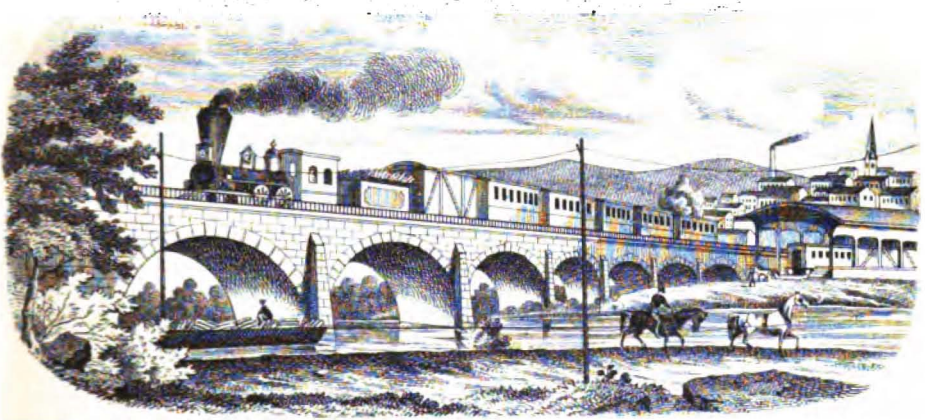


**ANNUAL REPORT**  
OF THE  
**Secretary of Historical Affairs**  
OF THE  
**COMMONWEALTH OF PENNSYLVANIA**



PART IV.  
**RAILROAD, CANAL, NAVIGATION AND**  
**TELEGRAPH COMPANIES**  
FOR THE  
**YEAR 1878.**

HARRISBURG  
LANE S. HART,  
STATE PRINTER & BINDER.  
1879.

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*A.442*

ANNUAL REPORT  
 OF THE  
 SECRETARY OF INTERNAL AFFAIRS.

PART IV.

RAILROAD, CANAL, NAVIGATION, AND TELEGRAPH COMPANIES.

FOR THE YEAR 1878.

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## COMMUNICATION.

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DEPARTMENT OF INTERNAL AFFAIRS,  
HARRISBURG, *February 14, 1879.*

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

**GENTLEMEN:** In compliance with the act of the General Assembly, entitled *An act requiring railroad, canal, navigation, and telegraph companies to make uniform reports, etc.*, approved the 9th day of April, 1870, I transmit herewith a list of those corporations which have, in accordance with said act, the provisions of the Constitution, (article seventeen, section eleven,) and of the act of the 15th day of May, 1874, (*Pamphlet Laws, page 193, section two.*) filed in this department annual reports for the year 1878, according to the form prescribed. (List marked A.)

The attention of the General Assembly is called to the fact, that a number of corporations refused to make reports according to the prescribed form for the year 1877, and that up to this date, the reports have not been received. Following my convictions of duty in the premises, on the 6th day of July, 1878, I transmitted to Honorable George Lear, Attorney General, a list of these delinquent corporations, accompanied with a letter in which I respectfully requested him to at once institute such proceedings against these corporations as he might deem proper to enforce the penalty incurred by their neglect to make reports as is prescribed in the acts referred to

A great number of companies are to be commended for their promptness in forwarding their reports, and for full and explicit answers to the interrogatories propounded. Many are tardy, and thus prevent the printing of the report as early as is desirable.

It was evidently the intention of the legislation in the several acts passed from time to time, beginning with that of the 4th day of April, 1859, requiring railroad, canal, navigation, and telegraph companies to make uniform reports to a department of the State government, to collate and disseminate among the people, reliable information relative to the operations and affairs of these corporations. It is therefore important that the State report should be full and complete in every particular, otherwise, if any lines of improvement are omitted, its value is much impaired. The blank form used in 1861, when the number of steam and passenger roads

reporting, was thirty-seven of the former, and seventeen of the latter, representing a paid capital of less than eighty-seven millions dollars, was used practically unchanged annually to and including the year 1876, when the numbers of the corporations reporting were as follows :

	<i>Paid up capital.</i>
133 railroad companies, . . . . .	\$451,733,293 05
39 passenger railway companies, . . . . .	7,406,132 05
9 canal navigation companies, . . . . .	46,575,275 00
8 telegraph companies, . . . . .	44,568,710 00
<hr/>	
189 corporations with, . . . . .	<u>\$550,283,410 10</u>

In 1877, profiting by the experience of preceding years, the form was changed so as to adapt it to the vastly increased importance of the interests involved, as well as to conform to the Constitution of 1873, and subsequent legislation. A few corporations refused to answer a number of the interrogatories propounded, and their reports were accordingly rejected.

The penalty prescribed for the neglect or refusal to make these reports should be promptly enforced, or if the corporations, creatures of the Commonwealth as they are, are to decide what information they will impart to this Department, and what withhold, it would be a measure of economy to repeal all laws on this subject, and thus save the cost of printing and distributing a voluminous report.

I have the honor to be, gentlemen,  
Your obedient servant,

WM. McCANDLESS,  
*Secretary of Internal Affairs.*

## SUPPLEMENTAL COMMUNICATION.

---

DEPARTMENT OF INTERNAL AFFAIRS,  
HARRISBURG, *May 6, 1879.*

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

GENTLEMEN: Since the date of my last official communication, and during the composition of the accompanying report by the State Printer, several corporations have filed their returns, for the year 1878, in this Department. These returns have been inserted in the report. This volume then contains the returns of all the railroad, canal, navigation, and telegraph companies that have, up to this date, in compliance with the law, made returns for the year 1878, according to the prescribed forms.

It will be noted that for 1878, as 1877, there is a number of delinquents. Those for 1877 were reported by me to the Attorney General in an official communication, dated the 6th day of July, 1878, in which I requested that he would, at once, institute such proceedings against them as he might deem proper, to enforce the penalty incurred by their neglect. I am not aware that any action has been taken against these delinquents.

This Department is compelled, a second time, to issue its annual report with the omission of many of the important lines of public improvements, because the officers of the corporations owning or controlling these lines have chosen to ignore the requirements of the Department and the plain provisions of the Constitution and acts of Assembly. To insure prompt compliance with the laws on the subject, or the effective enforcement of the penalty prescribed for neglect, the Secretary of Internal Affairs should be authorized, independent of the Attorney General, or in conjunction with that officer, to institute such proceedings as may be necessary.

I am, gentlemen,

Your obedient servant,

WM. McCANDLESS,  
*Secretary of Internal Affairs.*

## 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 :*

Railroads Operated by Steam.		Report filed.
Name of Company.		
Allegheny Valley, . . . . .		March 19, 1879
Allentown, . . . . .		Jan. 31, 1879
Atlantic and Great Western, . . . . .		Jan. 2, 1879
Bachman Valley, . . . . .		Jan. 31, 1879
Bald Eagle Valley, (lessor's report,) . . . . .		Jan. 8, 1879
Bardlay Coal, . . . . .		Jan. 25, 1879
Bellefonte and Snow Shoe, . . . . .		Jan. 22, 1879
Bell's Gap, . . . . .		Jan. 7, 1879
Berlin Branch, . . . . .		Jan. 31, 1879
Buffalo, New York, and Philadelphia, . . . . .		Feb. 4, 1879
Buffalo Valley, . . . . .		Jan. 27, 1879
Catasauqua and Foglesville, . . . . .		Jan. 24, 1879
Catawissa, . . . . .		Jan. 29, 1879
Chartiers, (by lessee,) . . . . .		Feb. 4, 1879
Chester Creek, . . . . .		Jan. 7, 1879
Chester and Delaware River, . . . . .		Jan. 31, 1879
Chester Valley, . . . . .		Dec. 13, 1878
Chestnut Hill, . . . . .		Jan. 14, 1879
Cleveland and Pittsburgh, (lessor,) . . . . .		March 12, 1879
Colebrookdale, . . . . .		Jan. 31, 1879
Corning, Cowanesque, and Antrim, . . . . .		Jan. 30, 1879
Corning, Cowanesque, and Antrim, (lessee,) . . . . .		Jan. 31, 1879
Cornwall, . . . . .		Jan. 29, 1879
Cumberland Valley, . . . . .		Feb. 17, 1879
Danville and Riverside, . . . . .		Jan. 27, 1879
Delaware Western, . . . . .		Jan. 31, 1879
Delaware and Hudson, . . . . .		Jan. 15, 1879
Delaware, Lackawanna, and Western, . . . . .		Feb. 14, 1879
Dillsburg and Mechanicsburg, . . . . .		Feb. 17, 1879
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .		Jan. 9, 1879
East Broad Top Coal, . . . . .		Jan. 30, 1879
East Mahanoy, . . . . .		Jan. 31, 1879
East Pennsylvania, . . . . .		Jan. 31, 1879
Elbensburg and Cresson, . . . . .		Jan. 10, 1879
Edgewood, . . . . .		Jan. 30, 1879
Elmira and Williamsport, . . . . .		Jan. 4, 1879
Emlenton, Shippensburg, and Clarion, . . . . .		March 12, 1879
Erie and Pittsburgh, . . . . .		Feb. 6, 1879
Erie and Pittsburgh, (lessee,) . . . . .		March 12, 1879
Fayette County, . . . . .		Jan. 29, 1879
Frankford and Holmesburg, . . . . .		Jan. 29, 1879
Foxburg, St. Petersburg, and Clarion, . . . . .		Feb. 17, 1879
Geneva, Hornellsville and Pine Creek, . . . . .		Jan. 18, 1879
Green Lick Narrow Gauge, . . . . .		Jan. 15, 1879
Hanover Junction, Hanover and Gettysburg, . . . . .		Jan. 31, 1879
Hanover Junction and Susquehanna, . . . . .		Dec. 10, 1878

Name of Company.	Report filed.
Hanover and York, . . . . .	Jan. 31, 1879
Harrisburg and Potomac, . . . . .	Jan. 31, 1879
Huntingdon and Broad Top Mountain, . . . . .	Feb. 4, 1879
Huntingdon, Franklin and Fulton, . . . . .	Jan. 28, 1879
Ironton, . . . . .	Jan. 31, 1879
Jamestown and Franklin, . . . . .	Feb. 27, 1879
Jefferson, . . . . .	Jan. 2, 1879
Junction, . . . . .	Jan. 31, 1879
Jersey Shore, Pine Creek and Buffalo, . . . . .	Jan. 30, 1879
Lake Shore and Michigan Southern, . . . . .	Feb. 27, 1879
Lancaster and Reading Narrow Gauge, . . . . .	Feb. 6, 1879
Lawrenceville and Evergreen, . . . . .	March 24, 1879
Lehigh and Eastern, . . . . .	Jan. 30, 1879
Lehigh and Lackawanna, . . . . .	Feb. 25, 1879
Lehigh and Susquehanna, . . . . .	Feb. 25, 1879
Ligonier Valley, . . . . .	Feb. 6, 1879
Little Saw Mill Run, . . . . .	Jan. 31, 1879
Little Schuylkill Navigation, . . . . .	Dec. 13, 1878
Littlestown, . . . . .	Jan. 31, 1879
Lykens Valley Railroad and Coal Company, . . . . .	Jan. 14, 1879
Lykens Valley Railroad and Coal Company, lessee, . . . . .	Jan. 30, 1879
Maryland and Delaware River, . . . . .	Jan. 2, 1879
Mill Creek and Mine Hill Navigation and Railroad Company, . . . . .	Jan. 3, 1879
McKean and Buffalo, . . . . .	Feb. 6, 1879
Mine Hill and Schuylkill Haven, . . . . .	Jan. 28, 1879
Monongahela Inclined Plane, . . . . .	Jan. 31, 1879
Montrose, . . . . .	Jan. 27, 1879
Mount Carbon and Port Carbon, . . . . .	Jan. 3, 1879
Mount Oliver Inclined Plane, . . . . .	Jan. 11, 1879
Mount Pleasant and Broad Ford, . . . . .	Feb. 1, 1879
Mont Alto, . . . . .	Feb. 13, 1879
Muncy Creek, . . . . .	March 26, 1879
New Castle Railroad and Mining Company, . . . . .	Jan. 29, 1879
New Castle and Beaver Valley, (lessee's report,) . . . . .	March 12, 1879
New Castle and Beaver Valley, . . . . .	Jan. 7, 1879
New Castle and Franklin, . . . . .	Feb. 24, 1879
Newry, . . . . .	Jan. 9, 1879
Nesquehoning Valley, . . . . .	Feb. 25, 1879
North-East Pennsylvania, . . . . .	Jan. 30, 1879
North Pennsylvania, . . . . .	Jan. 30, 1879
Peach Bottom, . . . . .	Feb. 7, 1879
Pennsylvania Company, . . . . .	March 12, 1879
Pennsylvania and Erie Coal and Railway, . . . . .	Dec. 21, 1878
Pennsylvania Coal, . . . . .	Jan. 30, 1879
Pennsylvania Inland, . . . . .	Feb. 3, 1879
Pennsylvania and Western, . . . . .	Dec. 28, 1878
Peoples, . . . . .	Dec. 20, 1878
Perkiomen, . . . . .	Jan. 31, 1879
Philadelphia and Baltimore Central, . . . . .	Feb. 12, 1879
Philadelphia, Germantown and Norristown, . . . . .	Jan. 14, 1879
Philadelphia and Reading, . . . . .	Jan. 31, 1879
Philadelphia, Wilmington and Baltimore, . . . . .	Feb. 11, 1879
Pickering Valley, . . . . .	Jan. 31, 1879
Pittsburgh and Castle Shannon, . . . . .	March 4, 1879
Pittsburgh and Connellsville, . . . . .	Jan. 31, 1879
Pittsburgh, Fort Wayne and Chicago, (lessee's report,) . . . . .	March 12, 1879

