Harrisburg,	2,025 00
Thos. T. Wierman, Jr.,	Assistant Engineer,	Harrisburg,	1,215 00

* These officers are employed by the Pennsylvania Railroad Company, for general salaries to manage the affairs of several corporations in this and other States, and have not either the authority or the ability to make any apportionment of their services or salaries as between the several services rendered.

I. J. WISTAR, *President..*

General offices at No. 233 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Isaac J. Wistar,	Philadelphia.
Thomas A. Scott,	Philadelphia.
George B. Roberts,	Philadelphia.
A. J. Cassatt,	Philadelphia.
Strickland Kneass,	Philadelphia.
Wistar Morris,	Philadelphia.
Josiah Bacon,	Philadelphia.
Wm. Anspach,	Philadelphia.
M. Hall Stanton,	Philadelphia.
J. P. Steiner,	Philadelphia.
Alexander Biddle,	Philadelphia.
S. M. Felton,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$5,000,000	00
Capital stock authorized by votes of the company: Contingent upon the amount of stock of other canal companies now consolidated with this company, which may be presented for exchange to the full amount authorized by law.		
Capital stock, amount subscribed,	4,501,200	00
Capital stock paid in by last report,	4,485,765	00
Capital stock, total amount now paid in,	4,485,765	00
Capital stock, number of shares issued,	89,681	
Capital stock, amount paid in on each share,		50 00
Capital stock, par value of each share,		50 00
Capital stock, average market value during the year: Cannot say; sold from 1 cent to \$2 per share.		

Debt.

Funded Debt.		
First mortgage bonds, (due July 1, 1887, bear interest at 6 per cent., which is payable January and July 1, each year,) amount,	\$90,000	00
General mortgage bonds, (due July 1, 1910, bear interest at 6 per cent., which is payable January and July 1,) amount,	3,000,000	00
Total amount now of funded debt,	\$3,090,000	00
Less held in and by the sinking fund,	95,000	00
Total amount now of floating and funded debt,	\$2,995,000	00
Funded debt, as per last report,	\$3,090,000	00
Total cash realized from capital stock and debt to date,	\$7,575,765	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 Wilkes-Barre, 151 miles; Junction to Huntingdon, 90 miles; Northumberland to Flemington, 68 miles; Clark's ferry to Millersburg, 13 miles; slack water, aggregate length, 11 miles; total,	333 miles.
Length of main line of canal in Pennsylvania,	333 miles.
Number of branch canals, with length of each, viz: Two, aggregate length,	4 miles.
Width of canal at top water line: Main line, 50 to 60 feet; West Branch division, 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,	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 overflows,	57
Number of lineal feet of overflows,	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 dams,	13,297
Number of miles of slack water,	11
Number of boats owned by the company: Dredge and steam, 7; repair flats and company's barges, 224,	231
Number of boats owned and run by private parties,	362
Average tonnage of boats: On main line,	100 to 200 tons.
Navigation opened: Fully,	April 1.
Navigation closed,	December 24.
Feet of lockage on main line of canal, 312 feet; Wiconisco division, 36 feet; Juniata division, 289 feet; West Branch division, 107,	744
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

Doings of the Year in Transportation.

Number of tons of 2,000 pounds of through freight for the year on main canal,	772,189 $\frac{1}{2}$
Gross amount of tonnage for the year, including branches and leased canals,	772,189 $\frac{1}{2}$

The Amount of Freight, Specifying the Quantity in Tons of 2,000 lbs.

	Amount in Tons.
Lumber,	220,517 $\frac{3}{4}$
Anthracite coal,	474,768
Bituminous coal,	16,191 $\frac{3}{4}$
Other articles,	60,711 $\frac{1}{2}$
Total,	772,189$\frac{1}{2}$

The Rate of Toll Charged for the Respective Classes per mile, as follows:

	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.		85 to 90.			
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.				
FIRST CLASS. —Agricultural implements, butter, drugs, dry goods, eggs, fine groceries, leathers, 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	109																			
SECOND CLASS. —Bark, (ground and rossed,) earthen and queen's-ware, 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	78																			
THIRD CLASS. —Ashes, (pot, pearl and soda,) bark, (unground,) bones and bone-dust, burr blocks, ear wheels and axles, cement, charcoal, chrome ore, clay cylinders, copper ore, cotton, crude chemicals, feed, flour, fire-clay and fire-brick, 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, soap-stone, staves, bolts, railroad ties, telegraph poles,	12	15	18	21	24	27	29	31	33	35	37	39	41	43	45	47	49	51																			
FOURTH CLASS. —Ashes, (leached,) brick, cinders, clay, cord-wood, earth, hoop poles, iron, lime, kelp, manure, plaster, post and rails, (split,) sand, saw-dust, and stone, (wrought and unwrought,)	8	9	10	11	12	13	14	15	16	18	20	22	24	26	28	30	32	34																			
Gunpowder,	25	32	40	50	63	75	88	100	113	125	135	145	155	165	175	185	195	200																			
Mineral coal, per ton of 2,240 pounds, but where otherwise specified in special toll sheet the latter governs,	8	12	16	20	23	26	29	33	35	38	41	43	45	47	49	51	54	57																			
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,	14	17	21	24	27	30	33	36	39	41	44	47	50	53	56	59	62	65																			
Saw-logs, sixteen feet long or less, for each log,	4	5	6	7	8	9	10	10	11	11	12	12	13																								
All other logs and timber, round or hewed, singly or in rafts, per 1,000 feet, B. M.,	20	30	40	50	55	60	64	68	71	74	76	78	79	80	81	82	83	84																			

The Rate of Toll Charged for the Respective Classes per mile—Continued.

	DISTANCES IN MILES.																	
	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.	170 to 175.	
FIRST CLASS. —Agricultural implements, butter, drugs, dry goods, eggs, fine groceries, feathers, furniture, hardware, leather, liquors, machinery, paper, splices, teas, wool, and articles not enumerated,	Cts. 112	Cts. 115	Cts. 118	Cts. 121	Cts. 124	Cts. 126	Cts. 128	Cts. 130	Cts. 132	Cts. 134	Cts. 136	Cts. 138	Cts. 140	Cts. 142	Cts. 144	Cts. 146	Cts. 148	
SECOND CLASS. —Bark, (ground and rossed,) earthen and queen's-ware, hides, marble, (manufactured,) provisions, rags, seeds, slate, sumac, tobacco, trenails, window glass,	90	82	84	86	88	90	92	94	96	98	99	100	101	102	103	104	105	
THIRD CLASS. —Ashes, (pot, pearl and soda,) bark, (unground,) bones and bone-dust, hurr blocks, ear wheels and axles, cement, charcoal, chrome ore, clay cylinders, copper ore, cotton, crude chemicals, feed, flour, fire-clay and fire-brick, 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, soap-stone, staves, bolts, railroad ties, telegraph poles,	53	55	57	58	60	62	64	66	68	70	72	74	76	78	79	80	81	
FOURTH CLASS. —Ashes, (leached,) brick, cinders, clay, cord-wood, earth, hoop poles, ice, iron ore, lime, kelp, manure, plaster, post and rails, (split,) sand, saw-dust, and stone, (wrought and unwrought,)	36	38	40	42	44	46	47	48	49	50	51	52	53	54	55	56	57	
Gunpowder,	205	210	215	220	225	230	235	240	245	250	255	260	265	270	275	280	285	
Mineral coal, per ton of 2,240 pounds, but where otherwise specified in special toll sheet the latter governs,	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,	68	71	74	78	82	85	88	92	95	96	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 1,000 feet, B. M.,	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	100	

Expenses.

Maintaining the Canal, or Real Estate of the Corporation.	Maintenance of Canal.	Canal improvement.	Total.
Aqueducts,	\$5,067 67		
Boats, equipment of,		\$13,709 96	
Boats and flats,	806 13		
Boats, repairs of,		5,243 65	
Bridges,	9,691 82		
Canal bed and banks,	29,407 05		
Clerks,	3,376 68	1,330 61	
Culverts,	1,614 91		
Dams,	7,889 71		
Dry docks,		63 30	
Ferries,	185 34		
Horses and horse keep,	80 69		
Houses and repair shops,	2,061 50	21 08	
Incidentals,	1,350 48	373 70	
Locks,	10,786 41		
Office expenses, rents, furniture,	1,250 97	16 41	
Real estate,	5,489 40		
Slope and vertical walls,	2,904 11		
Stationery and printing,	480 10	46 30	
Steamboats and dredge boats,	1,777 34		
Superintendence and engineering,	12,057 41	2,542 50	
Tools and tool repairs,	1,423 55	86 65	
Waste weirs and sluices,	932 50		
Watchmen,	1,878 62		
Wharfing,	1,214 03		
Totals,	\$101,726 42	\$23,434 16	\$125,160 58
Operating the Canal.			
Collectors and weighmasters,	\$5,444 74		
Clerks,	3,885 51		
Ferries, (labor at,)	133 94		
Incidentals,	1,513 99		
Lock-keepers,	10,745 81		
Office expenses, rents, and furniture,	653 24		
Stationery and printing,	474 69		
Taxes on revenue,	1,305 63		
Superintendence,	2,902 38		
Total,			\$27,069 98
			\$152,230 51

Receipts.

From tolls on coal, lumber, iron, &c.,	\$261,181 44
Equipment,	33,702 51
Other sources, rents, &c.,	3,858 43
Interest,	811 61
Total,	\$299,654 18

Summary of Expenses.

Maintaining the canal or real estate of the corporation, equipment, and operating the canal,	\$152,230 51
For interest,	185,400 00
For sinking fund,	496 25
Municipal taxes: Included in first item.	
State taxes on capital stock,	900 00
Total,	\$339,016 76

Payments on Account of Construction.

None.

General Balance Sheet, January 1, 1878.