Name of Company.	Report filed.
Pittsburgh, Fort Wayne and Chicago, . . . . .	Feb. 3, 1879
Plymouth, . . . . .	Jan. 14, 1879
Point Breeze, . . . . .	Jan. 28, 1879
Pittsburgh, Titusville and Buffalo, . . . . .	Feb. 12, 1879
Reading and Columbia, . . . . .	Jan. 31, 1879
Salisbury, . . . . .	Jan. 23, 1879
Selinsgrove and North Branch, . . . . .	Jan. 28, 1879
Schuylkill Valley Navigation and Railroad Company, . . . . .	Jan. 3, 1879
Sharon, . . . . .	Jan. 29, 1879
South Pennsylvania, . . . . .	Nov. 27, 1878
Southside, . . . . .	March 10, 1879
Southern Pennsylvania Railway and Mining Company, . . . . .	Feb. 17, 1879
State Line and Sullivan, . . . . .	Jan. 22, 1879
Stony Creek, . . . . .	Jan. 30, 1879
Stroudsburg and Bethlehem, . . . . .	Jan. 8, 1879
Summit Branch, . . . . .	Jan. 30, 1879
Tioga, . . . . .	Feb. 4, 1879
Tresckow, . . . . .	Feb. 25, 1879
Waynesburg and Washington, . . . . .	Feb. 13, 1879
West Chester, . . . . .	Jan. 13, 1875
West Chester and Philadelphia, . . . . .	Dec. 15, 1878
West Chester and Phoenixville, . . . . .	March 29, 1879
Western Maryland, . . . . .	Feb. 18, 1879
Wheeling, Pittsburgh, and Baltimore, . . . . .	Jan. 31, 1879
Wilcox and Howard Hill Improvement Company, . . . . .	Jan. 10, 1879
Wilmington and Northern, . . . . .	Jan. 30, 1879

*Passenger Railways :*

Allentown, . . . . .	Dec. 20, 1878
Central, (Reading,) . . . . .	Feb. 5, 1879
Citizens', (Philadelphia,) . . . . .	Jan. 27, 1879
Citizens', (Pittsburgh,) . . . . .	Dec. 30, 1878
Coalville, . . . . .	Feb. 21, 1879
Continental, . . . . .	Feb. 10, 1879
Easton and South Easton, . . . . .	Jan. 30, 1879
Empire, . . . . .	Jan. 28, 1879
Erie City, . . . . .	Feb. 17, 1879
Federal Street and Pleasant Valley, . . . . .	Jan. 22, 1879
Frankford and Southwark, . . . . .	Dec. 27, 1878
Germantown, . . . . .	Jan. 29, 1879
Green and Coates Streets, . . . . .	Jan. 31, 1879
Harrisburg City, . . . . .	Jan. 16, 1879
Hestonville, Mantua, and Fairmount, . . . . .	April 1, 1879
Lombard and South Streets, . . . . .	Jan. 7, 1879
Manayunk and Roxborough Inclined Plane, . . . . .	Jan. 27, 1879
Peoples', (Scranton,) . . . . .	Dec. 14, 1878
Peoples', (Philadelphia,) . . . . .	Jan. 31, 1879
Philadelphia City, . . . . .	Jan. 29, 1879
Philadelphia and Darby, . . . . .	Jan. 29, 1879
Philadelphia and Gray's Ferry, . . . . .	Jan. 29, 1879
Pittsburgh, Allegheny, and Manchester, . . . . .	Dec. 19, 1878
Pittsburgh and Birmingham, . . . . .	Dec. 31, 1878
Pittsburgh, Oakland, and East Liberty, . . . . .	Jan. 30, 1879
Pittston, . . . . .	Jan. 27, 1879
Ridge Avenue, . . . . .	Feb. 1, 1879
Reading City, . . . . .	Feb. 13, 1879

Name of Company.	Report filed.
Schuylkill River, . . . . .	Jan. 29, 1879
Second and Third Streets, . . . . .	Feb. 1, 1879
Seventeenth and Nineteenth Streets, . . . . .	Jan. 23, 1879
South Side, . . . . .	Feb. 10, 1879
Stroudsburg, . . . . .	Feb. 22, 1879
Thirteenth and Fifteenth Streets, . . . . .	Jan. 24, 1879
Union, (Philadelphia,) . . . . .	Jan. 24, 1879
West Philadelphia, . . . . .	Jan. 29, 1879
Wilkes-Barre and Kingston, . . . . .	Jan. 14, 1879
Williamsport, . . . . .	Jan. 23, 1879

*Canal Companies :*

Delaware Division, . . . . .	Jan. 15, 1879
Delaware and Hudson, . . . . .	Feb. 12, 1879
Lehigh Coal and Navigation, . . . . .	Feb. 20, 1879
Monongahela Navigation, . . . . .	Jan. 30, 1879
Muncy, . . . . .	Jan. 16, 1879
Pennsylvania, . . . . .	Jan. 16, 1879
Schuylkill Navigation, . . . . .	Feb. 1, 1879
Schuylkill Navigation, (lessee,) . . . . .	Jan. 31, 1879
Susquehanna, . . . . .	Jan. 24, 1879
Susquehanna, (lessee,) . . . . .	Jan. 31, 1879
Union, . . . . .	Jan. 31, 1879

*Telegraph Companies :*

American District, . . . . .	Feb. 1, 1879
Atlantic and Ohio, . . . . .	Feb. 3, 1879
Pacific and Atlantic, . . . . .	Feb. 3, 1879
Philadelphia Local, . . . . .	Jan. 24, 1879
Philadelphia, Reading and Pottsville, . . . . .	Jan. 31, 1879
Rockhill, . . . . .	Jan. 30, 1879
Western Union, . . . . .	March 1, 1879

## LIST OF THE CORPORATIONS

*Furnished with blanks to contain a statement of their operations and affairs for the year 1878, that failed to make returns according to the prescribed form, on or before the 31st day of January, 1879, as is required by law, and which had not filed such return up to the 30th day of April, 1879.*

NAME OF COMPANY.	OPERATED BY
Bald Eagle Valley, (lessee's report,) . . . . .	Penna. R. R. Co.
Barclay, . . . . .	Barclay Coal Company.
Bedford and Bridgeport, . . . . .	Penna. R. R. Co.
Chartiers, (lessor's report.) . . . . .	
Cleveland and Pittsburgh, (lessee's report,) . . . . .	Penna. Company.
Columbia and Port Deposit, . . . . .	Penna. R. R. Co.
Connecting, . . . . .	Penna. R. R. Co.
Connoquenessing, . . . . .	
Danville, Hazleton and Wilkes-Barre, . . . . .	Penna. R. R. Co.
Delaware River and Lancaster, . . . . .	

NAME OF COMPANY.	OPERATED BY
East Brandywine and Waynesburg, . . . . .	Penna. R. R. Co.
Ebensburg and Cresson, (lessee's report,) . . . . .	Penna. R. R. Co.
Elmira and Williamsport, (lessee's report,) . . . . .	Penna. R. R. Co.
Erie.	
Harrisburg, Portsmouth, Mt. Joy and Lancaster, . . . . .	Penna. R. R. Co.
Karns City and Butler.	
Lawrence.	
Lewisburg Centre and Spruce Creek, . . . . .	Penna. R. R. Co.
Lehigh Valley.	
Mifflin and Centre County, . . . . .	Penna. R. R. Co.
Newry, (lessee,) . . . . .	Penna. R. R. Co.
Northern Central, . . . . .	Penna. R. R. Co.
Olean, Bradford and Warren.	
Parker and Karns City.	
Pennsylvania, . . . . .	Penna. R. R. Co.
Pennsylvania and Delaware, . . . . .	Penna. R. R. Co.
Pennsylvania and New York Canal and Railway.	
Philadelphia and Chester County.	
Philadelphia and Erie, . . . . .	Penna. R. R. Co.
Philadelphia and Merion.	
Philadelphia, Newtown and New York.	
Philadelphia and Trenton, . . . . .	Penna. R. R. Co.
Pittsburgh, Cincinnati and St. Louis.	
Pittsburgh, Virginia and Charleston.	
Salisbury and Baltimore Railroad and Coal.	
Shamokin Valley and Pottsville, . . . . .	Penna. R. R. Co.
Shenango Valley and Alliance.	
Shenango and Allegheny.	
Somerset and Mineral Point.	
South-West Pennsylvania, . . . . .	Penna. R. R. Co.
South Mountain Railway and Mining Company.	
South Mountain.	
Spring Brook.	
Sunbury and Lewistown, . . . . .	Penna. R. R. Co.
Tyrone and Clearfield, . . . . .	Penna. R. R. Co.
Western Pennsylvania, . . . . .	Penna. R. R. Co.
Wilmington and Reading.	

*Telegraph Company :*

Erie county.

*Passenger Railways :*

Union, (Warren.)  
 Central, (Pittsburgh.)  
 Riverside Horse.



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**TABULATED RESULTS**

**COMPILED FROM TELEGRAPH REPORTS.**

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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	\$29,781	10	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				
Philadelphia, Reading and Pottsville, . . . . .	50,000	00	20,000	00	20,000	00	209,636	04	6 per ct.	
Rockhill, . . . . .	3,000	00	300	00	300	00	4,204	48		
Western Union, . . . . .	41,073,410	00	41,073,410	00	41,073,410	00	6,264,514	00	6 and 7	5 per ct.
Total, . . . . .	\$44,201,410	00	\$44,543,710	00	\$44,547,700	00	\$6,508,135	62		

B RAILROAD REPORT.

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 and operating entire line.			No. of persons employed in and 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, . . . . .	\$99,585	82	..	..	18	..	1,984	1,984	250	..	250	..	250	182,531	182,531	468,887	468,887	
Philadelphia Local, . . . . .	400,000	00	..	225	138	138	370	370	80	40	120	40	120	380,000	380,000	823,000	823,000	
Philadelphia, Reading and Pottsville, . . . . .	225,538	71	101	101	308	308	825	825	448	5	453	448	453	148,417	148,417	148,417	148,417	
Rockhill, . . . . .	4,204	48	80	80	4	4	4	4	4	..	4	..	4	340	340	840	840	
Western Union, . . . . .	..	..	81,500	5,500	8,100	750	14,000	..	..	..	11,000	..	..	25,000,000	..	25,000,000	..	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	

TABLE C.—Expenses and Receipts.

NAME OF COMPANY.	Gross expenses, entire line.		Gross expenses in Penna.		Gross receipts, entire line.		Gross receipts in Penna.	
American District, . . . . .	\$97,841	85	\$97,841	85	\$129,532	28	\$129,532	28
Philadelphia Local, . . . . .	148,153	46	148,153	46	148,153	46	148,153	46
Philadelphia, Reading and Pottsville, . . . . .	42,597	64	42,597	64	55,246	25	55,246	25
Western Union, . . . . .	5,855,030	87	..	..	9,709,595	39	..	..
Total, . . . . .	\$6,143,623	82	\$288,592	95	\$10,042,467	38	\$332,931	99

**COMPARATIVE STATEMENT of Capital Stock paid in for Five Years.**

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
	Atlantic and Ohio, American District, . . . . .	\$650,000	00	\$650,000	00	\$650,000	00	\$650,000	00	\$650,000
Erie County, . . . . .	400,000	00	400,000	00	400,000	00	400,000	00	400,000	00
Pacific and Atlantic, Philadelphia Local, . . . . .	25,000	00	25,000	00	25,000	00	25,000	00	25,000	00
Philadelphia, Reading and Pottsville, Rockhill, . . . . .	2,000,000	00	2,000,000	00	2,000,000	00	2,000,000	00	2,000,000	00
Western Union, . . . . .	400,000	00	400,000	00	400,000	00	400,000	00	400,000	00
	20,000	00	20,000	00	20,000	00	20,000	00	20,000	00
	300	00	300	00	3,000	00	3,000	00	300	00
<b>Total, . . . . .</b>	<b>41,074,700</b>	<b>00</b>	<b>41,074,700</b>	<b>00</b>	<b>41,074,700</b>	<b>00</b>	<b>41,074,700</b>	<b>00</b>	<b>41,073,410</b>	<b>00</b>

**COMPARATIVE STATEMENT of Floating and Funded Debt for Five Years.**

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
	American District, . . . . .	\$3,840	33	\$10,901	30	\$19,708	90	\$28,746	35	\$29,781
Pacific and Atlantic, Philadelphia, Reading and Pottsville, Rockhill, . . . . .	69,206	29	225,532	24	229,394	16	209,636	04	209,686	04
Western Union, . . . . .	192,374	26	4,204	48	4,204	48	4,204	48	4,204	48
	2,498	78	6,499,160	00	6,487,160	00	6,574,720	00	6,264,514	00
<b>Total, . . . . .</b>	<b>\$6,211,819</b>	<b>66</b>	<b>\$6,739,798</b>	<b>02</b>	<b>\$6,740,467</b>	<b>54</b>	<b>\$6,847,306</b>	<b>87</b>	<b>6,508,135</b>	<b>62</b>

**COMPARATIVE STATEMENT of Messages Received in Pennsylvania for Five Years.**

NAME OF COMPANY.	1874.	1875.	1876.	1877.	1878.
American District, . . . . .	65,087	162,717	135,639	170,207	468,887
Erie County, . . . . .	2,500	7,000	6,000		
Philadelphia Local, . . . . .	210,000	384,000	31,900	425,000	323,000
Philadelphia, Reading and Pottsville, . . . . .	154,768	160,323	183,917	166,972	143,417
Rockhill, . . . . .			397	329	340
Western Union, . . . . .		17,153,510			25,000,000
<b>Total, . . . . .</b>	<b>432,355</b>	<b>17,867,550</b>	<b>357,853</b>	<b>762,508</b>	<b>25,935,644</b>

**COMPARATIVE STATEMENT of Messages Sent in Pennsylvania for Five Years.**

NAME OF COMPANY.	1874.	1875.	1876.	1877.	1878.
American District, . . . . .		65,087		79,890	132,831
Erie County, . . . . .	2,500	7,000	6,000		
Philadelphia Local, . . . . .	300,000	384,000	322,000	485,000	360,000
Philadelphia, Reading and Pottsville, . . . . .	154,768	160,323	183,917	166,972	143,417
Rockhill, . . . . .			397	329	340
Western Union, . . . . .		17,153,510			
<b>Total, . . . . .</b>	<b>457,268</b>	<b>17,709,920</b>	<b>512,314</b>	<b>732,191</b>	<b>636,588</b>

LEG. DOC.]

SECRETARY OF INTERNAL AFFAIRS.

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**COMPARATIVE STATEMENT of Gross Receipts in Pennsylvania for Five Years.**

XX

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
American District, . . . . .	\$22,747	84	\$41,102	68	\$37,414	97	\$85,743	62	\$129,532	28
Erie County, . . . . .	1,398	18	1,904	32	1,214	09				
Philadelphia Local, . . . . .	150,458	14	157,133	99	166,587	21	203,102	30	148,153	46
Philadelphia, Reading and Pottsville, . . . . .	55,037	46	54,745	35	60,117	51	59,409	10	55,246	25
Western Union, . . . . .			9,564,574	60	10,034,983	66				
<b>Total, . . . . .</b>	<b>\$229,641</b>	<b>62</b>	<b>\$9,819,461</b>	<b>14</b>	<b>\$10,350,317</b>	<b>44</b>	<b>\$348,255</b>	<b>02</b>	<b>332,931</b>	<b>99</b>

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**COMPARATIVE STATEMENT of Gross Expenses in Pennsylvania for Five Years.**

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
American District, . . . . .			\$60,845	13	\$109,392	60	\$94,781	07	\$97,841	85
Erie County, . . . . .	\$1,398	72	1,762	08	1,195	37				
Philadelphia Local, . . . . .	147,526	88	157,133	99	166,587	21	203,102	30	148,153	46
Philadelphia, Reading and Pottsville, . . . . .	68,039	62	61,050	07	52,227	37	44,894	20	42,597	64
Western Union, . . . . .					6,635,473	69	6,514,596	91		
<b>Total, . . . . .</b>	<b>\$216,965</b>	<b>22</b>	<b>\$280,791</b>	<b>27</b>	<b>\$6,964,862</b>	<b>24</b>	<b>\$6,857,364</b>	<b>48</b>	<b>288,592</b>	<b>95</b>

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**TABULATED RESULTS**

**COMPILED FROM CANAL REPORTS.**

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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 Division, . . . . .	\$2,400,000	00	\$1,633,350	00	\$800,000	00			\$800,000	00
Delaware and Hudson, . . . . .			20,000,000	00	18,333,000	00			18,333,000	00
Lehigh Coal and Navigation, . . . . .	11,193,550	00	11,193,500	00	14,848,274	84			14,848,274	84
Monongahela Navigation, . . . . .	Unlimited.		1,004,500	00	103,000	00			103,000	00
Muncy, . . . . .			2,625	00						
Pennsylvania, . . . . .	5,000,000	00	4,485,765	00	2,980,000	00			2,980,000	00
Schuylkill Navigation, . . . . .	Unlimited.		4,084,086	00	8,553,872	36	148,612	81	8,702,485	17
Susquehanna, . . . . .	Unlimited.		2,002,746	00	2,897,310	58	50,882	68	2,948,173	26
Union, . . . . .	2,907,850	00	2,907,850	00	3,000,000	00	69,000	00	3,069,000	00
Total, . . . . .	\$21,501,400	00	\$47,314,416	00	\$51,515,457	78	\$268,475	49	\$51,783,933	27



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.		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.	
	Dollars.	Cents.			Feet.	Feet.									Feet.	Dollars.
Delaware Division, . . . . .	\$2,433,350	00	60.00	..	44	26	6	4	33	..	38	..	..	..	\$5,000	00
Delaware and Hudson . . . . .	6,837,534	78	108.00	..	48	32	6	..	132	2	136	40	3	852	51,962	83
Lehigh Coal and Navigation, . . . . .	4,455,000	00	48.00	1	100	45	6	5	57	1	10	9	53	282	200,000	00
Monongahela Navigation, . . . . .	1,115,452	00	85.00	..	..	..	6	..	12	6	..	6	85	..	23,095	00
Muncy, . . . . .	7,057	69	..75	..	45	25	4 $\frac{1}{2}$	1	..	..	2	..	..	..	..	..
Pennsylvania,* . . . . .	..	..	333.00	..	45 to 55	34	4 to 6	60	135	3	467	19	11 $\frac{3}{4}$	236	..	..
Schuylkill Navigation, . . . . .	12,669,695	86	108.23	..	60	40	6 $\frac{1}{2}$	19	71	..	121	31	48	..	..	..
Susquehanna, . . . . .	4,928,896	33	45.00	..	50	30	5 $\frac{1}{2}$	2	43	1	18	4	2	22	..	..
Union, . . . . .	5,907,850	00	77.64	1	43	28	4 $\frac{1}{2}$	6	93	2	78	16	5	..	15,000	00
Total, . . . . .	\$51,025,402	52	..	..	..	..	..	..	..	..	..	..	..	..	..	..

\* See Auditor General's Report, 1872.

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.				
Delaware Division,*		1,861,005	\$112,965	97	\$81,970	30	\$194,980	27	\$89,090	69	
Delaware and Hudson,		702,228	90,778	58	231,022	84	321,796	42	1,108,880	98	
Lehigh Coal and Navigation,		2,810,974					61,501	29	203,497	30	
Monongahela Navigation,		2,739		137			187	24	150	75	
Muncy,		668,706	668,706	124,240	83	27,456	68	151,697	71	289,008	73
Pennsylvania,	668,706	668,706	73,462	63	68,703	15	137,165	78	675,930	88	
Schuylkill Navigation,		348,600	52,991	00	15,057	59	68,078	59	71,950	20	
Susquehanna,		2,494	32,526	9,439	56	11,981	70	21,421	26	29,571	10
Union,											
Total,	671,200	6,799,526	\$464,010	81	\$431,222	46	\$956,734	56	\$2,418,104	13	

\* Paid by Lehigh Coal and Navigation Company.

TABLE D.—The Amount of Freight, Specifying the Quantity in Tons.

NAME OF COMPANY.	Lumber.	COAL.		IRON.		Other iron or castings.	Iron and other ores.	Lime and limestone.	Agricultural products.	Merchandise.	Other articles.
		Anthracte.	Bituminous.	Pig.	Railroad.						
Delaware and Hudson, . . .	25,328	1,180,698	304	. . . . .	. . . . .	2,485	. . . . .	7,012	1,235	103,949	39,994
Lehigh Coal and Navigation, . . .	26,950	464,058	254	29,837	. . . . .	1,652	64,239	75,643	14,949	3,761	20,884
Monongahela Navigation, . . .	. . . . .	. . . . .	2,657,563	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	137,740	20,671
Muncy, . . . . .	3	2,688	. . . . .	3	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	45
Pennsylvania, . . . . .	133,792	438,821	21,075	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	75,017
Schuylkill Navigation, . . .	16,869	772,484	803	3,297	70	54	16,098	50,012	912	4,865	1,324
Susquehanna, . . . . .	49,007	254,322	83	3,085	3,340	134	3,339	13,701	15,569	1,146	4,334
Union, . . . . .	7,459	14,430	42	. . . . .	. . . . .	. . . . .	. . . . .	9,992	240	31	305
Total, . . . . .	259,408	3,127,501	2,680,124	36,222	3,410	4,325	83,676	156,360	32,905	251,492	163,074

**COMPARATIVE STATEMENT FOR FIVE YEARS.—Amount of Capital Stock Paid In.**

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ANNUAL REPORT OF THE

[No. 26,

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Delaware and Hudson, . . . . .	\$20,000,000	00	\$20,000,000	00	\$20,000,000	00	\$20,000,000	00	\$20,000,000	00
Delaware Division, . . . . .	1,033,350	00	1,033,350	00	1,033,350	00	1,033,350	00	1,033,350	00
Lehigh Coal and Navigation, . . . . .	9,949,900	00	10,248,550	00	10,448,550	00	11,193,550	00	11,193,500	00
Monongahela Navigation, . . . . .	1,004,300	00	1,004,300	00	1,004,300	00	1,004,400	00	1,004,500	00
Muncy, . . . . .	2,025	00	2,025	00	2,025	00	2,025	00	2,025	00
Pennsylvania, . . . . .	4,477,700	00	4,477,400	00	4,485,705	00	4,485,705	00	4,485,705	00
Schuylkill Navigation, . . . . .	4,129,189	00	4,105,398	00	4,090,980	00	4,085,130	00	4,084,008	00
Susquehanna, . . . . .	2,002,700	00	2,002,700	00	2,002,740	00	2,002,740	00	2,002,740	00
Union, . . . . .	2,907,850	00	2,907,850	00	2,907,850	00	2,907,850	00	2,907,850	00
<b>Total, . . . . .</b>	<b>\$46,107,029</b>	<b>00</b>	<b>\$46,382,479</b>	<b>00</b>	<b>\$46,575,275</b>	<b>00</b>	<b>\$47,315,422</b>	<b>00</b>	<b>\$47,314,394</b>	<b>00</b>

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

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Delaware and Hudson, . . . . .	\$14,237,700	00	\$15,116,000	00	\$15,116,000	00	\$17,010,500	00	\$18,333,000	00
Delaware Division, . . . . .	800,000	00	800,000	00	800,000	00	800,000	00	800,000	00
Lehigh Coal and Navigation, . . . . .	15,070,170	02	14,825,792	77	14,810,792	77	14,779,140	84	14,848,274	84
Monongahela Navigation, . . . . .	110,273	17	108,778	17	122,778	17	103,000	00	103,000	00
Pennsylvania, . . . . .	3,147,750	85	3,090,000	00	3,090,000	00	2,995,000	00	2,980,000	00
Schuylkill Navigation, . . . . .	8,758,575	20	8,752,337	65	8,755,172	81	8,718,147	87	8,702,485	17
Susquehanna, . . . . .	2,920,397	88	2,924,093	81	2,927,753	25	2,919,093	91	2,948,173	20
Union, . . . . .	3,055,000	00	3,059,900	00	3,062,500	00	3,002,500	00	3,009,000	00
<b>Total, . . . . .</b>	<b>\$48,070,497</b>	<b>40</b>	<b>\$48,690,991</b>	<b>50</b>	<b>\$50,387,375</b>	<b>12</b>	<b>\$51,788,938</b>	<b>27</b>	<b>\$51,788,938</b>	<b>27</b>

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

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Delaware and Hudson, . . . . .	\$6,843,910	76	\$6,686,848	86	\$6,689,210	49	\$6,822,134	78	\$6,837,534	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	7,455,000	00	7,455,000	00	4,455,000	00
Monongahela Navigation, . . . . .	1,151,904	00	1,151,904	00	1,152,904	00	1,151,904	00	1,115,452	00
Muncy, . . . . .	6,863	64	6,875	18	6,900	00	6,920	45	7,057	69
Pennsylvania, . . . . .	12,758,715	86	12,729,905	86	12,675,605	86	12,670,655	86	12,670,655	86
Schuylkill Navigation, . . . . .	4,714,143	88	4,677,511	46	4,928,896	33	4,928,896	33	12,669,605	86
Susquehanna, . . . . .									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
<b>Total, . . . . .</b>			<b>\$36,593,744</b>	<b>86</b>	<b>\$41,249,716</b>	<b>68</b>	<b>\$41,376,711</b>	<b>42</b>	<b>\$51,025,402</b>	<b>52</b>