DR.		
Pennsylvania canal,	\$6,812,475	48
Capital stock of Susquehanna coal and other companies,	446,501	00
Equipment,	213,478	53
Materials on hand,	5,106	20
Cash,	73,071	75
Due from individuals and companies,	2,818	85
Due from collectors,	1,794	42
Payments to sinking fund,	57,504	45
Profit and loss,	66,688	41
	\$7,679,434	09
CR.		
Capital stock,	\$4,484,050	00
Funded debt,	3,090,000	00
First installment paid on stock,	1,715	00
Interest on funded debt, due January 1, 1878,	89,430	00
Unpaid wages, December,	8,539	43
Unpaid bills, December,	5,125	70
Due to other canal companies, tolls collected for them,	573	96
	\$7,679,434	09

Stock and Dividends

Amount of common stock now outstanding, \$4,484,050

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

Personally appeared before me, I. J. Wistar, president, and John Dougherty, treasurer of the Pennsylvania Canal Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

I. J. WISTAR, *President.*

JNO. DOUGHERTY, *Treasurer.*

Sworn and subscribed before me this 26th day of January, A. D. 1878.

JNO. C. SIMS, Jr., *Notary Public*

*** SUSQUEHANNA.**

Officers.

NAMES.		Residence.	Salary.
G. A. Nicolls, . . .	President,	Reading, Pa.,	\$2,700 00
Robt. D. Brown, . .	Secretary & Treasurer,	Baltimore, Md.,	1,000 00

* See report of Philadelphia and Reading Railroad Company, lessee.

General offices at Reading, Pa., and Baltimore, Md.

<i>Names of Directors.</i>	<i>Residences.</i>
G. A. Nicolls,	Reading, Pa.
Wm. P. Jenks,	Philadelphia, Pa.
B. A. Knight,	Philadelphia, Pa.
John N. Hutchinson,	Philadelphia, Pa.
J. B. Lippincott,	Philadelphia, Pa.
F. B. Gowen,	Philadelphia, Pa.
A. E. Borie,	Philadelphia, Pa.
Geo. W. Dobbin,	Baltimore, Md.
Thomas Wilson,	Baltimore, Md.
Enoch Pratt,	Baltimore, Md.
Ira C. Canfield,	Baltimore, Md.
R. K. Hawley,	Baltimore, Md.
Jacob Tome,	Port Deposit, Md.

Capital Stock.

Capital stock authorized by law,	Unlimited.	
Capital stock, paid in by last report,		\$2,002,746 00
Capital stock, total amount now paid in,		2,002,746 00
Capital stock, number of shares issued,	40,017	
Capital stock, amount paid in on each share,		50 00
Capital stock, par value of each share,		50 00
Capital stock, average market value during the year,	No sales.	

Debt.

Funded Debt.		
First mortgage bonds, (due 1894, bear interest at 6 per cent., which is payable January and July,) amount,	\$325,310	58
Second mortgage bonds, (due 1885, bear interest at 6 per cent., which is payable January and July,) amount,	1,000,000	00
Third mortgage bonds, (due 1878 and 1918, bear interest at 6 per cent., which is payable January and July,) amount,	163,000	00
Fourth mortgage bonds, (due 1902, bear interest at 7 per cent., which is payable January and July,) amount,	1,150,000	00
	250,000	00
Total amount now of funded debt,	\$2,697,310	58

Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$21,776 83		
Debt incurred for any other purpose, and for what: Interest on mortgage debt,	58,504 46		
The amount now of floating debt,		75,280	79
Total amount now of floating and funded debt,		\$2,972,591	37
Funded debt as per last report,	\$2,996,310 58		
Floating debt as per last report,	31,442 67		

All the foregoing items comprise the Tide Water canal. Also, 14½ miles long, from State line to Havre de Grace, Md.

Stock and Dividends.

See report of lessee.
 Amount of common stock now outstanding, \$2,002,746

STATE OF PENNSYLVANIA, }
 County of Berks, } ss.

Personally appeared before me, G. A Nicolls, president of the Susquehanna Canal Company, who being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of his knowledge and belief.

(Signed,) G. A. NICOLLS, *President.*

Sworn and subscribed before me this seventeenth day of January, A. D. 1878.

A. K. STAUFFER, *Notary Public*

LESSEE'S REPORT.

Officers.

NAMES.		Residence.	Salary.
T. C. Zullok, . . .	General Superintendent, .	Schuylkill Haven, Pa.	
D. F. Shure, . . .	Division Superintendent, .	Shure's Landing Md.,	\$1,600 00

Characteristics of Canal.

Length of main line of canal, from Columbia to Havre de Grace, 45 miles.
 Length of main line of canal in Pennsylvania, 80 miles.

Width of canal at top water line,	50 feet.
Width of canal on bottom,	30 feet.
Depth of water, except where the enlargement has been made for 6 feet,	5½ feet.
Length and breadth of locks,	170 by 17
Number of basins,	3
Number of lock houses, 26; other houses, 2; total, . . .	28
Number of locks: Lift, 29; stop, 10; guard, 3, weigh 1; total,	43
Number of waste-ways,	17
Number of overflows or waste weirs,	16
Number of lineal feet of overflows, including weirs at aqueducts,	2,659
Number of bridges: Road, 8; farm, 4; tow-path, 6, . . .	18
Number of culverts,	5
Number of dams,	4
Number of aqueducts,	6
Number of lineal feet of aqueduct superstructure, . . .	435
Number of miles of slack water,	2
Number of boats owned by the company: 2 steam tow boats and 16 canal boats,	18
Number of boats owned and run by private parties: No account kept.	
Navigation opened,	March 19
Navigation closed,	December 21
Feet of lockage on main line of canal,	230,187
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; total,	32

Doings of the Year in Transportation.

Gross amount of tonnage for the year,	433,734
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The Amount of Freight, Specifying the Quantity in Tons of 2,000 lbs.

	Amount in tons.
Lumber,	69,261
Anthracite coal,	818,749
Bituminous coal,	242
Pig iron,	290
Railroad iron,	2,865
Other iron or castings,	10
Iron and other ores,	2,902
Lime and limestone,	13,394
Agricultural products,	24,759
Manufactures and merchandise,	426
Other articles,	5,986
Total,	433,734

Expenses.

Maintaining the Canal or Real Estate of the Corporation.	Maintenance of canal.	
Aqueducts,	\$111	78
Bridges,	398	07
Canal bed and banks,	9,266	25
Culverts,	4	62
Dams,	64	79
Dredging,	559	20
Extraordinary repairs,	1,975	62
Freshet work and obstructions,	2,646	37
Locks,	2,553	16
Lock houses and sheds,	522	68
Repairs of Columbia dam,	3,526	66
Slope and vertical walls rip-rapping,	599	41
Superintendence,	1,945	37
Tools and repair scows,	500	44
Waste weirs,	224	18
Proportion of repairing Columbia dam,	33,333	33
Totals,	\$58,231	98
Operating the Canal.		
Steamers at Columbia dam, &c.,	\$3,795	65
Incidentals,	325	57
Lock-keepers and collectors,	8,013	83
Stationery and printing,	47	00
Superintendence,	4,127	00
Total,	\$16,306	05

Receipts.

From tolls on coal,	\$50,015	48
From merchandise, &c.,	28,004	28
	\$78,019	76

Summary of Expenses.

Maintaining the canal or real estate of the corporation, and operating the canal,	\$74,540	98
State taxes,	414	35
For other payments,	100	00
Total,	\$75,055	33

Payment for rent, \$183,303 64

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

Personally appeared before me, Franklin B. Gowen, president, and S. Bradford, treasurer of the Philadelphia and Reading R. R. Co., lessee Susquehanna canal, who, being duly sworn or affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, de-

clare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

FRANKLIN B. GOWEN, *President.*

S. BRADFORD, *Treasurer.*

Sworn or affirmed and subscribed before me, this nineteenth day of March, A. D. 1878.

J. Y. HUMPHREY, *Notary Public.*

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,	\$909,900
Stock scrip,	36
Preferred stock,	3,175,900
Total amount paid in,	<u>\$4,085,136</u>

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,	17,700	00
Six per cent. mortgage loan coupon, 1895,	1,200,000	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 funded debt,	\$8,562,222	86

Fourth.

Floating Debt.

Interest due on loans,	\$189,363	61
Dividends unpaid,	3,316	19
Tax on dividends,	9,395	74
Debts due sundry persons,	3,848	97
Total amount floating debt,	\$155,924	51

Fifth. Average rate of interest, a fraction over 6 per cent.

The cost of the company's works, estates, and equipments, as charged on the books, is \$12,670,655 86.

Sixth. The dividends for 1877 and 1878 were $\frac{3}{8}$ of 1 per cent. on common stock and $1\frac{1}{8}$ on the preferred stock, half yearly, and $1\frac{1}{2}$ per cent. on the common stock, and $2\frac{1}{2}$ per cent. on the preferred stock yearly; that of January, 1877, was payable in cash, and that of August, 1877, was payable in 6 per cent. scrip of the Philadelphia and Reading Railroad Company, lessee of the canal and works of the Schuylkill Navigation Company, the interest on which is payable semi-annually, and the principal payable July 1, 1882.

The said dividend being for one year, and one half of it would, in the usual course, been declared in January, 1878, said scrip being now worth sixty-four and a half per cent., in cash.

Seventh. The number of shares issued and outstanding December 31, 1877, was :

Common stock,	18,184 shares.
Common stock scrip,	$\frac{3}{8}$ shares.
Preferred stock,	63,518 shares.
The par value of each share is	\$50
The average market value of each during the year 1877, was : \$3 50 for common stock, and \$7 for preferred stock.	
The amount paid in for each share, is	\$50

Dividend was declared on 18,184 shares common stock, and on 63,518 shares of preferred stock.

Eighth. The amount on which dividends were declared was as follows : In January, 1877, on 18,338 shares of common stock, and on 63,441 shares of preferred stock; in August, 1877, on 18,184 shares of common stock, and on 63,518 shares preferred stock, the difference being caused by the conversion of one hundred and fifty-four shares common stock into seventy-seven shares of preferred stock; in all such cases two shares of common stock being given for one share of preferred stock.

Ninth. All the works and estates of the company were leased to the Philadelphia and Reading Railroad Company on the 12th of July, 1870, for the term of nine hundred and ninety-nine years. We respectfully refer to the report made by them for the description of business, cost of repairs, &c.

Tenth.

Income and Expense Account.