**COMPARATIVE STATEMENT FOR FIVE YEARS.—Gross Amount of Tonnage.**

NAME OF COMPANY.	1874.	1875.	1876.	1877.	1878.
Delaware and Hudson, . . . . .	1,707,143	1,778,094	1,307,993	1,293,881	1,361,005
Lehigh Coal and Navigation, . . . . .	1,179,241	975,196	975,247	599,906	702,228
Monongahela Navigation, . . . . .	2,625,973	291,270			2,816,974
Muncy, . . . . .	3,625	3,347		3,623	2,739
Pennsylvania, . . . . .	871,358	781,707	880,652	772,189	668,706
Schuylkill Navigation, . . . . .	1,040,995	979,810	886,380	1,040,453	866,788
Susquehanna, . . . . .	420,156	430,846	484,317	433,734	348,560
Union, . . . . .	77,352	58,495	46,500	41,962	32,526
<b>Total, . . . . .</b>	<b>7,925,883</b>	<b>5,280,765</b>	<b>4,581,089</b>	<b>4,185,748</b>	<b>6,799,526</b>

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

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Delaware and Hudson, . . . . .	\$306,097	42	\$302,073	46	\$221,673	43	\$184,635	50	\$194,930	27
Lehigh Coal and Navigation, . . . . .	202,547	84	186,744	28	158,575	56	98,644	25	321,796	42
Monongahela Navigation, . . . . .	77,502	03	80,487	82	22,873	13	70,949	12	61,501	29
Muncy, . . . . .	17	46			25	00	2,825	00	137	24
Pennsylvania, . . . . .	249,859	00	240,637	22	238,943	70	152,220	51	151,697	71
Schuylkill Navigation, . . . . .	231,043	10	197,791	84	138,574	81	122,555	37	137,165	78
Susquehanna, . . . . .	79,657	98	84,896	24	81,146	21	74,540	98	68,078	59
Union, . . . . .	33,165	92	29,684	25	20,722	68	21,697	19	21,421	26
Total, . . . . .	\$1,179,890	75	\$1,122,315	11	\$682,534	52	\$728,067	82	\$956,734	56

## COMPARATIVE STATEMENT FOR FIVE YEARS.—Receipts.

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Delaware and Hudson, . . . . .	\$66,593	86	\$67,933	46	\$41,936	98	\$44,313	14	\$39,099	69
Lehigh Coal and Navigation, . . . . .	609,759	62	484,753	31	375,859	42	146,169	54	1,108,890	98
Monongahela Navigation, . . . . .	216,709	92	196,576	99	214,724	18	227,990	03	203,497	30
Muncy, . . . . .	100	00	23,500	00	75	00	65	00	156	75
Pennsylvania, . . . . .	555,524	20	444,669	09	409,773	46	299,654	18	289,008	73
Schuylkill Navigation, . . . . .	705,647	40	737,659	65	560,017	41	549,755	64	675,930	38
Susquehanna, . . . . .	101,797	49	95,839	79	101,268	33	78,019	76	71,959	20
Union, . . . . .	33,602	06	31,596	43	29,616	62	29,677	88	29,571	10
Total, . . . . .	\$2,289,824	55	\$2,082,528	72	\$1,733,271	40	\$1,375,645	17	\$2,418,104	13

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**TABULATED RESULTS**

**COMPILED FROM PASSENGER RAILWAYS.**

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PASSENGER RAILWAY TABLE (A)—Stock and Debt.

XXX

ANNUAL REPORT OF THE

[No. 26,

NAME OF COMPANY.	Capital stock authorized by law.		Amount of stock subscribed.		Total amount now paid in of capital stock.		Total amount now of floating and funded debt.		Rate per cent. on funded debt.	Rate per cent. of dividend.
Allentown, . . . . .	Unlimited.		\$45,260	00	\$45,260	00	\$12,000	00	7	
Central, Reading, . . . . .	500,000	00	50,000	00	50,000	00	36,426	31	7	
Citizens', Philadelphia, . . . . .	500,000	00	500,000	00	192,500	00				10
Citizens', Pittsburgh, . . . . .	200,000	00	100,000	00	184,000	00	45,165	63	7	11
Coalville, . . . . .	50,000	00	62,675	00	62,675	00	21,754	73	8	
Continental, . . . . .	700,000	00	700,000	00	250,000	00	100,000	00	7	7
Easton and South Easton, . . . . .	75,000	00	29,562	50	29,562	50	7,500	00		
Empire, . . . . .	600,000	00	Unknown.		Unknown.		284,406	33	7	
Erie City, . . . . .	100,000	00	50,000	00	58,000	00				
Federal Street and Pleasant Valley, . . . . .	100,000	00	100,000	00	100,000	00	77,000	00	7 <sup>1</sup> / <sub>2</sub> and 6	7
Frankford and Southwark, . . . . .	75,000	00	60,000	00	60,000	00	102,000	00	7	10
Germantown, . . . . .	1,500,000	00	1,500,000	00	572,860	00	229,000	00	7	12
Green and Coates Street, Philadelphia, . . . . .	500,000	00	150,000	00	150,000	00	121,916	68	6	\$2 00 per share.
Harrisburg City, . . . . .	Unlimited.		41,150	00	41,150	00	1,818	75		
Lombard and South Street, . . . . .	500,000	00	325,000	00	195,000	00	62,500	00	7	
Manayunk and Roxborough Inclined Plane, . . . . .	100,000	00	58,475	00	58,475	00	3,000	00		
People's Street, Luzerne county, . . . . .	150,000	00	150,000	00	150,000	00	20,000	00	7	
People's, Philadelphia, . . . . .	500,000	00	292,325	00	93,544	00	129,210	00	7	
Philadelphia City, . . . . .	1,000,000	00	1,000,000	00	475,000	00	300,000	00	6 and 7	18 <sup>1</sup> / <sub>2</sub>
Philadelphia and Darby, . . . . .	1,000,000	00	200,000	00	200,000	00	100,000	00	7	
Philadelphia and Gray's Ferry, . . . . .	1,000,000	00	308,750	00	308,750	00	84,000	00		
Pittsburgh, Allegheny and Manchester, . . . . .	300,000	00	300,000	00	300,000	00	105,000	00	8	8
Pittsburgh and Birmingham, . . . . .	200,000	00	200,000	00	150,000	00	40,000	00	7 <sup>1</sup> / <sub>2</sub>	
Pittsburgh, Oakland and East Liberty, . . . . .	150,000	00	150,000	00	150,000	00	83,662	89	7	
Pittston, . . . . .	25,000	00	25,000	00	18,862	50	5,960	00	7	
Reading City, . . . . .	50,000	00	41,550	00	41,550	00	187	07		
Ridge Avenue, Philadelphia, . . . . .	750,000	00	420,000	00	420,000	00	58,400	00	6 and 7	14 <sup>1</sup> / <sub>2</sub>
Schuylkill River, . . . . .	500,000	00	500,000	00	50,000	00				50 cts. per share.
Second and Third Streets, . . . . .	1,060,200	00	1,060,200	00	771,076	25	9,800	00	7	10



Seventeenth and Nineteenth Streets, . . . . .	500,000	00	500,000	00	250,000	00	111,180	00	6 and 7	8
South Side, . . . . .	65,000	00	41,050	00	41,050	00	23,507	14	7 and 8	7
Stroudsburg, . . . . .	20,000	00	25,800	00	25,000	00				
Thirteenth and Fifteenth Streets, . . . . .	1,000,000	00	1,000,000	00	834,529	44	100,000	00	7	\$2 50 per share.
Union, Philadelphia, . . . . .	1,000,000	00	1,250,000	00	427,000	00	555,000	00	6 and 7	24
West Philadelphia, . . . . .	770,000	00	400,000	00	400,000	00	246,000	00	6	8
Wilkes-Barre and Kingston, . . . . .	100,000	00	100,000	00	100,000	00				
Williamsport, . . . . .	50,000	00	40,600	00	40,600	00	182	50		
<b>Total, . . . . .</b>	<b>\$15,220,200</b>	<b>00</b>	<b>\$11,877,197</b>	<b>50</b>	<b>\$6,794,544</b>	<b>69</b>	<b>\$3,026,078</b>	<b>03</b>		

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.	Number of car houses, shops, and stables.	Number of depots.	Number of first class passenger cars.	Number of second class passenger cars.	Number of other cars.	Number horses owned by the company.	Value of real estate held exclusive of roadway.	
Allentown, . . . . .	\$36,304	13	3.44	4.8	19	2	1	2	4	3	14	\$10,000	00
Central, Reading, . . . . .	78,932	41	2.20	5.2	45	1	1	6			19		00
Citizens', Philadelphia, . . . . .	299,044	74	10.00	5.2	45	7	1	52	8	6	360	150,000	00
Citizens', Pittsburgh, . . . . .	110,828	32	5.55	5.2	44	5	2	30	5	2	215	75,304	48
Coalville, . . . . .	47,403	15	2.50	4.8	34	2	1	4			10	27,052	89
Continental, . . . . .	368,122	07	9.75	5.2	56	2	2	38	12	3	268	112,021	10
Easton and South Easton, . . . . .	25,982	50	1.40	5.2	43	2	1	5			16	4,000	00
Empire, . . . . .	106,000	00	8.50	5.2	45								
Erie City, . . . . .	50,900	00	2.45	4.0	30	2	1	7	3		28	6,000	00
Federal Street and Pleasant Valley, . . . . .	140,715	23	2.60	5.2	45	1	1	22		1	134	36,630	47
Frankford and Southwark, . . . . .	963,887	45	16.75	5.2	47	9	4	89			566	120,000	00
Germantown, . . . . .	936,982	83	31.00	5.2	45	13	3	90		30	565	380,000	00
Green and Coates Street, Philadelphia, . . . . .	244,441	56	7.00	5.2	47	5	2	37	5	3	233	64,285	19
Harrisburg City, . . . . .	29,664	66	2.04	5.2	44	4	1	8			23	1,500	00
Lombard and South Street, . . . . .	271,594	83	8.00	5.2	43	4	2	30	13	4	150	40,000	00
Manayunk and Roxborough Inclined Plane, . . . . .	59,276	56	5.50	5.2	48	1	1	7		1	25	11,054	42
People's Street, Luzerne county, . . . . .	162,101	39	9.50	4.8	25	3	1	9	9	2	35	15,000	00
People's, Philadelphia, . . . . .	206,054	34	6.50	5.2	43	1	1	22			121	14,000	00
Philadelphia City, . . . . .	826,861	33	9.62	5.2	78	6	4	120	0	1	688	302,650	00
Philadelphia and Darby, . . . . .			5.05	5.2	42	3	1						00
Philadelphia and Gray's Ferry, . . . . .	243,916	66	10.37	5.2	44	3	1	28			180		00
Pittsburgh, Allegheny and Manchester, . . . . .	279,670	49	4.75	5.2	45	5	3	37		1	226	114,706	35
Pittsburgh and Birmingham, . . . . .	130,550	93	3.25	5.2	45	3	1	18	2	2	117	52,381	67

Pittsburgh, Oakland and East Liberty, . . . . .	179,471	98	6.00	5.2	48	4	2	26	4	125	38,570	07	
Pittston, . . . . .	26,250	00	2.00	5.2	42	1		3		22	1,000	00	
Reading City, . . . . .	47,223	14	2.50	5.2	45	3	1	10	1	292	72,000	00	
Ridge Avenue, Philadelphia, . . . . .	556,764	72	15.00	5.1	45	1	2	53				00	
Schuylkill River, . . . . .	47,463	54	3.11	5.2	44						100,000	00	
Second and Third Streets, . . . . .	849,737	30	37.00	5.2½	43	7	2	100	9	11	626	179,828	61
Seventeenth and Nineteenth Streets, . . . . .	223,421	61	7.50	5.2	55	4	2	40	4	3	344	10,000	00
South Side, . . . . .	81,851	13	2.21	5.2	38	3	1		16		82	8,000	00
Stroudsburg, . . . . .	24,124	84	1.37	4.8	28	1	1	1	1		6	3,000	00
Thirteenth and Fifteenth Street, . . . . .	324,544	38	12.00	5.2	43	4	2	33	17	13	339	105,000	00
Union, Philadelphia, . . . . .	1,013,009	78	41.00	5.2	53	7	4	101	53	9	912	405,659	41
West Philadelphia, . . . . .	839,933	93	19.00	5.2½	44	11	1	104	8	7	701	304,210	50
Wilkes-Barre and Kingston, . . . . .	94,833	37	4.12	5.2	45	1	1	4	2		16	10,000	00
Williamsport, . . . . .	41,808	77	2.05	4.8½	16			5	4				00
<b>Total, . . . . .</b>	<b>\$9,960,724</b>	<b>13</b>	<b>222.58</b>	<b>. . . . .</b>	<b>. . . . .</b>	<b>131</b>	<b>55</b>	<b>1,141</b>	<b>184</b>	<b>107</b>	<b>7,458</b>	<b>\$2,765,856</b>	<b>88</b>

RAILROAD REPORT.

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

XXVIII

ANNUAL REPORT.