Balance to credit of income account, January 1, 1877,	\$56,494	20
Rent from Philadelphia and Reading Railroad Company,	637,696	56
Interest and discounts received,	2,117	13
	\$1,096,307	89

*Eleventh.***Charges.**

Interest on loans, bonds, and notes,	\$520,866	85
Dividends on stocks,	149,576	00
State tax on dividend,	9,395	74
Salaries of officers,	5,500	00
Office rent and expenses,	1,528	06
	\$686,367	Σ

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, 1877, was **\$9,940 62**

Officers.

NAMES.		Residence.	Salary.
Frederick Fraley,	President,	Philadelphia,	\$1,200 00
Richard Wilkins,	Secretary and Treasurer,	Philadelphia,	2,500 00
William M. Tilghman,	Solicitor,	Philadelphia,	300 00
Isaac P. Wilkins,	Chief Clerk,		1,500 00

General office, No. 417 Walnut street, Philadelphia.

*Names of Managers.**Residences.*

John N. Hutchinson,	Easton, Pa.
Charles W. Wharton,	Philadelphia.
George Brooke,	Birdsborough, Pa.
Charles Baber,	Pottsville, Pa.
Michael Ward,	Philadelphia.
Thomas R. Patton,	Philadelphia.

General Balance Sheet, January 1, 1878.

Debit.	
Capital stock,	\$909,235 00
Preferred stock,	3,175,900 00
Mortgage loans, due 1897, 6 per cent.,	1,709,380 20
Mortgage loans, due 1907, 6 per cent.,	3,990,382 66
Coupon mortgage loan, due 1895, 6 per cent.,	1,200,000 00
Improvement bonds, due 1880, 6 per cent.,	260,000 00
Boat and car loan, due 1913, 6 per cent.,	756,650 00
Boat and car loan, due 1915, 7 per cent.,	628,100 00
Loan of 1876, due 1895, 6 per cent.,	17,700 00
Floating liabilities—	
Interest on loans, due to January 1, 1878,	136,353 38
Dividends on preferred and common stock,	3,316 19
Taxes on dividends, due State of Pennsylvania,	9,395 74
Other current debts,	3,848 97
Balance—	
Contingent and sinking funds,	36,268 58
Undivided profits,	9,940 62
	\$12,846,483 34

Assets.			
Cash on hand,		\$53,674	78
Stocks and bonds, held by president, in trust,		84,484	22
Debts due to the company,		1,448	90
Contingent and sinking fund investments, held in trust by Philadelphia and Reading Railroad Company,		36,268	58
Works, real estate, and equipments of the company, as charged on the books,		12,670,655	86
(E. E.)		\$12,846,482	34

RICH'D WILKINS, *Treasurer.*

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

Personally appeared before me, Frederick Fraley, president, and Richard Wilkins, treasurer of the Schuylkill Navigation Company, who, being duly sworn and affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers of this company, and having carefully examined the same, declare them to be true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, 1877, according to the best of their knowledge and belief.

(Signed,)

FRED. FRALEY, *President.*

RICH'D WILKINS, *Treasurer.*

Sworn, affirmed, and subscribed before me, this 31st day of January, A. D. 1878.

WM. H. WHITALL, *Notary Public.*

LESSEE'S REPORT.

Officers.

NAME.	Residence.	Salary.
T. C. Zulick, . . .	General Superintendent, Schuylkill Haven, Pa.,	\$1,210 00

Characteristics of Canal.

Length of main line of canal, from Mill creek to Callowhill street bridge, Philadelphia, 108 ²³/₁₀₀ miles.
 Length of main line of canal in Pennsylvania, 108 ²³/₁₀₀ miles.
 Number of branch canals, with length of each, viz : One, 1 mile in length.

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,	6½ feet.
Length and breadth of locks: Lift locks, 110 by 18 feet in the chambers; guard locks, 112 by 24 feet.	
Number of basins,	19
Number of lock houses, 52; other houses, 7; total, . . .	59
Number of locks: Lift, 47; guard, 7; total,	71
Number of waste weirs,	47
Number of overflows,	2
Number of lineal feet of overflows and waste weirs, . . .	3,300
Number of bridges,	121
Number of culverts,	22
Number of dams,	31
Number of aqueducts,	12
Number of lineal feet of aqueduct superstructure, . . .	836
Number of miles of slack water,	50½
Number of boats owned by the company: One steam tug and 517 canal boats; total,	518
Number of boats owned and run by private parties, . . .	138
Navigation opened,	March 8.
Navigation closed,	December 21.
Feet of lockage on main line of canal,	618, ⁶³ / ₁₀₀
Are the locks of wood, cut stone, or composite? Cut stone and composite.	
Give the number of each kind. Cut stone, 11; cut stone, face uncoursed, 2; composite, 58.	

Doings of the Year in Transportation.

Gross amount of tonnage for the year, including branch canal,	1,040,453
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The Amount of Freight, Specifying the Quantity in Tons of 2,000 lbs.

	Amount in tons.
Lumber,	32,154
Anthracite coal,	911,720
Bituminous coal,	659
Pig iron,	4,061
Railroad iron,	5,454
Other iron or castings,	2,994
Iron and other ores,	15,922
Lime and limestone,	56,278
Agricultural products,	1,400
Manufacturers and merchandise,	3,207
Other articles,	6,006
Total,	1,040,453

Expenses.

Maintaining the Canal or Real Estate of the Corporation.	Maintenance of Canal.	Canal Improvement.	Total.
Aqueducts,	\$187 68		
Bridges,	5,474 66		
Canal bed and banks,	15,241 18		
Culverts and trunks,	1,072 77		
Dams, lie-bys, &c.,	1,441 56		
Dredging and scooping channels and repairs of dredging machines,	11,830 36		
Houses, repair shops, and offices,	730 87		
Incidentals, engineering, and office expenses,	4,660 88		
Locks,	8,498 14		
Lock houses and sheds,	936 86		
Obstructions and breaking ice,	522 87		
Pump boats, raising sunk boats, and lightering,	1,818 33		
Reservoir dams,	292 21		
Shipping landings,	5,288 29		
Towing-paths in pools,	3,573 91	\$1,828 34	
Tools, tool repair scows,	1,343 34		
Waste weirs and sluices,	1,007 33		
Water powers, including engineering,	1,095 26		
Totals,	\$65,011 48	\$1,828 34	\$66,839 82
Operating the Canal.			
Current expenses,	\$6,743 30		
Incidentals,	634 30		
Labor at landings,	19,660 69		
Lock-keepers,	25,725 23		
Stationery and printing,	545 21		
Superintendence,	2,406 82		
Total,			\$55,715 55

Receipts.

From tolls on coal,	\$428,559 76
Lumber, } and other merchandise, }	67,991 88
Iron, } }	53,204 00
Miscellaneous freight,	\$549,755 64

Summary of Expenses.

Maintaining the canal or real estate of the corporation, and operating the canal,	\$122,555 37
State taxes,	3,915 43
For other payments,	25 00
Total,	\$126,495 80
Payment for rent,	\$637,696 56
Payment for sinking fund,	34,220 00
Less profit on transportation line,	\$671,916 56
	74,901 78
	\$597,014 83

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

Personally appeared before me, Franklin B. Gowen, president, and S Bradford, treasurer of the Philadelphia and Reading Railroad Company, lessee Schuylkill canal, who, being duly sworn or affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

FRANKLIN B. GOWEN, *President.*

S. BRADFORD, *Treasurer.*

Sworn or affirmed and subscribed before me, this 19th day of March, A. D. 1878.

J. Y. HUMPHREY, *Notary Public.*

UNION.

Officers.

NAMES.		Residence.	Salary.
T. C. Zulick,	President,	Schuylkill Haven, . .	\$750
Jno. K. Raudenbush,	Secretary and Treasurer,	Lebanon,	840
Wm. Eckenroth,	General Superintendent,	Lebanon,	730
Geo. Heckaman,	Division Superintendent,	Hummelstown,	per mo. 40
Jno. C. Stoudt,	Division Superintendent,	Berville,	per mo. 40
A. J. Wood,	Division Superintendent,	Union Water Works	per mo. 45

General offices at Lebanon.

<i>Names of Directors.</i>	<i>Residences.</i>
Chas. P. Bayard,	Philadelphia.
Frederick Fraley,	Philadelphia.
Elias Hull,	Philadelphia.
Henry L. Gaw,	Philadelphia.
Wm. H. Gatzner,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$2,907,850	00
Capital stock, amount subscribed,	2,907,850	00
Capital stock, paid in by last report,	2,907,850	00
Capital stock, total amount now paid in,	2,907,850	00
Capital stock, number of shares issued,	58,157	
Capital stock, amount paid in on each share: Full paid.		
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year: No record.		

Debt.

Funded Debt.			
First mortgage bonds, (due 1883, bear interest at 6 per cent.,) amount,		\$3,000,000	00
Total amount now of funded debt,		\$3,000,000	00
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property, about,	\$63,500		
The amount now of floating debt, about,		\$63,500	00
Total amount now of floating and funded debt,		\$3,063,500	00
Funded debt as per last report,	\$3,000,000		
Floating debt as per last report, about,	63,500		
Total,		\$3,063,500	00

Cost of Canal and Fixtures.

Cost of canal and fixtures, \$5,907,850 00

Characteristics of Canal.

Length of main line of canal, from Middletown to Reading,	77, ⁴⁴ / ₁₀₀ miles.
Number of branch canals, with length of each, viz: 1, . . .	7 miles.
Width of canal at top water line,	43 feet.
Width of canal on bottom,	28 feet.
Depth of water,	4 ¹ / ₂ feet.
Length and breadth of locks: 17 x 19 in chamber; whole length,	132 feet.
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 overflows,	74
Number of lineal feet of overflows and waste wiers,	3,159
Number of bridges,	78
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 and run by private parties, (whole number passing on and over canal,)	129
Average tonnage of boats,	100
Navigation opened,	3d of April.
Navigation closed,	8th of Dec.
Feet of lockage on main line of canal,	501
Value of real estate held by the company, exclusive of canal, say,	\$25,000
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,	8,691.00
Gross amount of tonnage for the year, including branches and leased canals,	41,962.12

The amount of Freight, specifying the quantity in Tons of 2,000 lbs.