[No. 26,

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Delaware and Hudson, . . . . .	\$308,097	42	\$302,073	46	\$221,673	43	\$184,635	50	\$194,936	27
Lehigh Coal and Navigation, . . . . .	202,547	84	188,744	28	158,575	56	98,644	25	321,796	42
Monongahela Navigation, . . . . .	77,502	03	80,487	82	22,873	13	70,949	12	61,501	29
Muncy, . . . . .	17	46			25	00	2,825	00	137	24
Pennsylvania, . . . . .	249,859	00	240,637	22	238,943	70	152,220	51	151,697	71
Schuylkill Navigation, . . . . .	231,043	10	197,791	84	138,574	81	122,555	37	137,165	78
Susquehanna, . . . . .	79,657	98	84,896	24	81,146	21	74,540	98	68,078	59
Union, . . . . .	33,165	92	29,684	25	20,722	68	21,697	19	21,421	26
<b>Total, . . . . .</b>	<b>\$1,179,890</b>	<b>75</b>	<b>\$1,122,315</b>	<b>11</b>	<b>\$882,534</b>	<b>52</b>	<b>\$728,067</b>	<b>82</b>	<b>\$956,734</b>	<b>56</b>

**COMPARATIVE STATEMENT FOR FIVE YEARS.—Receipts.**

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Delaware and Hudson, . . . . .	\$66,593	86	\$67,933	46	\$41,936	98	\$44,313	14	\$39,099	69
Lehigh Coal and Navigation, . . . . .	609,759	62	484,753	31	375,859	42	146,169	54	1,108,890	98
Monongahela Navigation, . . . . .	216,709	92	196,576	99	214,724	18	227,990	03	208,497	80
Muncy, . . . . .	100	00	23,500	00	75	00	65	00	156	75
Pennsylvania, . . . . .	555,524	20	444,669	09	409,773	46	299,654	18	289,008	73
Schuylkill Navigation, . . . . .	705,647	40	737,659	65	560,017	41	549,755	64	675,930	38
Susquehanna, . . . . .	101,797	49	95,839	79	101,288	33	78,019	76	71,959	20
Union, . . . . .	33,692	06	31,596	43	29,816	62	29,677	88	29,571	10
<b>Total, . . . . .</b>	<b>\$2,289,824</b>	<b>55</b>	<b>\$2,082,528</b>	<b>72</b>	<b>\$1,733,271</b>	<b>40</b>	<b>\$1,375,645</b>	<b>17</b>	<b>\$2,418,104</b>	<b>18</b>

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**TABULATED RESULTS**

**COMPILED FROM PASSENGER RAILWAYS.**

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PASSENGER RAILWAY TABLE (A)—Stock and Debt.

XXX

ANNUAL REPORT OF THE

[No. 26,

NAME OF COMPANY.	Capital stock as authorized by law.		Amount of stock subscribed.		Total amount now paid in of capital stock.		Total amount now of floating and funded debt.		Rate per cent. on funded debt.	Rate per cent. of dividend.
Allentown, . . . . .	Unlimited.		\$45,280	00	\$45,260	00	\$12,000	00	7	
Central, Reading, . . . . .	\$50,000	00	50,000	00	50,000	00	36,428	31	7	
Citizens', Philadelphia, . . . . .	500,000	00	500,000	00	192,500	00				10
Citizens', Pittsburgh, . . . . .	200,000	00	100,000	00	184,000	00	45,165	63	7	11
Coalville, . . . . .	50,000	00	62,675	00	62,675	00	21,754	73	8	
Continental, . . . . .	700,000	00	700,000	00	250,000	00	100,000	00	7	7
Easton and South Easton, . . . . .	75,000	00	29,562	50	29,562	50	7,500	00		
Empire, . . . . .	600,000	00	Unknown.		Unknown.		284,406	33	7	
Erie City, . . . . .	100,000	00	50,000	00	58,000	00				
Federal Street and Pleasant Valley, . . . . .	100,000	00	100,000	00	100,000	00	77,000	00	7 <sup>3</sup> / <sub>8</sub> and 6	7
Frankford and Southwark, . . . . .	75,000	00	60,000	00	60,000	00	102,000	00	7	10
Germantown, . . . . .	1,500,000	00	1,500,000	00	572,860	00	229,000	00	7	12
Green and Coates Street, Philadelphia, . . . . .	500,000	00	150,000	00	150,000	00	121,916	68	6	\$2 00 per share.
Harrisburg City, . . . . .	Unlimited.		41,150	00	41,150	00	1,318	75		
Lombard and South Street, . . . . .	500,000	00	325,000	00	195,000	00	62,500	00	7	
Manayunk and Roxborough Inclined Plane, . . . . .	100,000	00	58,475	00	58,475	00	3,000	00		
People's Street, Luzerne county, . . . . .	150,000	00	150,000	00	150,000	00	20,000	00	7	
People's, Philadelphia, . . . . .	500,000	00	292,325	00	93,544	00	129,210	00	7	
Philadelphia City, . . . . .	1,000,000	00	1,000,000	00	475,000	00	300,000	00	6 and 7	18 <sup>1</sup> / <sub>2</sub>
Philadelphia and Darby, . . . . .	1,000,000	00	200,000	00	200,000	00	100,000	00	7	
Philadelphia and Gray's Ferry, . . . . .	1,000,000	00	308,750	00	308,750	00	34,000	00		
Pittsburgh, Allegheny and Manchester, . . . . .	300,000	00	300,000	00	300,000	00	105,000	00	8	8
Pittsburgh and Birmingham, . . . . .	200,000	00	200,000	00	150,000	00	40,000	00	7 <sup>3</sup> / <sub>8</sub>	
Pittsburgh, Oakland and East Liberty, . . . . .	150,000	00	150,000	00	150,000	00	83,682	89	7	
Pittston, . . . . .	25,000	00	25,000	00	18,862	50	5,980	00	7	
Reading City, . . . . .	50,000	00	41,550	00	41,550	00	187	07		
Ridge Avenue, Philadelphia, . . . . .	750,000	00	420,000	00	420,000	00	58,400	00	6 and 7	14 <sup>1</sup> / <sub>2</sub>
Schuykill River, . . . . .	500,000	00	500,000	00	50,000	00				50 cts. per share.
Second and Third Streets, . . . . .	1,060,200	00	1,060,200	00	771,076	25	9,800	00	7	10

Seventeenth and Nineteenth Streets, . . . . .	500,000	00	500,000	00	250,000	00	111,180	00	6 and 7	8
South Side, . . . . .	65,000	00	41,050	00	41,050	00	23,507	14	7 and 8	7
Stroudsburg, . . . . .	20,000	00	25,800	00	25,000	00				
Thirteenth and Fifteenth Streets, . . . . .	1,000,000	00	1,000,000	00	834,529	44	100,000	00	7	\$2 50 per share.
Union, Philadelphia, . . . . .	1,000,000	00	1,250,000	00	425,000	00	555,000	00	6 and 7	24
West Philadelphia, . . . . .	70,000	00	400,000	00	400,000	00	246,000	00	6	3
Wilkes-Barre and Kingston, . . . . .	100,000	00	100,000	00	100,000	00				
Williamsport, . . . . .	50,000	00	40,600	00	40,600	00	182	50		
<b>Total, . . . . .</b>	<b>\$15,220,200</b>	<b>00</b>	<b>\$11,877,197</b>	<b>50</b>	<b>\$6,794,544</b>	<b>69</b>	<b>\$3,026,078</b>	<b>03</b>		

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.	Number of car houses, shops, and stables.	Number of depots.	Number of first class passenger cars.	Number of second class passenger cars.	Number of other cars.	Number horses owned by the company.	Value of real estate held exclusive of roadway.	
Allentown, . . . . .	\$36,394	13	3.44	4.8 <sub>1/2</sub>	19	2	1	2	4	3	14	\$10,000	00
Central, Reading, . . . . .	78,932	41	2.20	5.2 <sub>1/2</sub>	45	1	1	6	..	3	19	..	..
Citizens', Philadelphia, . . . . .	299,044	74	10.00	5.2	45	7	1	52	8	6	360	150,000	00
Citizens', Pittsburgh, . . . . .	110,828	32	5.55	5.2	44	5	2	30	5	2	215	75,304	48
Coalville, . . . . .	47,403	15	2.75	4.8 <sub>1/2</sub>	34	2	1	4	..	..	10	27,052	89
Continental, . . . . .	368,122	07	9.50	5.2	56	2	2	38	12	3	288	112,021	10
Easton and South Easton, . . . . .	25,962	50	1.40	5.2	43	2	1	5	..	..	16	4,000	00
Empire, . . . . .	106,000	00	8.50	5.2	45	..	..	..	..	..	..	..	..
Erie City, . . . . .	50,900	00	2.45	4.0	30	2	1	7	3	..	28	6,000	00
Federal Street and Pleasant Valley, . . . . .	140,715	23	2.60	5.2 <sub>1/2</sub>	45	1	1	22	..	1	134	36,630	47
Frankford and Southwark, . . . . .	963,887	45	16.75	5.2	47	9	4	89	..	..	566	120,000	00
Germantown, . . . . .	936,962	33	31.00	5.2	45	13	3	90	..	30	565	380,000	00
Green and Coates Street, Philadelphia, . . . . .	244,441	56	7.00	5.2	47	5	2	37	5	3	233	64,285	19
Harrisburg City, . . . . .	29,664	66	2.04	5.2 <sub>1/2</sub>	44	4	1	8	..	..	23	1,500	00
Lombard and South Street, . . . . .	271,594	33	8.00	5.2	43	4	2	30	13	4	150	40,000	00
Manayunk and Roxborough Inclined Plane, . . . . .	59,276	56	5.50	5.2 <sub>1/2</sub>	48	1	1	7	..	1	25	11,054	42
People's Street, Luzerne county, . . . . .	162,101	39	9.50	4.8 <sub>1/2</sub>	25	3	1	9	9	2	35	15,000	00
People's, Philadelphia, . . . . .	206,054	34	6.50	5.2	43	1	1	22	..	..	121	14,000	00
Philadelphia City, . . . . .	826,861	33	9.62	5.2 <sub>1/2</sub>	78	6	4	120	0	1	688	302,650	00
Philadelphia and Darby, . . . . .	..	..	5.05	5.2 <sub>1/2</sub>	42	3	1	..	..	..	..	..	..
Philadelphia and Gray's Ferry, . . . . .	243,916	66	10.37	5.2	44	3	1	28	..	..	180	..	..
Pittsburgh, Allegheny and Manchester, . . . . .	279,670	49	4.75	5.2	45	5	3	37	..	1	228	114,706	35
Pittsburgh and Birmingham, . . . . .	130,550	93	3.25	5.2	45	3	1	18	2	2	117	52,381	67



Pittsburgh, Oakland and East Liberty, . . . . .	179,471	98	6.00	5.2	43	4	2	26	4	125	88,576	67	
Pittston, . . . . .	26,250	00	2.00	5.2	42	1		3			1,000	00	
Reading City, . . . . .	47,223	14	2.50	5.2	45	3	1	10	1	22	72,000	00	
Ridge Avenue, Philadelphia, . . . . .	556,764	72	15.00	5.1	45	1	2	53		292		00	
Schuylkill River, . . . . .	47,463	54	3.11	5.2	44						100,000	00	
Second and Third Streets, . . . . .	849,737	86	37.00	5.2½	43	7	2	100	9	11	626	61	
Seventeenth and Nineteenth Streets, . . . . .	223,421	61	7.50	5.2	55	4	2	40	4	3	344	179,823	
South Side, . . . . .	81,851	13	2.21	5.2	38	3	1		16		82	10,000	
Stroudsburg, . . . . .	24,124	84	1.37	4.8	28	1	1	1	1		6	3,000	
Thirteenth and Fifteenth Street, . . . . .	324,544	38	12.00	5.2	43	4	2	33	17	13	339	105,000	
Union, Philadelphia, . . . . .	1,013,009	78	41.00	5.2	53	7	4	101	53	9	912	405,659	
West Philadelphia, . . . . .	839,933	93	19.00	5.2½	44	11	1	104	8	7	701	304,210	
Wilkes-Barre and Kingston, . . . . .	94,833	37	4.12	5.2	45	1	1	4	2		16	10,000	
Williamsport, . . . . .	41,808	77	2.05	4.8½	16			5	4				
<b>Total, . . . . .</b>	<b>\$9,960,724</b>	<b>13</b>	<b>222.58</b>	<b>...</b>	<b>...</b>	<b>131</b>	<b>55</b>	<b>1,141</b>	<b>184</b>	<b>107</b>	<b>7,458</b>	<b>\$2,765,856</b>	<b>86</b>

RAILROAD REPORT.



TABLE C.—Transportation of Passengers and Expenses.