	Amount in tons.
Lumber,	16,759 14
Anthracite coal,	16,086 10
Pig iron,	67 04
Other iron or castings,	63 05
Lime and limestone,	8,348 10
Agricultural products,	203 00
Manufactures and merchandise,	1 15
Other articles,	422 14
Total,	41,962 12

The Rate of Toll Charged for the Respective Classes per Mile, as follows, viz:

For lumber, per ton 2,000 lbs., average,	7½ mills.
Anthracite coal, per ton 2,240 lbs., average,	7 mills.
Bituminous coal, per ton 2,240 lbs., average,	4 mills.

Expenses.

Maintaining the Canal or Real Estate of the Corporation.	Maintenance of canal.	
Aqueducts,	873	06
Boats and flats,	186	93
Bridges,	1,140	97
Canal bed and banks,	3,719	83
Culverts,	495	06
Dams,	64	64
Feeders,	1,579	56
Houses and repair shops,	113	20
Locks,	400	00
Rents,	60	00
Slope and vertical walls,	24	43
Superintendence and engineering,	452	30
Taxes,	196	29
Tools and tool repairs,	43	01
Waste wiers and sluices,	34	06
Pumps and machinery,	2,493	86
Lighterage,	15	70
Total,	\$11,992	92

Operating the Canal.			
Collectors and weighmasters,		\$784	96
Clerks,		600	00
Overcharges,		7	56
Ferries, (labor at,)		9	18
Coal,		4,072	46
Towage,		188	00
Lock-keepers,		1,902	00
Office expenses, rents, and furniture,		12	95
Stationery and printing,		27	18
Superintendence,		2,100	00
Total,		\$9,704	27
Grand total,		\$21,697	19

Receipts.			
From tolls on coal,		\$3,488	85
From tolls on lumber,		7,930	59
From tolls on iron,		57	83
From tolls on miscellaneous freight,		1,874	86
Boat toll,		690	10
Other sources, rents, &c.,		15,635	65
Total,		\$29,677	88

Summary of Expenses.			
Maintaining the canal or real estate of the corporation, and operating the canal,		\$21,697	19
For other payments,		7,980	69
Total,		\$29,677	88

Balance Sheet, January 1, 1878.

DR.			
Stock, general account,		\$5,915,788	66
L. R. Hynicka,		164	70
Cornish,		4,631	43
Drafts,		519	03
Profit and loss,		52,293	62
CR.		\$5,978,395	44
Capital stock, preferred 6 per cent.,		\$1,434,200	00
Capital stock, common,		1,352,800	00
Capital stock, fractions,		4,198	23
Capital stock, preferred 8 per cent.,		3,200	00
Capital stock, preferred 10 per cent.,		200	00
Capital stock, preferred 6 per cent., S. N. Co.,		120,850	00
Mortgage bonds,		3,000,000	00
Sundry accounts, (personal,)		57,949	18
		\$5,978,395	44

Stock and Dividends.

Amount of preferred stock, and rate of preference, 6 per cent.,	\$1,555,050 00
Amount of preferred stock, and rate of preference, 8 per cent.,	3,200 00
Amount of preferred stock, and rate of preference 10 per cent.,	200 00
Amount of common stock now outstanding,	1,352,800 00
Amount of stock issued, fractional,	4,196 26

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

Personally appeared before me, T. C. Zulick, president, and Jno. K. Raudenbush, treasurer of the Union Canal Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

T. C. ZULICK, *President.*

JNO. K. RAUDENBUSH, *Treasurer.*

Sworn and subscribed before me, this 19th day of January, A. D. 1878.

JAMES K. HELMS, *Justice of the Peace.*

TELEGRAPH REPORTS.



TELEGRAPH REPORTS.

AMERICAN DISTRICT.

Officers.

NAMES.		Residence.	Salary.	
William J. Phillips,	President,	Philadelphia, Pa., . . . . .	. . . . .	.
Thomas F. Adams,	Vice President,	Philadelphia, Pa., . . . . .	. . . . .	.
Joseph Wood, jr.,	Secretary,	Philadelphia, Pa.,	\$1,000	00
James A. Freeman,	Treasurer,	Philadelphia, Pa., . . . . .	. . . . .	.
M. H. R. Styles,	General Manager,	Philadelphia, Pa.,	1,200	00
William H. Sawyer,	Superintendent, . . . . .	. . . . .	1,392	00

General offices at N. E. corner Fifth and Chestnut streets, second floor.

Names of Directors.

Residences.

William J. Phillips,	Philadelphia, Pa., N. E. cor. Fifth and Chestnut.
John P. Verree,	Philadelphia, 839 N. Delaware ave.
Thomas F. Adams,	Philadelphia, N. E. cor. Fifth and Chestnut.
Samuel Hart,	Philadelphia, 204 S. Fifth st.
Gen. Chas. H. T. Collis,	Philadelphia, S. E. cor. Fifth and Walnut.
James A. Freeman,	Philadelphia, 422 Walnut.
E. W. Andrews,	New York, 62 Broadway.

Capital Stock.

Capital stock authorized by law,	\$400,000	00
Capital stock, amount subscribed,	400,000	00
Capital stock, paid by last report,	400,000	00
* Capital stock, total amount now paid in,	400,000	00
Capital stock, number of shares issued,	16,000	
Capital stock, amount paid in on each share,	Full paid.	
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year: Unable to give information. No market for it. It is offered at \$3 per share.		

* Chiefly in patent rights at the value at which they were taken.

Debt.

Funded Debt.	
First mortgage bonds, (due March 1, 1897, bear interest at six per cent., which is payable semi-annually,) amount,	\$13,400 00
Total amount now of funded debt,	\$13,400 00
Floating Debt.	
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$7,680 08
Debt incurred for any other purpose, and for what? (Maintenance,)	7,666 27
The amount now of floating debt,	15,346 35
Total amount now of floating and funded debt,	\$28,746 35
Floating debt as per last report,	\$19,708 90

Cost of Line and Equipment.

Construction,	\$49,067 34
Equipment,	16,416 10
Total,	\$65,083 44

Characteristics of Line.

Length of wire in Pennsylvania, consisting of short lines in Philadelphia,	About 175 miles.
Number of stations in Pennsylvania,	10 dist., 5 sub.
Number of instruments in use, (entire line,) 23 sets Morse business, 39 sets dist. business, 1,721 signals,	1,733
Number of poles to the mile,	None used.
Number of persons employed in operating and maintaining line,	244
	{ Males, 242, }
	{ Females, 2, }
Number of messages sent during the year in Pennsylvania,	79,890
Number of messages received in Pennsylvania? (About $\frac{1}{3}$ from other lines for delivery by messengers, $\frac{1}{3}$ received over co.'s lines,)	170,307
Value of real estate owned by the company, exclusive of line,	No real estate.

Tariff of Rates for Transmission of Messages.

Messages received to be forwarded by other lines to all parts of the world, are charged rates established by those lines. Our local tariff for messenger service is based on time, not number of words. Time rates: 10 cents for 15 minutes, 15 cents for 30 minutes, 30 cents for 1 hour.

Expenses.

Gross expenses of entire line,	\$94,781 07
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Receipts.

Gross receipts of entire line,	\$85,743 69
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Summary of Payments.

For construction of new lines,	\$9,750	02
For interest,	1,874	28
For miscellaneous,	73,289	35
For taxes,	360	00
Total,	\$85,273	65

General Balance Sheet, January 1, 1878.

DR.			
License and patent rights,	\$316,812	00	
Charter and incorporation,	250	00	
Construction,	49,667	34	
Equipment,	16,416	10	
Supplies on hand,	3,733	51	
Company's stock donated to trustee,	4,650	00	
Bills receivable and individual accounts,	29,251	89	
Cash,	1,501	33	
Profit and loss,	6,864	18	
	\$428,748	35	
CR.			
Capital stock,	\$400,000	00	
Coupon bonds,	13,400	00	
Bills payable, audited vouchers, and accounts,	15,346	35	
	\$428,748	35	

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

Personally appeared before me, William J. Philips, president, and James A. Freeman, treasurer of the American District Telegraph Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

W. J. PHILIPS, *President.*

JAMES A. FREEMAN, *Treasurer.*

Sworn and subscribed before me, this thirteenth day of January, A. D. 1878.

GEO. C. SHELMEKDINE, *Notary Public.*

ATLANTIC AND OHIO.

Officers.

NAMES.		Residence.	Salary.
William Orton,	President,	New York,	None.
R. H. Rochester,	Secretary and Treasurer,	New York,	None.

General offices at New York.

<i>Names of Directors.</i>	<i>Residences.</i>
William Orton,	New York.
Norvin Green,	New York.
O. H. Palmer,	New York.
James C. Merrihew,	Philadelphia.
R. H. Rochester,	New York.
John B. Van Every,	New York.
J. Milliken,	Philadelphia.
H. Bentley,	Philadelphia.
W. Carley,	Philadelphia.

Capital Stock.

Capital stock,	Same as above.	\$650,000 00
Capital stock, paid by last report,	Same as above.	
Capital stock, number of shares issued,	13,000	
Capital stock, par value of each share,		50 00
Capital stock, average market value during the year: No sales, or market value, to our knowledge.		

Debt.

Has no funded or floating debt.

Cost of Line and Equipment.

Cannot state, because no account of such cost is now in possession of the company.

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 practicable 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 dividends: None, other than the 10 per cent. rental paid by Western Union Company.

For taxes: Paid by lessees.

Has no assets other than its telegraph lines. Has no liabilities other than its capital stock.

Stock and Dividends.

Amount of common stock now outstanding, \$6,500, after deducting from the total capital stock the amount thereof owned by the Western Union Telegraph Company.

Amount of stock issued as stock dividends, and dates of issue: None since its lease to the Western Union Telegraph Company, April 15, 1864. Whether any prior thereto is not known by present officers, and the books of the company for such period are not in their possession, or in existence to their knowledge.

Rate and date of all cash dividends on stock of original and consolidated companies: Prior to April 15, 1864, not known, for reasons given above. Since April 15, 1864, 10 per cent. per annum, quarterly, upon outstanding stock, (not belonging to Western Union Telegraph Company,) amounting now to \$6,500.