NAME OF COMPANY.	Number of passen- gers (all classes) carried in cars.	Of maintaining the road or real estate of corporation.		Of operating the road.		Total.	
Allentown, . . . . .	91,500	\$548	54	\$3,913	04	\$5,461	58
Central, Reading, . . . . .	159,568	195	13	5,925	89	6,121	02
Citizens', Philadelphia, . . . . .	4,974,565	13,755	29	163,699	26	177,454	55
Citizens', Pittsburgh, . . . . .	2,733,467	20,112	57			98,827	92
Coalville, . . . . .	49,453	217	15	3,733	99	3,951	99
Continental, . . . . .	2,899,952	3,276	47	103,229	39	106,505	86
Easton and South Easton, . . . . .	104,106	386	27	6,234	16	6,620	43
Empire, . . . . .	2,346,282						
Erie City, . . . . .	213,178	615	08	7,944	39	8,569	47
Federal Street and Pleasant Valley, . . . . .	1,013,935	957	48	33,737	57	34,695	05
Frankford and Southwark, . . . . .	7,752,504	38,650	32	261,201	69	299,851	91
Germantown, . . . . .	9,914,902	17,247	18	240,086	02	257,333	20
Green and Coates Street, Philadelphia, . . . . .	2,827,956	4,771	82	92,518	23	97,290	05
Harrisburg City, . . . . .	212,107	615	20	9,982	95	10,598	15
Lombard and South Street, . . . . .	1,459,329	5,146	83	64,029	41	69,176	24
Manayunk and Roxborough Inclined Plane, . . . . .		1,050	50	9,662	95	10,713	95
People's Street, Luzerne county, . . . . .	235,163	3,335	80	13,056	93	16,432	73
People's, Philadelphia, . . . . .	1,117,634	271	77	50,222	90	50,494	67
Philadelphia City, . . . . .	8,062,114	20,678	37	277,563	65	298,242	02
Philadelphia and Gray's Ferry, . . . . .	2,183,172	3,652	46	73,861	74	77,314	20
Pittsburgh, Allegheny and Manchester, . . . . .	2,572,906	10,383	88	81,602	15	91,985	98
Pittsburgh and Birmingham, . . . . .	1,401,029	8,649	92	50,207	45	58,847	37
Pittsburgh, Oakland and East Liberty, . . . . .	1,006,849	3,317	18	53,164	90	58,482	08
Pittston, . . . . .	64,534						
Reading City, . . . . .	175,120	659	26	8,580	92	9,540	18
Ridge Avenue, Philadelphia, . . . . .	4,316,253	17,111	88	134,542	69	151,654	57
Second and Third Streets, . . . . .	8,490,460	20,197	62	282,364	50	302,565	21

Seventeenth and Nineteenth Streets, . . . . .	2,260,288	17,488	91	124,558	81	142,040	72
South Side, . . . . .	455,300	1,974	55	20,382	04	22,356	59
Stroudsburg, . . . . .	11,015	86	95	884	67	971	62
Thirteenth and Fifteenth Street, . . . . .	4,468,911	8,749	82	159,947	98	167,697	80
Union, Philadelphia, . . . . .	10,389,200	29,200	18	377,885	09	407,085	27
West Philadelphia, . . . . .	10,207,428	20,620	61	392,293	16	412,922	77
Wilkes-Barre and Kingston, . . . . .	178,720	822	00	9,313	41	10,185	41
Williamsport, . . . . .	179,667	300	44			8,998	74
Total, . . . . .	94,528,512	\$275,051	38	\$3,118,170	02	\$3,480,939	80

TABLE D.—Receipts.

NAME OF COMPANY.	Passengers.		Rent.		Manure.		Other sources.		Total.	
Allentown, . . . . .	\$6,834	64	\$593	50			\$50	00	\$7,478	14
Central, Reading, . . . . .	7,624	67			\$6	00	22	85	7,893	82
Citizens', Philadelphia, . . . . .	248,192	35			2,910	00	56,282	64	307,384	99
Citizens', Pittsburgh, . . . . .	146,947	27					485	25	147,432	52
Coalville, . . . . .	3,271	06	512	05	9	00	247	14	4,039	25
Continental, . . . . .	161,030	61			1,574	49			162,605	10
Easton and South Easton, . . . . .	5,604	99	89	00	109	32	6,400	15	12,153	46
Erie City, . . . . .	10,173	05	60	00	100	00			10,333	50
Federal Street and Pleasant Valley, . . . . .	50,765	33	267	00	80	00	187	30	51,299	68
Frankford and Southwark, . . . . .	436,761	07	112	00	4,077	99	1,285	00	442,236	06
Germantown, . . . . .	402,129	67			4,277	38			406,407	05
Green and Coates Street, Philadelphia, . . . . .	155,820	42			1,734	37			157,554	79
Harrisburg City, . . . . .	11,666	15			1	20	841	64	12,508	99
Lombard and South Street, . . . . .	74,494	54	415	94	901	07	70	60	75,882	15
Manayunk and Roxborough Inclined Plane, . . . . .	12,377	01			458	67	17	37	12,853	05
People's Street, Luzerne County, . . . . .	16,744	55			69	25	1,492	30	18,306	10
People's, Philadelphia, . . . . .	57,608	48	475	77	732	16	11,361	70	70,178	11
Philadelphia City, . . . . .	444,798	19	413	00	4,107	49	398	22	449,716	90
Philadelphia and Gray's Ferry, . . . . .	117,759	17	500	00	1,206	54	375	77	119,841	48
Pittsburgh, Allegheny and Manchester, . . . . .	138,527	87			238	75	60	00	138,826	62
Pittsburgh and Birmingham, . . . . .	69,394	65							69,394	65
Pittsburgh, Oakland and East Liberty, . . . . .	68,020	04			150	00			68,170	04
Pittston, . . . . .									802	54
Reading City, . . . . .	9,347	78	169	35			437	10	9,954	23
Ridge Avenue, Philadelphia, . . . . .	239,242	93							239,242	93
Second and Third Streets, . . . . .	477,092	33			5,812	35			482,904	68
Seventeenth and Nineteenth Streets, . . . . .	116,918	62			2,539	08	59,419	50	178,877	18
South Side, . . . . .									23,218	52
Stroudsburg, . . . . .	743	50					1,576	03	2,319	53
Thirteenth and Fifteenth Street, . . . . .	244,153	64	984	82	2,604	10			247,742	56
Union, Philadelphia, . . . . .	629,483	11			6,585	96	3,172	50	639,241	57
West Philadelphia, . . . . .	510,321	50	1,346	00	4,000	00	6,330	25	521,997	75
Wilkes-Barre and Kingston, . . . . .	13,409	65					719	21	14,128	86
Williamsport, . . . . .	7,599	79							7,599	79
Total, . . . . .	\$4,894,858	68	\$5,888	43	\$44,285	15	\$151,232	52	\$5,120,526	69

TABLE—E. Accidents.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Central, Reading, . . . . .		1						1
Continental, . . . . .					1	1	1	1
Easton and South Easton, . . . . .					1	1	1	1
Federal Street and Pleasant Valley, . . . . .						1		1
Frankford and Southwark, . . . . .		2				2		4
Lombard and South Street, . . . . .					1		1	
Philadelphia City, . . . . .					1		1	
Pittsburgh, Allegheny and Manchester, . . . . .					1	1	1	1
Pittsburgh and Birmingham, . . . . .		1				1		2
Second and Third Streets, . . . . .						1		1
Thirteenth and Fifteenth Street, . . . . .					1		1	
West Philadelphia, . . . . .	2	1					2	1
Total, . . . . .	2	5			6	8	8	18

COMPARATIVE STATEMENT FOR FIVE YEARS.—Capital Stock Paid In.

XXXVIII

ANNUAL REPORT OF THE

[No. 26,

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
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	27,750	00
Central, Reading, . . . . .							50,000	00	50,000	00
Citizens', Philadelphia, . . . . .	192,750	00	192,750	00	192,750	00	192,550	00	192,500	00
Citizens', Pittsburgh, . . . . .	184,000	00	184,000	00	184,000	00	184,000	00	184,000	00
Coalville, . . . . .	59,675	00	59,675	00	61,675	00	62,675	00	62,675	00
Continental, . . . . .	60,000	00	120,000	00	180,000	00	250,000	00	250,000	00
Easton and South Easton, . . . . .	29,562	50	29,562	50	29,562	50	29,562	50	29,562	50
Erie City, . . . . .	33,300	00	49,750	00	50,000	00	50,000	00	58,000	00
Federal Street and Pleasant Valley, . . . . .	77,825	00	100,000	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, . . . . .	537,560	00	537,760	00	572,860	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, . . . . .	16,500	00	41,150	00	41,150	00	41,150	00	41,150	00
Hestonville, Mantua and Fairmount, . . . . .	299,423	61	299,381	36	299,341	36	299,381	36	299,381	36
Lombard and South Street, . . . . .	105,000	00	195,000	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	58,475	00
People's Street, Luzerne county, . . . . .	149,000	00	150,000	00	150,000	00	150,000	00	150,000	00
People's, Philadelphia, . . . . .			62,500	00	88,000	00	93,525	82	93,544	00
Philadelphia City, . . . . .	475,000	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			200,000	00
Philadelphia and Gray's Ferry, . . . . .	290,200	00	291,800	00	298,750	00	308,750	00	308,750	00
Pittsburgh, Allegheny and Manchester, . . . . .	300,000	00	300,000	00	300,000	00	300,000	00	300,000	00
Pittsburgh and Birmingham, . . . . .	150,000	00	150,000	00	150,000	00	150,000	00	150,000	00
Pittsburgh, Oakland and East Liberty, . . . . .	150,000	00	150,000	00	150,000	00	150,000	00	150,000	00
Pittston, . . . . .	17,300	00	17,975	00	19,312	50	18,312	50	18,362	50
Reading City, . . . . .	41,250	00	41,550	00	41,550	00	41,550	00	41,550	00
Ridge Avenue, Philadelphia, . . . . .	420,000	00	420,000	00	420,000	00	420,000	00	420,000	00
Riverside, . . . . .			750	00	775	00	3,790	00		
Schuylkill River, . . . . .	50,000	00	50,000	00	50,000	00	50,000	00	50,000	00
Second and Third Streets, . . . . .	671,576	25	671,576	25	671,576	25	671,576	25	771,076	25
Seventeenth and Nineteenth Streets, . . . . .	160,000	00	160,000	00	250,000	00	250,000	00	250,000	00
South Side, . . . . .	41,050	00	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	25,600	00
Thirteenth and Fifteenth Street, . . . . .	334,529	44	334,529	44	334,529	44	334,529	44	334,529	44

Union, Philadelphia, . . . . .	425,000	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	17,000	00
West End, Philadelphia, . . . . .					170,675	00				
West Philadelphia, . . . . .	400,000	00	400,000	00	400,000	00	400,000	00	400,000	00
Wilkes-Barre and Kingston, . . . . .	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Williamsport, . . . . .	40,600	00	40,600	00	40,600	00	40,600	00	40,600	00
<b>Total, . . . . .</b>	<b>\$7,028,901</b>	<b>80</b>	<b>\$7,101,544</b>	<b>55</b>	<b>\$7,406,132</b>	<b>05</b>	<b>\$7,295,272</b>	<b>87</b>	<b>\$7,633,928</b>	<b>05</b>

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

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Allentown, . . . . .	\$10,500	00	\$12,746	35	\$12,000	00	\$12,000	00	\$12,000	00
Central, Pittsburgh, . . . . .			12,775	00	12,183	84	12,100	00		
Central, Reading, . . . . .	13,445	58	15,850	00	22,150	83	22,142	83	36,426	31
Citizens', Philadelphia, . . . . .					192,750	00				
Citizens', Pittsburgh, . . . . .	54,000	00	52,800	09	184,000	00	43,342	66	45,165	63
Coalville, . . . . .	15,304	74	20,129	55	20,076	14	20,325	11	21,754	73
Continental, . . . . .					140,000	00	100,000	00	100,000	00
Easton and South Easton, . . . . .									7,500	00
Empire, . . . . .	200,000	00	202,482	26	202,482	26	241,199	70	284,406	33
Erie City, . . . . .	10,400	00								
Federal Street and Pleasant Valley, . . . . .	84,000	00	76,750	00	75,000	00	75,453	98	77,000	00
Frankford and Southwark, . . . . .	211,500	00	216,000	00	202,500	00	142,000	00	102,000	00
Germantown, . . . . .	97,500	00	137,687	51	223,000	00	240,456	65	229,000	00
Green and Coates Street, Philadelphia, . . . . .	100,000	00	100,000	00	100,000	00	105,000	00	121,916	68
Harrisburg City, . . . . .							1,739	45	1,818	75
Hestonville, Mantua and Fairmount, . . . . .	125,833	16	412,499	79	461,127	32	558,342	47	535,401	30
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			8,000	00	2,225	00	3,000	00
People's Street, Luzerne county, . . . . .	1,500	00	11,000	00	10,000	00	13,000	00	20,000	00
People's, Philadelphia, . . . . .			90,000	00	109,000	00	117,866	48	129,210	00
Philadelphia City, . . . . .	274,136	05	300,000	00			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, . . . . .	29,100	00	34,000	00	34,000	00	34,000	00	34,000	00
Pittsburgh, Allegheny and Manchester, . . . . .	100,000	00	105,000	00	108,000	00	105,000	00	105,000	00
Pittsburgh and Birmingham, . . . . .	45,584	36	42,100	00	41,000	00	40,000	00	40,000	00
Pittsburgh, Oakland and East Liberty, . . . . .	73,536	80	74,541	98	79,105	21	87,054	98	83,662	89
Pittston, . . . . .	7,700	00	7,700	00	6,500	00	5,900	00	5,960	00
Reading City, . . . . .	4,599	00	3,262	44	1,600	00	412	39	187	07
Ridge Avenue, Philadelphia, . . . . .	58,400	00	65,482	66	58,400	00	78,400	00	58,400	00
Riverside, . . . . .			2,535	50	2,535	50				
Schuylkill River, . . . . .	109,300	00	109,300	00	93,600	00				
Second and Third Streets, . . . . .	61,577	86	85,133	87	116,877	37	93,500	00	9,800	00
Seventeenth and Nineteenth Streets, . . . . .	21,020	55	21,893	67	3,272	51	113,800	00	111,180	00
South Side, . . . . .							18,672	86	23,507	14
Stroudsburg, . . . . .	5,600	00	5,600	00	458	50	132	28		
Thirteenth and Fifteenth Street, . . . . .	70,500	00	70,500	00	129,500	00	100,000	00	100,000	00
Union, Philadelphia, . . . . .	567,000	00	565,000	00	565,000	00	565,000	00	555,000	00