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

Personally appeared before me, William Orton, president, and R. H. Rochester, treasurer of the Atlantic and Ohio Telegraph Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

WILLM ORTON, *President.*

R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this 23d day of February, A. D. 1878.
Witness my hand and official seal.

CHARLES NETTLETON,
Commissioner for Pennsylvania in New York, 117 Broadway, N. Y. City.

PACIFIC AND ATLANTIC.

Officers.

NAMES.		Residence.	Salary.
William Orton, . . .	President,	New York, . . .	None.
Norvin Green, . . .	Vice President,	New York, . . .	None.
R. H. Rochester, . .	Secretary and Treasurer, . .	New York, . . .	None.

General office at New York.

<i>Names of Directors.</i>	<i>Residences.</i>
Norvin Green,	New York.
J. W. Kirk,	New York.
H. Bentley,	Philadelphia.
J. Merrihew,	Philadelphia.
R. H. Rochester,	New York.
F. V. Beisel,	Philadelphia.

Capital Stock.

Capital stock,	\$2,000,000	00
Capital stock, paid by last report,	2,000,000	00
Capital stock, number of shares issued,	80,000	
Capital stock, par value of each share,		25
Capital stock, average market value during the year,		10

Debt.

Has no floating or funded debt.

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 practicable 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 Western Union Telegraph Company.

Expenses.

Gross expenses of entire line are paid by the Western Union Telegraph Company, lessees, and are included in the return of that company.

Receipts.

Gross receipts of entire line accrue to the Western Union Telegraph Company, and are included in the return of that company.

Summary of Payments.

Taxes paid by lessees.

General Balance Sheet, January 1, 1878.

Has no assets other than its telegraph lines, except \$4,988 66, due from the Western Union Telegraph Company.

Has no liabilities other than its capital stock, except about \$5,000 contingent upon the result of pending litigations.

Stock and Dividends.

Amount of common stock now outstanding: \$2,000,000.

Rate and date of all cash dividends on stock of original and consolidated companies: December 1, 1866, 3½ per cent. April 1, 1867; July 1, 1867; October 1, 1867; January 1, 1868; April 1, 1868; July 1, 1868; October 1, 1868; January 1, 1869; April 1, 1869; July 1, 1869; October 1, 1869, 2½ per cent. each.

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

Personally appeared before me, William Orton, president, and R. H. Rochester, treasurer of the Pacific and Atlantic Telegraph Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

WILLM ORTON, *President.*

R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this 25th day of February, A. D. 1878.
Witness my hand and official seal.

CHARLES NETTLETON,

Commissioner for Pennsylvania in New York, 117 Broadway, N. Y. City

PHILADELPHIA LOCAL.

Officers.

NAMES.		Residence.	Salary.
Henry Bentley,	President,	Philadelphia,	\$5,000 00
Wm. P. Wheatland,	Secretary and Treasurer, . . . . .	. . . . .	1,450 00
Samuel M. Plush,	General Superintendent, . . . . .	. . . . .	1,820 00

<i>Names of Directors.</i>	<i>Residences.</i>
Henry Bentley,	107 South Third street, Philadelphia.
William P. Wheatland,	107 South Third street, Philadelphia.
Hon. William Orton,	Broadway and Dey street, New York.
George Walker,	Broadway and Dey street, New York.
Tracy R. Edson,	Broadway and Dey street, New York.

Capital Stock.

Capital stock authorized by law, (original charter,)	\$25,000 00
Capital stock authorized by votes of company, (increased under charter,)	375,000 00
Capital stock, amount subscribed,	400,000 00
Capital stock, paid by last report,	400,000 00
Capital stock, total amount now paid in,	400,000 00
Capital stock, number of shares issued,	16,000
Capital stock, amount paid in on each share,	25 00
Capital stock, par value of each share,	25 00
Capital stock, average market value during the year,	No sales.

Debt.

None.

Cost of Line and Equipment.

Construction and equipment, cost of line to present company, represented by its capital stock,	\$400,000 00
Total,	\$400,000 00

Characteristics of Line.

All local lines, extending only from one part of the city to another.	
Length of wire, (entire line,) all in Philadelphia county,	252 miles.
Number of stations, (entire line,)	137
Number of stations in Pennsylvania,	137
Number of instruments in use,	383
Number of instruments in use in Pennsylvania,	383
Number of poles to the mile, about,	40

Number of persons employed in operating and maintaining the line,	{ Males, 90 to 100, Females, 30 to 40, }	Total,	120 to 140
Number of persons employed in operating and maintaining line in Pennsylvania,	{ Males, 90 to 100, Females, 30 to 40, }	Total,	120 to 140
Number of messages sent during the year, (entire line,) about,			485,000
Number of messages received, (entire line,) about,			425,000
A large number of these telegrams are sent and received at one half rates, under arrangements with manufacturers, &c.			

Tariff of Rates for Transmission of Messages.

For one hundred miles or under, 20 cents for ten words, and 2 cents for each additional word.

We have no one wire of greater length than twelve miles.

Expenses.

Gross expenses of entire line, (all in Philadelphia,) \$203,102 30

Receipts.

Gross receipts of entire line, (all in Philadelphia,) 203,102 30

Summary of Payments.

For construction of new lines,	\$2,314	86
For purchase of telegraph property,	13,129	91
For dividends, August 31, 1876, and February 28, 1877,	15,108	20
For miscellaneous,	171,699	23
For taxes,	850	00
Total,	\$203,102	30

General Balance Sheet, February 28, 1877.

DR.			
Office furniture,	\$11,528	89	
Patents, franchises, &c.,	300,000	00	
Lines, instruments, &c., &c.,	70,909	38	
Batteries, &c.,	6,717	81	
A. D. Telegraph Company,	2,000	00	
Philadelphia Stock Exchange,	3,240	00	
Due from corporations and individuals,	11,313	81	
Cash,	3,794	39	
	\$409,501	78	
CR.			
Capital stock,	\$394,893	58	
Profit and loss,	15,108	20	
	\$409,501	78	

Stock and Dividends.

Amount of common stock now outstanding, 16,000 shares.
 Rate and date of all cash dividends on stock of original
 and consolidated companies :
 Semi-annual, August 31, 1876, } Nearly four per
 Semi-annual, February 28, 1877, } cent.

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

Personally appeared before me, Henry Bentley, president, and William P. Wheatland, treasurer, of the Philadelphia Local Telegraph Company, who, being duly affirmed, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending February 28, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

HENRY BENTLEY, *President.*

WM. P. WHEATLAND, *Treasurer.*

Affirmed and subscribed before me, this twenty-second day of December, A. D 1877.

J. PAUL DIVER, *Notary Public.*

PHILADELPHIA, READING AND POTTSVILLE.

Officers.

NAMES.		Residence.	Salary.
Franklin B. Gowen, . . .	President,	Philadelphia, . . .	Nothing.
Howard Hancock, . . .	Secretary,	Philadelphia, . . .	\$34 00
John Welch,	Treasurer,	Philadelphia, . . .	34 00
H. W. Spang,	Gen'l Superintendent,	Reading,	Nothing.

<i>Names of Directors.</i>	<i>Residences.</i>
H. Pratt McKean,	Philadelphia.
A. E. Borie,	Philadelphia.
J. B. Lippincott,	Philadelphia.
John Ashhurst,	Philadelphia.

Capital Stock.

Capital stock authorized by law,	\$50,000	00
Capital stock authorized by votes of company,	20,000	00
Capital stock, amount subscribed,	20,000	00
Capital stock, paid by last report,	20,000	00
Capital stock, total amount now paid in,	20,000	00
Capital stock, number of shares issued, 400		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year, No sales.		

Debt.

Funded Debt.		
Debenture bonds, (due December 1, 1917, bear interest at 6 per cent., which is payable June and December,) amount,	\$200,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	} \$9,636 04	
Debt incurred for any other purpose, and for what,		
The amount now of floating debt,	9,636	04
Total amount now of floating and funded debt,	\$209,636	04
Funded debt as per last report, Nothing.		
Floating debt as per last report,	\$229,394	16

Cost of Line and Equipment.

Construction,	\$167,743	86
Equipment,	57,719	12
Total,	\$225,462	98

Characteristics of Line.

Length of main line, from Philadelphia to Pottsville,	101 miles.
Length of main line in Pennsylvania,	884 miles.
Length of submarine cables, entire line,	500 feet.
Length of submarine cables in Pennsylvania,	Same.
Length of wire, entire line,	1,999 miles.
Length of wire in Pennsylvania,	Same.
Number of stations, entire line,	297
Number of stations in Pennsylvania,	297
Number of instruments in use, entire line,	606
Number of instruments in use in Pennsylvania,	Same.
Number of poles to the mile,	31 to 37
Number of persons employed in operating and maintaining the line: Male, 435; female, 8; total,	443
Number of persons employed in operating and maintaining the line in Pennsylvania,	Same.
Number of messages sent during the year, entire line,	166,972

Number of messages sent during the year in Pennsylvania,	Same.
Number of messages received, entire line,	Same.
Number of messages received in Pennsylvania,	Same.
Value of real estate owned by the company, exclusive of line,	Nothing.
Value of real estate owned by the company in Pennsylvania,	Nothing.

Tariff of Rates for Transmission of Messages.

NUMBER OF MILES.	Rates for ten words.	Each additional words.
For one hundred miles or under,	15, 20, and 25 cents.	1 and 2 cents.
For one hundred miles and under two hundred miles,	25 and 30 cents.	2 cents.

Expenses.

Gross expenses of entire line,	\$44,884	20
Gross expenses in Pennsylvania,	44,884	20

Receipts.

Gross receipts of entire line,	\$59,409	10
Gross receipts in Pennsylvania,	59,409	10

Summary of Payments.

For construction of new lines,	\$208	00
For maintenance and repairs,	7,402	63
For wages and salaries,	30,419	40
For miscellaneous,	6,885	01
For taxes,	177	16
Total amount of surplus fund,	\$45,083	30

General Balance Sheet, November 30, 1877.

DR.		
Construction,	\$167,743	86
Equipments,	57,719	12
Material,	9,379	71
Cash,	843	63
Debts due company,	4,400	25
Profit and loss,	16,113	60
	\$256,200	17
CR.		
Capital stock,	\$20,000	00
Debenture bonds, 6 per cent., 1877-1917,	200,000	00
Unfunded debt,	9,636	04
Sundry accounts,	26,564	13
	\$256,200	17

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued : None.

Amount of common stock now outstanding : \$20,000.

Amount of stock issued as stock dividends, and dates of issue : None.

Rate and date of all cash dividends on stock of original and consolidated companies : None.

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

Personally appeared before me, Franklin B. Gowen, president, and John Welch, treasurer of the Philadelphia, Reading and Pottsville Telegraph Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, President.

JOHN WELCH, Treasurer.

Sworn and subscribed before me, this 19th day of March, A. D. 1878.

J. Y. HUMPHREY, Notary Public.

ROCKHILL.

Officers.

Table with 3 columns: NAMES, Residence, Salary. Rows include Wm. A. Ingham (President), W. B. Jacobs (Secretary and Treasurer), and A. W. Sims (General Manager & General Sup't).

Names of Directors.

Residences.

Table listing directors and their residences: Wm. A. Ingham (Philadelphia), Edward Roberts, Jr. (Philadelphia), Percival Roberts (Philadelphia), Geo. B. Markle (Philadelphia), and Ario Pardee (Hazleton, Penna.).

Capital Stock.

Capital stock authorized by law,	\$3,000	00
Capital stock authorized by votes of company,	3,000	00
Capital stock, amount subscribed,	3,000	00
Capital stock paid in by last report,	300	00
Capital stock, total amount now paid in,	300	00
Capital stock, number of shares issued,	None.	
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	No sales.	

Debt.

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$4,204	48
The amount now of floating debt,		\$4,204 48
Floating debt as per last report,		\$4,204 48
Total cash realized from capital stock and debt,		4,504 48

Cost of Line and Equipment.

Construction and equipment,	\$4,204 48
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Characteristics of Line.

Length of main line from Mt. Union to Robertsdale,	30 miles.
Length of main line in Pennsylvania,	30 miles.
Length of wire, (entire line,)	30 miles.
Length of wire in Pennsylvania,	30 miles.
Number of stations, (entire line,)	4
Number of stations in Pennsylvania,	4
Number of instruments in use, (entire line,)	4
Number of instruments in use in Pennsylvania,	4
Number of poles to the mile,	33
Number of persons employed in operating and maintaining the line, male,	5
Number of persons employed in operating and maintaining line in Pennsylvania, male,	5
Number of messages sent during the year, (entire line,)	329
Number of messages sent during the year in Pennsylvania,	329
Number of messages received, (entire line,)	329
Number of messages received in Pennsylvania,	329

Tariff of Rates for Transmission of Messages.

For one hundred miles or under: Rates for ten words, 25 cents; each additional word, 2 cents.

Expenses.

Paid by East Broad Top Railroad and Coal Company, and included in their report.

Receipts.

Received by the East Broad Top Railroad and Coal Company, and included in their report.

Summary of Payments.

Paid by lessee.

General Balance Sheet, December 1, 1877.

DR.			
Construction and equipment,		\$4,204	48
Cash,		300	00
		\$4,504	48
CR.			
Capital stock,		\$300	00
Individual creditor,		4,204	48
		\$4,504	48

Stock and Dividends.

Amount of common stock now outstanding: 60 shares, on which \$5 00 per share (10 per cent.) has been paid, \$300.

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

Personally appeared before me, Wm. A. Ingham, president, and Wm. Boyd Jacobs, treasurer of the Rockhill Telegraph Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1877, according to the best of their knowledge and belief.

(Signed)

WM. A. INGHAM, *President.*

WM. BOYD JACOBS, *Treasurer.*

Sworn and subscribed before me, this twenty-ninth day of January, A. D. 1878.

JOHN RODGERS, *Notary Public.*

WESTERN UNION.

Officers.

NAMES.		Residence.	Salary.
William Orton,	President,	New York,	\$15,000 00
Augustus Schell,	Vice President,	New York,	None.
Norwin Green,	Vice President,	New York,	7,200 00
Harrison Durkee,	Vice President,	New York,	None.
Anson Stager,	Vice President,	Chicago,	7,200 00
A. R. Brewer,	Secretary,	New York,	2,500 00
R. H. Rochester,	Treasurer,	New York,	5,200 00
John Van Horne,	General Superintendent,	New York,	6,000 00
James Gamble,	General Superintendent,	San Francisco,	6,000 00
J. C. Hinchman,	General Superintendent,	New York,	5,000 00

General office at New York city.

*Names of Directors.**Residences.*

William Orton,	New York.
William H. Vanderbilt,	New York.
Edwin D. Morgan,	New York.
Robert Lennox Kennedy,	New York.
Moses Taylor,	New York.
Augustus Schell,	New York.
Wilson G. Hunt,	New York.
I. Pierrepont Morgan,	New York.
Frank Work,	New York.
Harrison Durkee,	New York.
Cornellius Vanderbilt,	New York.
James H. Banker,	New York.
Chester W. Chapin,	Springfield, Mass.
Alonzo B. Cornell,	New York.
Hamilton McK. Twombly,	New York.
George M. Pullman,	Chicago, Ills.
Norwin Green,	New York.
William K. Thorn,	New York.
John R. Duff,	Jamaica Plains, Mass.
Cambridge Livingston,	New York.
Darius O. Mills,	San Francisco, Cal.
Oliver H. Palmer,	New York.
Edwards S. Sanford,	New York.
Samuel A. Munson,	Utica, N. Y.
David Jones,	New York.
Joseph Harker,	New York.
Anson Stager,	Chicago, Ills.
Samuel F. Barger,	New York.
Edwin D. Worcester,	New York.

Capital Stock.

Capital stock authorized,	\$41,078,410	00
Capital stock authorized by votes of company,	Same.	
Capital stock, last report,	Same.	
Capital stock, total amount now,	Same.	
Capital stock, number of shares issued, 410,734		
Capital stock, par value of each share,	100	00
Capital stock, average market value during the year: Ranged from,	\$56 o\$84½	

Debt.

Funded Debt.		
Bonds, (due March 1, 1900, bear interest at 6 per cent., which is payable March 1 and September 1,) amount,	\$981,720	00
Bonds, (due May 1, 1900, bear interest at 7 per cent., which is payable May 1 and November 1,) amount,	3,920,000	00
Bonds (due May 1, 1902, bear interest at 7 per cent., which is payable May 1 and November 1,) amount,	1,473,000	00
Total amount now of funded debt,	\$6,374,720	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$200,000		
The amount now of floating debt,	200,000	00
Total amount now of floating and funded debt,	\$6,374,720	00
Funded debt as per last report, \$6,487,160		
Floating debt as per last report, None.		
Total capital stock and debt,	\$47,648,130	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 mostly not in our possession or in existence, the cost cannot now be stated.

Characteristics of Line (Stated Approximately) (Inclusive of all Leased Lines.)

Length of lines, about,	77,000 miles.
Length of main line in Pennsylvania, about,	5,300 miles.
Length of submarine cables, (entire line,) about,	155 miles.
Length of submarine cables in Pennsylvania, about,	2 miles.
Length of wire, (entire line,) about,	200,000 miles.
Length of wire in Pennsylvania, about,	18,500 miles.
Number of stations, (entire line,) about,	7,500
Number of stations in Pennsylvania, (about,)	750
Number of instruments in use, (entire line,) about,	11,000
Number of instruments in use in Pennsylvania: Have no record by States.	
Number of persons employed in operating and maintaining the line: Have no record of sexes, about,	11,000
Number of persons employed in operating and maintaining line in Pennsylvania, about,	1,200

Number of messages sent during the year, (entire line,) about,	21,500,000
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,	Same as sent.
Cost of real estate owned by the company, exclusive of line,	\$2,640,138 56
Cost of real estate owned by the company in Pennsylvania,	\$33,038 61

Tariff of Rates for Transmission of Messages in the State of Pennsylvania.

Rates for ten words, 25 cents to 50 cents ; each additional word, 2 cents to 3 cents.

Expenses.

Gross expense of entire line,	\$6,514,596 91
Gross expenses in Pennsylvania: No account kept by States.	

Receipts.

Gross receipts of entire line,	\$9,389,952 04
Gross receipts in Pennsylvania: No account kept by States.	

Summary of Payments.

For construction of new lines,	\$417,567	72
For purchase of telegraph property,	896,978	25
For real estate,	4,581	70
For interest,	456,801	30
For dividends,	2,047,406	50
For miscellaneous,	1,000	00
For taxes, (\$98,568 77,) included in expenses.		
For sinking fund,	80,006	35
Total,	\$3,906,342	82

General Balance Sheet, January 1, 1878.

DR.		
Telegraph lines, franchises, patents, etc.,	\$54,218,148	96
Real estate,	2,640,138	58
Western Union telegraph stock, 60,049 shares, cost,	3,433,607	19
Atlantic and Pacific telegraph stock, 69,502 shares, cost,	1,743,550	00
Gold and Stock telegraph stock, 47,710 shares, cost,	1,176,009	00
International Ocean telegraph stock, 10,385 shares, cost,	961,606	42
Anglo-American telegraph stock, £1,308 <i>Os. Od.</i> shares, cost,	10,000	00
Central District and Printing telegraph stock, 200 shares, cost,	10,000	00
Western Electric M'g Co. stock, 500 shares, cost,	39,000	00
Gold and Stock telegraph bonds, \$100,000, cost,	50,000	00
Sundry R. R. Co.'s stocks and bonds, cost,	15,135	00
Supplies in supply departments,	285,974	93
Cash on hand,	58,870	92
Due from agents, (mostly since received,)	348,460	97
Due from United States,	37,067	92
Due from other telegraph companies,	43,654	31
Due from press associations,	31,184	50
Due from loans,	27,333	54
Due from sundry accounts collectible,	12,297	49
Due from State of Pennsylvania,	1,200	99
Due from sundry suspense accounts,	80,096	00
Sinking funds in hands of trustees,	133,812	07
	\$65,355,133	78
CR.		
Capital stock,	\$41,073,410	00
Funded debt,	6,374,720	00
Due to other telegraph companies,	239,899	11
Due for loans,	200,000	00
Due for rentals of leased lines,	101,074	41
Due for supplies purchased, (in Dec'r,)	73,418	99
Due to sundry individuals,	48,026	83
Due for dividends,	45,161	36
Due on sundry line subscriptions,	22,533	36
Due to press associations,	2,903	40
Due for interest,	1,949	50
* Surplus of income account,	17,172,031	82
	\$65,355,133	78

* The surplus of income account as above represents the undivided profits from the time of the general consolidation of July 1, 1866, which have been invested in new property, etc.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding: \$35,068,510, after deducting from the total capital stock the amount thereof owned by the company.