Union, Warren,	650	00	600	00	500	00	285,132	00	246,000	00
West End, Philadelphia,	100,000	00	100,000	00	67,829	90	689	00	182	50
West Philadelphia,	1,400	12	1,099	39	250,000	00	989	08	88,561,479	83
Williamsport,					1,780	32				
Total,	\$2,624,648	72	\$3,117,869	97	\$3,691,539	70	\$3,697,665	08		

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

XIII

ANNUAL REPORT OF THE

[No. 26,

NAME OF COMPANY.	INTEREST ON FUNDED DEBT.					DIVIDEND DECLARED.				
	1874.	1875.	1876.	1877.	1878.	1874.	1875.	1876.	1877.	1878.
Allentown, . . . . .		7	7	7	7				2	
Central, Pittsburgh, . . . . .		6	6	6						
Central, Reading, . . . . .		7	7	7	7				\$12 50	
Citizens', Philadelphia, . . . . .						\$8 50	\$9 00	\$9 50	\$9 50	10
Citizens', Pittsburgh, . . . . .		7½	7		7	20 p. c.	\$7 50	11½ p. c.		11
Coalville, . . . . .		8	8	8	8	1				
Continental, . . . . .			7	7	7					7
Easton and South Easton, . . . . .						7 p. c.	\$2 50			
Empire, . . . . .		7	7	7	7					
Erie City, . . . . .							\$5 00			
Federal Street and Pleasant Valley, . . . . .	7½	7½	7½	7½	7½ & 6	16½	\$9 00	4	6	7
Frankford and Southwark, . . . . .	7	7	7	7	7	10	10	9		10
Germantown, . . . . .	7	7	7	7	7	6	6	18	16	12
Green and Coates Street, Philadelphia, . . . . .				7	6	\$4 00	\$4 00	\$3 50	\$5 00	\$2 00 per share.
Harrisburg City, . . . . .							3	8	6	
Hestonville, Mantua and Fairmount, . . . . .	6 & 7	6 & 7	6 & 7	6 & 7		\$1 50	\$1 00			
Lombard and South Street, . . . . .		7	7	7	7	\$1 50	\$3 00	4		
People's Street, Luzerne county, . . . . .					7	4	8	2		
People's, Philadelphia, . . . . .	7		7		7					
Philadelphia City, . . . . .	6 & 7	6 & 7	6 & 7	6 & 7	6 & 7	\$5 00	\$5 00	\$5 00	6	18
Philadelphia and Darby, . . . . .	7	7	7	7	7	8	\$2 00	\$2 00		
Philadelphia and Gray's Ferry, . . . . .			7	7	7	\$2 50	\$4 50	\$1 25	\$2 00	
Pittsburgh, Allegheny and Manchester, . . . . .		8	8	8	8	6	\$8 00	8	6	8
Pittsburgh and Birmingham, . . . . .			7½	7½	7½	7½				
Pittsburgh, Oakland and East Liberty, . . . . .			7	7	7	7½				
Pittston, . . . . .		7	7	7	7					
Reading City, . . . . .		7	7							
Ridge Avenue, Philadelphia, . . . . .		6 & 7	6 & 7	6 & 7	6 & 7	\$3 00	\$3 00	\$4 50	10	14
Schuykill River, . . . . .						10	10	10	\$0 50	50 cts. per share.
Second and Third Streets, . . . . .	7	7	7	7	7	10	\$11 00	15	10½	10
Seventeenth and Nineteenth Streets, . . . . .	6	6 & 7	6 & 7	6 & 7	6 & 7	\$2 00	\$4 00	\$4 00	\$3 00	8
South Side, . . . . .		7		7 & 8	7 & 8					

Stroudsburg, . . . . .	7	7	7	7	\$1 75	\$10 00		8	7
Thirteenth and Fifteenth Street, . . . . .	7	7	7	7	\$8 25	\$4 00	\$2 50	15	\$2 50
Union, Philadelphia, . . . . .	6 & 7	6 & 7	6 & 7	6 & 7		\$8 00	\$4 00	33	24
West End, Philadelphia, . . . . .	7	6 & 7	6 & 7	7	\$9 50	\$10 00	\$5 00	30	
West Philadelphia, . . . . .					9	\$5 00	9	2	8
Wilkes-Barre and Kingston, . . . . .									

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

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Allentown,	\$36,305	74	\$36,204	29	\$36,294	89	\$36,894	13	\$36,894	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	78,932	41
Citizens', Philadelphia,	223,467	28	256,957	05	293,219	46	299,044	74	299,044	74
Citizens', Pittsburgh,	179,870	45	184,354	40	176,732	58	168,038	18	110,828	82
Coalville,	47,636	53	47,633	53	47,365	64	47,365	64	47,403	15
Continental,	723	75	123,870	15	324,470	43	355,715	23	368,122	07
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,	36,998	98	41,685	23	43,485	23	43,485	23	50,900	00
Federal Street and Pleasant Valley,	124,450	91	139,760	62	138,179	98	138,179	98	140,715	23
Frankford and Southwark,	914,714	64	967,430	02	963,887	45	963,887	45	963,887	45
Germantown,	765,838	55	847,623	23	949,065	28	963,447	00	930,962	83
Green and Coates Street, Philadelphia,	244,441	56	244,441	56	244,441	56	244,441	56	244,441	56
Harrisburg City,	17,989	29	24,583	43	26,412	65	27,980	41	29,664	66
Hestonville, Mantua and Fairmount,	386,829	07	489,665	43	556,464	99	535,281	66	533,472	06
Lombard and South Street,	174,008	98	261,485	55	271,595	83	271,594	83	271,594	83
Manayunk and Roxborough Inclined Plane,	43,724	82	56,123	17	58,828	06	59,276	56	59,276	56
People's Street, Luzerne county,	158,728	77	158,728	77	158,728	77	158,728	77	162,101	89
People's, Philadelphia,			181,939	26	200,320	84	205,491	84	206,054	84
Philadelphia City,	789,136	05	816,540	35	848,461	33	826,861	33	826,861	33
Philadelphia and Darby,	321,058	48								
Philadelphia and Gray's Ferry,	299,126	58	303,625	24	312,550	24	243,989	74	243,916	66
Pittsburgh, Allegheny and Manchester,	278,090	54	279,780	54	279,040	49	279,020	49	279,870	49
Pittsburgh and Birmingham,	143,436	69	142,941	69	147,959	75	127,234	00	180,550	93
Pittsburgh, Oakland and East Liberty,	167,289	82	177,157	15	178,197	98	179,318	78	179,471	98
Pittston,	25,000	00	25,000	00	25,000	00	26,250	00	26,250	00
Reading City,	45,294	20	46,675	24	46,675	24	47,001	94	47,223	14
Ridge Avenue, Philadelphia,	418,810	59	431,777	34	436,677	34	614,264	67	556,764	72
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,	814,249	88	826,825	96	841,492	48	849,372	55	849,737	36
Seventeenth and Nineteenth Streets,	204,973	80	205,238	28	210,515	90	218,311	95	223,421	61
South Side,	81,851	13	81,851	13	81,851	13	81,851	13	81,851	13
Stroudsburg,	22,429	72	23,956	69	23,956	69	24,124	84	24,124	84

Thirteenth and Fifteenth Street,										
Union, Philadelphia, . . . . .	250,174	58	281,011	86	316,189	20	322,090	42	324,544	38
Union, Warren, . . . . .	1,301,804	13	1,383,864	86	1,411,384	19	1,012,009	78	1,013,009	78
West End, Philadelphia, . . . . .	17,000	00	17,000	00	17,000	00				
West Philadelphia, . . . . .	609,925	66	647,921	50	311,949	55				
Wilkes-Barre and Kingston, . . . . .	94,833	37	94,833	37	81,909	75	839,047	93	839,933	93
Williamsport, . . . . .	42,318	20	43,121	77	94,833	37	94,833	37	94,833	37
					43,121	77	42,833	77	41,808	77
<b>Total, . . . . .</b>			<b>\$10,216,596</b>	<b>07</b>	<b>\$10,515,727</b>	<b>69</b>	<b>\$10,654,796</b>	<b>19</b>	<b>\$10,494,196</b>	<b>79</b>

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

NAME OF COMPANY.	1874.	1875.	1876.	1877.	1878.
Allentown, . . . . .	161,010	144,020	142,242	100,713	91,500
Central, Pittsburgh, . . . . .	318,800	278,166	398,777	432,326	
Central, Reading, . . . . .	86,210	58,638	194,203	173,045	159,568
Citizens', Philadelphia, . . . . .	4,425,115	4,821,546	5,467,919	5,792,363	4,974,565
Citizens', Pittsburgh, . . . . .	3,237,314	3,107,638	2,905,873	2,724,891	2,733,467
Coalville, . . . . .	112,451	103,114	71,063	51,472	49,453
Continental, . . . . .			1,990,358	2,699,437	2,899,952
Easton and South Easton, . . . . .	143,730	128,165	104,373	110,525	104,106
Empire, . . . . .	2,320,931	2,290,614	2,631,321	2,817,728	2,346,282
Erie City, . . . . .	291,647	254,509	219,270	184,822	213,178
Federal Street and Pleasant Valley, . . . . .	1,083,325	993,993	946,721	1,205,630	1,013,935
Frankford and Southwark, . . . . .	6,609,848	7,558,850	8,662,094	7,819,983	7,752,504
Germantown, . . . . .	6,572,720	8,247,247	13,338,672	10,314,484	9,914,902
Green and Coates Street, Philadelphia, . . . . .	2,975,556	3,151,825	3,536,456	2,832,701	2,827,956
Harrisburg City, . . . . .	132,651	232,365	232,533	221,093	212,107
Hestonville, Mantua and Fairmount, . . . . .	6,037,405	6,646,336	9,634,689	4,778,166	
Lombard and South Street, . . . . .	1,492,000	1,518,900	1,842,214	1,643,987	1,459,329
Manayunk and Roxborough Inclined Plane, . . . . .	19,104	181,944	64,414	184,030	4,500,086
People's Street, Luzerne county, . . . . .	496,076	416,066	383,425	260,706	235,183
People's, Philadelphia, . . . . .		2,667,551	1,408,157	1,108,522	1,117,684
Philadelphia City, . . . . .	7,132,922	8,619,357	13,736,705	7,933,987	8,062,114
Philadelphia and Gray's Ferry, . . . . .	2,723,633	2,651,765	2,413,328	2,240,091	2,183,172
Pittsburgh, Allegheny and Manchester, . . . . .	3,054,762	2,857,850	2,745,348	2,607,718	2,572,906
Pittsburgh and Birmingham, . . . . .	1,401,900	1,488,491	1,428,531	1,374,303	1,401,029
Pittsburgh, Oakland and East Liberty, . . . . .	799,104	1,221,870	1,095,667	1,032,840	1,006,849
Pittston, . . . . .					64,534
Reading City, . . . . .			195,648	174,702	175,120
Ridge Avenue, Philadelphia, . . . . .	4,200,000	4,108,050	4,591,229	4,255,654	4,316,253
Second and Third Streets, . . . . .	8,357,565	8,757,115	9,589,635	8,814,277	8,490,460
Seventeenth and Nineteenth Streets, . . . . .	2,996,857	3,207,433	3,359,589	2,378,261	2,260,233
South Side, . . . . .	433,902	584,647	513,585	467,446	455,300
Stroudsburg, . . . . .	51,198	38,395	30,878	21,999	11,015
Thirteenth and Fifteenth Street, . . . . .	3,756,938	3,929,269	4,980,897	3,892,068	4,468,911

PA Internal Affairs 1878

Union, Philadelphia, . . . . .	10,535,577	10,685,818	11,392,326	10,117,608	10,389,200
West End, Philadelphia, . . . . .			4,140,880		
West Philadelphia, . . . . .	7,832,000	8,403,721	15,008,950	9,934,816	10,207,428
Wilkes-Barre and Kingston, . . . . .	323,300	260,130	268,417	188,088	178,720
Williamsport, . . . . .	271,798	218,669	228,079	176,130	179,667
<b>Total, . . . . .</b>	<b>90,907,389</b>	<b>99,800,057</b>	<b>129,906,056</b>	<b>102,653,827</b>	<b>99,028,598</b>

COMPARATIVE STATEMENT FOR FIVE YEARS.—Expenses.