Amount of stock issued as stock dividends, and dates of issue: The present Western Union Telegraph Co. treats its business as if its organization had been effected on July 1, 1866, the date of the completion of the most important consolidations, since when, none.

Rate and date of all cash dividends on stock of original and consolidated companies: Since July 1, 1866, as follows: July 16, '66; Jan'y 21, '67; July 20, '67; July 20, '68; Jan'y 20, '69; July 20, '69; Jan'y 20, '70; July 15, '74; Oct. 15, '74; Jan'y 15, '75; Apl. 15, '75; July 15, '75; Oct. 15, '75; Jan'y 15, '76, 2 per cent each. July 15, '76; Oct. 15, '76; Jan'y 15, '77; April 14, '77; July 14, '77; Oct. 15, '77, 1½ per cent each

Before July 1, 1866, the information cannot be given, for the reason that the required records from which to obtain it are mostly not in the possession of the company, or in existence to our knowledge.

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

Personally appeared before me, William Orton, president, and R. H. Rochester, treasurer of the Western Union Telegraph Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed,)

WILL'M ORTON, *President.*

R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this 23d day of February, A. D. 1878.
 Witness my hand and official seal.

CHARLES NETTLETON,

Commissioner for Pennsylvania in New York, 117 Broadway, N. Y. City.

MISCELLANEOUS.



MISCELLANEOUS.

PARKER AND KARNs CITY.*

STATE OF PENNSYLVANIA, }
 Armstrong County, } ss.

Personally appeared, F. Parker, vice president, and W. C. Mobley, treasurer of the Parker and Karns City Railroad Company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1876, are true to the best of their knowledge and belief.

(Signed)

F. PARKER, *Vice President.*
 W. C. MOBLEY, *Treasurer.*

Sworn and subscribed before me, this }
 9th day of May, 1877. }

W. R. DALLY, *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,	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,)	62,000	00
Floating debt as per last report,	63,207	00
The amount now of floating debt,	8,281	08
Total amount now of floating and funded debt,	70,281	08
Rate per cent. per annum of interest on funded debt, 1st mortgage, gold, 7 per cent.		
Number of shares of stock issued,	3,000	
Par value of each share,	50	00
Average market value during the year,	50	00
Amount paid in on each share,	50	00

Cost of Road and Equipment.

	By last report.		By present report.	
Construction,	\$208,950	51	\$223,968	70
Equipment,	71,701	64	71,958	26
Total,	\$280,652	15	\$295,926	96

* This was received too late for publication in the Report of 1876.

Characteristics of Road.

Length of main line of road, from Parker Junction to Karns City,	10½ miles.
Length of main line road laid,	10½ miles.
Length of main line of road laid in Pennsylvania,	10½ miles.
Length of sidings,	1 m. 1,230 ft.
Gauge of road,	3 feet.
Weight of rail per yard on main track,	30 pounds.
Number of engine-houses and shops,	4
Number of engines,	4
Number of first-class passenger cars, 3; average cost of each,	\$3,300
Number of second-class passenger cars, 2; average cost of each,	1,250
Number of baggage, mail, and express cars, 2; average cost of each,	1,425
Number of freight cars: House cars, 13; trucks, 30; total, 43; average cost of each: House cars, \$526; trucks, \$430.	
Number of coal, ore, and stone cars: Coal 2; average cost of each,	520
Number of wooden bridges, 23; total length in feet,	2,700
Number of culverts, 7; total length in feet,	70
Number of stations on main road: Passenger, 10; freight, 11; total,	11
Number of wood and water stations on main road,	3
How is track laid, and on what foundation? On oak and hemlock ties; stone ballast.	
Length in miles laid with steel rails: 1 mile 240 yards.	

Doings of the Year in Transportation and Total Miles Run.

Number of miles run by passenger trains,	39,600
Number of miles run by freight trains,	25,900
Number of through passengers for the year on main road,	32,000
Number of passengers (all classes) carried in cars,	253,000
Number of tons of 2,000 lbs. of through freight for the year on main road,	20,500
Number of passengers carried one mile,	1,041,000
Number of tons of freight carried one mile,	294,500
Number of passengers carried one mile in the State of Pennsylvania,	1,041,000
Number of tons of freight carried one mile in the State of Pennsylvania,	294,500
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	37,400
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	10 miles.

Average rate of speed adopted by express trains, including stops,	10 miles.
Average rate of speed adopted by freight trains, including stops,	10 miles.
Weight of first-class passenger engines,	16½ tons.
Weight of freight engines,	18 tons.

Monthly Statement of Passengers, (all classes,) Carried in Cars.

Monthly average of passengers carried,	21,083
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The Amount of Freight, specifying the Quantity in Tons.

No record kept.

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,	6 cents.
For local freight, per ton per mile,	17 cents.
For local coal, per ton per mile,	10 cents.

Expenses. *

Maintaining the road or real estate of the corporation.	Amount.	
Repairs or maintenance of way, including buildings,	\$14,407	39
Total,	\$14,407	39
Repairs of Machinery.		
Repair of engines and tenders,	\$5,683	59
Repairs of passenger and baggage cars,	1,809	32
Repairs of freight cars,	1,820	38
Repairs of tools and machinery in shops,	135	30
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	3,460	86
Total,	\$12,909	45
Operating the road.		
Office expenses, stationery, &c.,	\$1,356	83
Agents and clerks,	11,631	95
Labor, loading and unloading freight,	8,896	94
Porters, watchmen, and switch tenders,	1,760	37
Car cleaning and inspecting, furniture and fixtures,	1,561	28
Conductors, baggage masters, and brakemen,	6,901	74
Engineers and firemen,	6,013	81
Fuel and cost of preparing for use,	2,971	49
Oil and waste for engines and tenders, passenger, baggage, and freight cars,	841	01
Telegraph, mail, and station expenses,	1,364	69
Loss and damage of goods and baggage,	123	13
General superintendence,	2,500	00
Contingencies,	500	12
Total,	\$46,426	36

* Passenger and freight trains were generally run together.

Receipts on Construction and Equipment Account during the Year.

From other sources, earnings,	\$15,274 81
Total,	\$15,274 81

Receipts.

MONTHS.	Passengers.		Freight.		Mail and express.		Miscellaneous.		Total.
January, 1876, . . .	\$5,905	93	\$3,384	09	\$261	04	\$0	20	\$9,551 26
February, 1876, . . .	6,375	45	3,730	68	215	58	1	00	10,323 71
March, 1876, . . .	6,637	48	5,269	17	282	05			12,188 70
April, 1876, . . .	6,647	38	5,129	18	321	89		50	12,098 95
May, 1876, . . .	6,623	60	5,489	87	422	15		65	12,536 27
June, 1876, . . .	6,845	15	5,892	18	491	73			13,229 06
July, 1876, . . .	7,163	80	4,722	93	390	95	18	01	12,295 69
August, 1876, . . .	7,342	18	6,453	57	401	08	19	88	14,216 71
September, 1876, . . .	9,480	80	6,566	34	440	80	20	77	16,508 71
October, 1876, . . .	8,884	82	8,255	67	394	18	24	57	17,559 24
November, 1876, . . .	9,878	75	6,629	47	352	98			16,361 20
December, 1876, . . .	7,566	33	5,620	78	365	46			13,552 57
Total,	\$88,861	67	\$67,143	93	\$4,339	89	\$85	58	\$160,421 07

Summary of Payments.

For construction,	\$15,274	61
For maintaining the road, &c.—Repairs of machinery and operating the road,	78,743	20
For interest,	10,778	22
For miscellaneous, (including toll over river bridge, \$7,9 26 50,)	8,948	92
For State taxes, paid November 27, 1876, for the year 1875,	6,750	00
Total,	\$115,495	15
Total amount of surplus fund, applied to payment of floating debt,	\$44,925	92

Cost of Transportation.

What express companies run on your road, and on what terms? Union express, paying 27 cents per 100 lbs., for length of road, and proportionate amount for intermediate distances.

Accidents.

	Killed.	Injured.
Passengers,		
Employes,	3	2
Others,		
Total,	3	2

May 20, 1876. Thomas Hines, trackman, killed by collision of hand car, (on which he was riding,) with locomotive.

September 17, 1876. John Kelly, brakeman, hand cut off while coupling cars.

October 27, 1876. E. Rowley, conductor, hand cut off, coupling cars.

November 24, 1876. Dennis Fox, or Hoolihan, trackman, drunk; run over and killed, at night; supposed to have been asleep on track.

December 2, 1876. James Lannon, brakeman, leg broken; died same night.

Officers.

NAMES.		Residence.
S. D. Karns,	President,	Parker, Pa.
W. C. Mobley,	Secretary and Treasurer,	Parker, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
S. D. Karns,	Parker, Pa.
Fullerton Parker,	Parker, Pa.
H. R. Fullerton,	Parker, Pa.
W. C. Mobley,	Parker, Pa.
W. J. Parker,	Parker, Pa.
R. L. Brown,	Pollok, Pa.
W. E. Karns,	Parker, Pa.

PITTSBURGH, FORT WAYNE AND CHICAGO.

Officers.

NAMES.		Residence.	Salary.
G. W. Cass,	President,		\$2,400 00
F. M. Hutchinson,	Secretary and Treasurer,		3,000 00

See lessee report.

<i>Names of Directors.</i>	<i>Residences.</i>
G. W. Cass,	Pittsburgh, Pa.
Springer Harbaugh,	Pittsburgh, Pa.
J. N. McCullough,	Pittsburgh, Pa.
Chas. E. Speer,	Pittsburgh, Pa.
L. B. Harrison,	Cincinnati, O.
R. R. Springer,	Cincinnati, O.
Hon. Jno. Sherman,	Mansfield, O.
Pliny Hoagland,	Fort Wayne, Ind.
Jesse S. Williams,	Fort Wayne, Ind.
J. F. Lanier,	New York.
Louis H. Meyer,	New York.
S. J. Tilden,	New York.
Thos. A. Scott,	Philadelphia, Pa.

Capital Stock.

Capital stock authorized by law, regulated by charter, with power to increase from time to time.		
Capital stock, amount subscribed, \$11,500,000, and as capitalized,	\$19,714,285 71	
Capital stock, guaranteed special tax,	5,504,300 00	
		\$25,218,585 71
Capital stock paid in by last report,		24,814,285 71
Capital stock, total amount now paid in,		25,218,585 71
Capital stock, number of shares issued,	252,170	
Capital stock, amount paid in on each share,		100 00
Capital stock, par value of each share,		100 00
Capital stock, average market value during the year,		90 00

Debt.

Funded Debt.		
First mortgage bonds, (due July 1, 1912, bear interest at 7 per cent., which is payable semi-annually,) amount,	\$5,250,000 00	
Second mortgage bonds, (due July 1, 1912, bear interest at 7 per cent., which is payable semi-annually,) amount,	5,160,000 00	
Third mortgage bonds, (due July 1, 1912,) bear interest at 7 per cent., which is payable semi-annually,) amount,	2,000,000 00	
Equipment bonds, (due 1884, bear interest at 8 per cent., which is payable semi-annually,) amount,	1,000,000 00	
P. F. W. & C. R. R. Co. construction bonds, (due 1887, bear interest at 7 per cent., which is payable semi-annually,) amount,	100,000 00	
Total amount now of funded debt,	\$13,510,000 00	
Floating Debt.		
None.		

Cost.

Cost of original purchase,	\$18,910,000 00	
Less credits,	453,399 95	
		\$18,456,600 05
Amount resulting from capitalization of rental at 7 per cent.,		8,214,200 00
Construction and equipment added since,		11,288,020 93
Total cost of entire road and equipment,		\$37,958,820 98
Cost of road and equipment per mile,		\$81,056 63
Proportion of the same for Pennsylvania,		3,955,563 54

Characteristics of Road.

See lessee report.

Equipment.

See lessee report.

Employees.

See lessee report.

Doings of the Year.

See lessee report.

Monthly Earnings for the Year.

See lessee report.

Expenditures Charged to Cost of Road and Equipment During the Year.

Steel rails,	\$88,241	33
Passenger and freight houses,	36,981	06
New mail cars, No. 5,	20,250	00
And other expenditures chargeable to this account,	27,636	32
Total,	\$173,108	71

Expenditures for Operating During the Year.

See lessee report.

Miscellaneous.

See lessee report.

Earnings.

See lessee report.

Operating Expenses.

See lessee report.

General Balance Sheet, January 1, 1878.

DR.		
Construction, equipment, &c.,	\$37,958,820	98
Stock of supplies transferred to Pennsylvania R. R. Co., lessee,	468,724	84
Cash in hand of Winslow, Lanier & Co., to pay dividends on stock and interest on bonds,	31,158	50
1,400 shares P., F. W. & C. R. W. Co. stock, at 92 cents,	128,800	00
1,000 shares Cleveland & Pittsburgh R. R. Co. stock, at 44 cents,	44,000	00
1,235 shares Massillon & Cleveland R. R. Co. stock, at 25 cents,	30,875	00
\$52,100 of A. V. R. R. Co. stock, at 50 cents,	26,050	00
New Jersey stock yards stock, (no value,)	50,000	00
Pittsburgh grain elevator stock, (no value,)	8,750	00
F. M. Hutchinson, treasurer, (in securities, some valueless,)	12,000	00
Trustees of sinking fund, first and second mortgage bonds,	2,157,755	36
11 bonds, Lawrence R. R. Co.,	11,000	00
30 bonds, New Jersey Stock Yards and Transportation Company, Nos. 1 to 30, \$500 each, (no value,)	15,000	00
30 bonds, New Jersey Stock Yards and Transportation Company, Nos. 211 to 240, \$500 each, (no value,)	15,000	00
30 shares stock, Union Stock Yards and Transit Company, \$100 each, (no value,)	3,000	00
	\$40,960,934	62
CR.		
Capital stock,	\$25,218,585	71
Funded debt,	13,510,000	00
Sundry coupons not presented,	17,937	50
Dividends not called for,	13,221	00
Miscellaneous items,	136,009	84
Balance to credit of income account,	2,065,190	47
	\$40,960,934	62

Express Companies.

See lessee report.

Transportation Companies

See lessee report.

Sleeping Cars.

See lessee report.

U. S. Mail.

See lessee report.

Stock and Dividends.

Amount of common stock now outstanding, \$25,218,585 71
 Rate and date of all cash dividends on stock of original and consolidated companies: One and three quarters per cent., quarterly—March, June, September, and December 31.

Number and per cent. of dividends, 4@7 per annm.
 Amount paid in dividends, 1,757,763 25
 Paid to sinking fund, 104,100 00

Accidents to Persons.

See lessee report.

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

Personally appeared before me, Louis H. Meyer, president *pro tem.*, and F. M. Hutchinson, treasurer of the Pittsburgh, Fort Wayne and Chicago Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1877, according to the best of their knowledge and belief.

(Signed) L. H. MEYER, *President pro tem.*
 F. M. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, this thirteenth day of February, A. D. 1878, by F. M. Hutchinson, secretary and treasurer. Witness my hand and official seal.

WILLIAM F. ROBB, *Notary Public.*

PHILADELPHIA, NEWTOWN AND NEW YORK.

PHILADELPHIA, *June 8, 1878.*

Honorable Wm. McCANDLESS,

Secretary of Internal Affairs:

DEAR SIR: I have received a blank from your office, for the purpose of making out an annual report of the operation of the Philadelphia, Newtown and New York Railroad Company for the year 1877.

I have the honor to report, that this road was completed from Philadelphia to Newtown on the 2d of February, 1878, and on the 6th of May, 1878, we elected our officers.

The equipment, since the road was opened, (February 4, 1878,) has been furnished by the Pennsylvania Railroad Company, under a special contract.

Very respectfully yours,

H. G. SICKEL, *President.*

SPRING BROOK.

Officers.

NAMES.		Residence.	Salary.
E. Phinny,	President,	Scranton,	None.
S. H. Hicks,	Secretary and Treasurer,	Scranton,	None.
E. N. Willard,	General Solicitor,	Scranton,	None.

n, Pa.

Names of Directors.

Residences.

E. Phinny,	Scranton, Pa.
B. F. Fillmore,	Scranton, Pa.
E. N. Willard,	Scranton, Pa.
George Coray,	Pittston, Pa.
R. T. McCabe,	New York.

Capital Stock.

Capital stock authorized by law, with right to increase,	\$25,000	00
Capital stock, amount subscribed,	37,800	00
Capital stock, paid in by last report,	37,800	00
Capital stock, total amount now paid in,	37,800	00
Capital stock, number of shares issued, 1,512		
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year, No sales.		

Debt.

Funded Debt.		
First mortgage bonds, (10 per cent., to be paid annually,) amount,	\$14,625	00
Total amount now of funded debt,	\$14,625	00
Floating Debt.		
The amount now of floating debt,	7,173	00
Total amount now of floating and funded debt,	\$21,798	00
Funded debt as per last report, \$15,000		
Floating debt as per last report, 6,500		

Cost.

Total cost of entire road to date,	\$55,992	00
Total cost of entire equipment,	3,897	00

Characteristics of Road.

Main Line.	
Length of main line, from Moosic to Woods,	8½ miles.
Branches.	
Rattlesnake branch, from Rattlesnake to Falls, (single track,)	¼ mile.
Aggregate length of main line and branches,	8¾ miles.
Gauge.	
What is the gauge of your lines,	4 feet 3 inches.
Track.	
Miles of iron rail in use,	8¾ miles.
Weight of rail per yard: Iron,	25 lbs.
Number of bridges and trestles on whole line,	6
Wooden bridges, aggregate length,	400 feet.
What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pennsylvania Coal Company, near Moosic, above grade.	
Number of crossing of highways, at grade, in this Commonwealth,	

Stations.

Number of wood and water stations on main road, 1

How is track laid, and on what foundation? On cross-ties, dirt, and stone ballast.

Equipment.

Number of locomotives of five tons weight, 1

Number of cars: Trucks, 16 pairs.

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by freight trains, (estimated,) 9,000

Average rate of speed adopted by freight trains, including stops, (miles per hour,) 4

Monthly Statement of Passengers, (all classes,) carried in Cars.

None.

The amount of Freight, specifying the quantity in tons of 2,000 pounds.

Merchandise and manufactures, (estimated,) 120 tons.

Lumber and bark, (estimated,) 7,500 tons.

The Rate per Ton (of 2,000 pounds) per mile Charged for Freight.

Special rate.

Monthly Earnings for the Year.

From Transportation of Passengers.

No details.

From Transportation of Freight.

No details.

From all other Sources.

Total earnings for the year, \$6,800

Expenditures Charged to Cost of Road and Equipment during the Year.

No details kept.

Expenditures for Operating during the Year.

No details kept.

Miscellaneous.

No details kept.

Earnings.

Total earnings, \$6,800

Expenses.

Total operating expenses, \$5,760

Net earnings, \$1,040

General Balance Sheet, January 1, 1877.

No details.

Express Companies.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c. None.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? None.

No Transportation Companies.

No Sleeping Cars.

U. S. Mail.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? None.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

Accidents to Persons.

None.

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

Personally appeared before me, Samuel H. Hicks, secretary of the Springbrook Railroad Company, who, being duly sworn, do depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for December 31, A. D. 1877, according to the best of his knowledge and belief.

(Signed)

S. H. HICKS, *Sec'y and Treas.*

Sworn and subscribed before me, this 28th day of March, A. D. 1878.

HAROLD LEACH, *Notary Public.*