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Allentown, . . . . .	\$15,599	59	\$11,896	56	\$9,108	58	\$6,926	98	\$5,461	58
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	6,121	02
Citizens', Philadelphia, . . . . .	248,977	58	244,898	45	285,371	67	195,140	96	177,454	55
Citizens', Pittsburgh, . . . . .	140,135	18	112,757	80	104,504	09	130,831	56	98,827	92
Coalville, . . . . .	9,716	82	13,441	82	7,039	39	5,421	41	3,951	99
Continental, . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	110,963	62	128,895	61	108,505	86
Easton and South Easton, . . . . .	6,101	71	5,495	06	6,107	57	6,998	53	8,620	43
Erie City, . . . . .	12,304	97	14,099	12	9,646	66	8,691	98	8,569	47
Federal Street and Pleasant Valley, . . . . .	41,884	81	40,488	14	35,017	44	41,401	92	34,695	05
Frankford and Southwark, . . . . .	341,123	71	382,979	15	331,909	26	301,646	23	299,851	91
Germantown, . . . . .	291,159	33	258,121	85	425,627	86	285,127	24	257,338	20
Green and Coates Street, Philadelphia, . . . . .	141,554	69	141,486	72	166,259	38	130,674	08	97,290	05
Harrisburg City, . . . . .	8,759	85	15,144	60	12,673	14	10,710	28	10,598	15
Hestonville, Mantua and Fairmount, . . . . .	271,626	02	299,058	79	496,546	88	264,040	23	208,790	25
Lombard and South Street, . . . . .	67,796	25	85,285	70	81,257	01	75,237	64	69,176	24
Manayunk and Roxborough Inclined Plane, . . . . .	1,062	79	14,057	72	13,295	38	12,150	71	10,713	95
People's Street, Luzerne county, . . . . .	31,282	02	27,492	99	27,381	88	19,028	69	16,432	73
People's, Philadelphia, . . . . .	.. . . .	.. . . .	26,605	72	58,894	55	53,548	91	50,494	67
Philadelphia City, . . . . .	328,441	94	371,164	62	649,011	67	328,092	42	298,242	02
Philadelphia and Gray's Ferry, . . . . .	89,622	93	94,444	03	110,440	37	87,723	37	77,314	20
Pittsburgh, Allegheny and Manchester, . . . . .	121,844	68	118,302	25	111,319	01	97,096	69	91,985	98
Pittsburgh and Birmingham, . . . . .	67,673	47	65,594	80	62,443	45	60,655	60	58,847	37
Pittsburgh, Oakland and East Liberty, . . . . .	112,226	18	76,987	34	68,121	39	62,348	46	58,482	08
Pittston, . . . . .	.. . . .	.. . . .	22,900	00	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .
Reading City, . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	11,400	13	7,847	87	9,540	18
Ridge Avenue, Philadelphia, . . . . .	202,847	13	192,529	35	199,158	99	155,178	72	151,654	57
Second and Third Streets, . . . . .	380,907	69	375,739	76	331,084	56	345,422	10	302,565	21
Seventeenth and Nineteenth Streets, . . . . .	167,666	96	174,619	72	185,821	55	149,671	66	142,040	72
South side, . . . . .	25,700	00	29,209	22	25,056	35	24,972	63	22,358	59
Stroudsburg, . . . . .	3,574	68	3,133	81	5,092	41	2,689	85	971	62
Thirteenth and Fifteenth Street, . . . . .	157,809	38	156,537	83	172,872	64	150,000	00	167,697	80
Union, Philadelphia, . . . . .	461,339	02	523,776	54	504,697	50	452,550	78	407,085	27



Union, Warren, . . . . .	2,162	00							
West End, Philadelphia, . . . . .					169,805	20			
West Philadelphia, . . . . .	830,161	77	824,872	22	514,860	11	448,858	68	412,922
Wilkes-Barre and Kingston, . . . . .	13,340	00	13,390	72	13,118	51	10,613	97	10,185
Williamsport, . . . . .	8,902	58	11,192	42	11,563	84	10,462	08	8,993
<b>Total, . . . . .</b>	<b>\$4,132,961</b>	<b>88</b>	<b>\$4,272,931</b>	<b>62</b>	<b>\$5,430,044</b>	<b>50</b>	<b>\$4,100,299</b>	<b>77</b>	<b>\$3,689,729</b>

D—RAILROAD REPORT.

COMPARATIVE STATEMENT FOR FIVE YEARS.—Receipts.

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Allentown, . . . . .	\$13,731	90	\$12,475	23	\$11,551	00	\$9,130	94	\$7,478	14
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	7,693	82
Citizens', Philadelphia, . . . . .	363,450	95	359,957	84	404,406	82	425,190	08	307,884	99
Citizens', Pittsburgh, . . . . .	192,300	73	174,084	62	158,271	14	148,431	81	147,482	52
Coalville, . . . . .	12,664	25	11,766	27	10,135	64	5,62	04	4,139	25
Continental, . . . . .					116,430	18	154,678	92	162,065	10
Easton and South Easton, . . . . .	7,909	79	7,146	84	7,906	25	8,748	70	12,153	46
Empire, . . . . .	139,835	79	137,436	96	157,879	61				
Erie City, . . . . .	14,598	04	12,673	25	11,126	80	9,518	24	10,333	50
Federal Street and Pleasant Valley, . . . . .	60,990	40	54,566	93	50,190	09	62,881	13	51,299	08
Frankford and Southwark, . . . . .	447,500	86	478,890	10	548,936	46	452,568	93	442,236	06
Germantown, . . . . .	422,935	66	419,851	84	653,493	57	471,158	45	406,407	05
Green and Coates Street, Philadelphia, . . . . .	189,186	71	189,416	74	206,298	08	160,261	91	167,554	79
Harrisburg City, . . . . .	8,731	96	16,970	17	15,946	49	12,336	71	12,508	99
Hestonville, Mantua and Fairmount, . . . . .	328,536	51	794,206	25	1,221,862	64	372,932	18	279,711	60
Lombard and South Street, . . . . .	87,142	86	180,177	58	101,202	83	83,309	85	75,862	15
Manayunk and Roxborough Inclined Plane, . . . . .	11,604	94	14,930	21	16,084	77	14,633	40	12,803	05
People's Street, Luzerne county, . . . . .	36,116	20	34,294	35	31,184	99	20,324	16	18,306	10
People's Philadelphia, . . . . .			26,792	61	106,272	06	72,364	28	70,178	11
Philadelphia City, . . . . .	443,737	87	514,128	74	793,180	87	449,821	72	449,716	90
Philadelphia and Gray's Ferry, . . . . .	126,327	08	125,556	18	152,807	39	197,061	08	119,841	48
Pittsburgh, Allegheny and Manchester, . . . . .	165,335	77	159,807	59	154,777	08	143,838	90	134,826	62
Pittsburgh and Birmingham, . . . . .	73,812	86	75,484	20	71,935	48	68,168	44	69,394	65
Pittsburgh, Oakland and East Liberty, . . . . .	49,790	51	86,348	63	81,592	26	79,054	20	68,170	04
Pitston, . . . . .					1,875	00			802	54
Reading City, . . . . .					15,898	25	10,768	96	9,454	23
Ridge Avenue, Philadelphia, . . . . .	248,261	84	251,808	96	281,081	77	237,840	23	239,242	93
Second and Third Streets, . . . . .	552,626	78	546,780	68	579,067	67	504,975	85	482,904	68
Seventeenth and Nineteenth Streets, . . . . .	241,650	84	241,650	21	363,562	17	199,974	30	178,877	18
South Side, . . . . .	36,371	31	31,695	93	25,803	47	24,693	06	23,218	52
Stroudsburg, . . . . .	5,434	96	6,433	80	5,443	69	4,674	62	2,319	53
Thirteenth and Fifteenth Street, . . . . .	206,372	65	216,276	16	271,673	90	213,147	96	247,742	56
Union, Philadelphia, . . . . .	808,356	23	701,057	79	770,393	00	633,616	03	639,241	57
Union, Warren, . . . . .	1,571	86								

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West End, Philadelphia, . . . . .	448,885	79	481,897	96	481,258	92	522,190	01	521,997	75
West Philadelphia, . . . . .	25,925	51	21,708	87	755,668	18	15,340	71	14,128	86
Wilkes-Barre and Kingston, . . . . .	18,340	78	10,933	44	21,845	56	8,806	62	7,590	79
Williamsport, . . . . .					11,433	90				
<b>Total, . . . . .</b>			<b>\$6,875,005</b>	<b>17</b>	<b>\$8,650,628</b>	<b>54</b>	<b>\$5,825,118</b>	<b>82</b>	<b>\$5,400,238</b>	<b>19</b>

COMPARATIVE STATEMENT FOR FIVE YEARS.—Accidents.

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NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Central, Pittsburg, . . . . .	1									
Central, Reading, . . . . .							1			1
Citizens', Philadelphia, . . . . .	1			1			1	1		
Citizens', Pittsburg, . . . . .				2			1	3		
Coalville, . . . . .		2								
Continental, . . . . .						4	2	2	1	1
Easton and South Easton, . . . . .									1	1
Empire, . . . . .	2		2							1
Federal Street and Pleasant Valley, . . . . .										4
Frankford and Southwark, . . . . .	2	8	6	20	5		1	3		
Green and Coates Street, Philadelphia, . . . . .	1									
Harrisburg City, . . . . .				2			1	1		
Hestonville, Mantua and Fairmount, . . . . .				5	5	19		5		
Lombard and South Street, . . . . .					1				1	
People's Street, Luzerne county, . . . . .							1	1		
People's, Philadelphia, . . . . .								3		
Philadelphia City, . . . . .	2	4	2	1	1	9	1	5	1	
Philadelphia and Gray's Ferry, . . . . .							1			
Pittsburgh, Allegheny and Manchester . . . . .					1		2		1	1
Pittsburgh and Birmingham, . . . . .	1									2
Pittsburgh, Oakland and East Liberty, . . . . .		1		1	2					
Ridge Avenue, Philadelphia, . . . . .	1				1			1		
Second and Third Streets, . . . . .		4		3		2	2			1
Seventeenth and Nineteenth Streets, . . . . .		2				1				
South Side, . . . . .		1	1		1					
Stroudsburg, . . . . .		1								
Thirteenth and Fifteenth Street, . . . . .						2			1	
Union, Philadelphia, . . . . .	3									
West Philadelphia, . . . . .				2	1	4	3	12	2	1
Wilkes-Barre and Kingston, . . . . .			1	1		2				
Total, . . . . .	13	24	12	39	17	44	17	37	8	13

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**TABULATED RESULTS**

**COMPILED FROM REPORTS OF COMPANIES.**

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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.		Number of shares issued.	Par value of each share.	Amount paid in on each share.	
Allegheny Valley, . . . . .	\$5,000,000	00	\$2,166,500	00	\$2,166,500	00	43,300	\$50	\$50	00
Allentown, . . . . .	2,000,000	00	1,414,200	00	1,268,884	47	22,917	50	50	00
Atlantic and Great Western, . . . . .	50,000,000	00	50,000,000	00	34,675,804	10	1,000,000	50	.	.
Bachman Valley, . . . . .	100,000	00	68,000	00	66,792	31	1,334	50	50	00
Bald Eagle Valley, . . . . .	1,000,000	00	550,000	00	550,000	00	11,000	50	50	00
Barclay Coal Company, . . . . .	1,000,000	00	1,000,000	00	1,000,000	00	20,000	50	50	00
Bellefonte and Snow Shoe, . . . . .	1,000,000	00	600,000	00	600,000	00	12,000	50	50	00
Bell's Gap, . . . . .	200,000	00	200,000	00	200,000	00	4,000	50	50	00
Berlin Branch, . . . . .	75,000	00	45,900	00	42,685	21	855	50	50	00
Buffalo, New York and Philadelphia, . . . . .	3,500,000	00	1,968,950	00	1,968,950	00	17,627	100	100	00
Buffalo Valley, . . . . .	100,000	00	47,600	00	46,052	33	420	100	100	00
Catasauqua and Fogelsville, . . . . .	Unlimited.		428,900	00	428,900	00	17,076	25	25	00
Catawissa, . . . . .	4,359,500	00	4,359,500	00	4,359,500	00	87,190	50	50	00
Chester Creek, . . . . .	185,000	00	185,000	00	185,000	00	3,700	50	50	00
Chester and Delaware River, . . . . .	40,000	00	40,000	00	39,550	00	790	50	50	00
Chester Valley, . . . . .	871,900	00	871,900	00	871,900	00	17,438	50	50	00
Chestnut Hill, . . . . .	120,650	00	120,650	00	120,650	00	2,413	50	50	00
Cleveland and Pittsburgh, . . . . .	11,253,500	00	11,232,800	00	11,232,850	00	224,657	50	50	00
Colebrookdale, . . . . .	500,000	00	300,000	00	297,215	00	5,922	50	50	00
Corning, Cowanesque and Antrim, . . . . .	2,000,000	00	2,000,000	00	1,900,000	00	38,000	50	50	00
Cornwall, . . . . .	300,000	00	300,000	00	300,000	00	6,000	50	50	00
Cumberland Valley, . . . . .	2,110,000	00	1,777,850	00	1,777,850	00	35,557	50	50	00
Danville and Riverside, . . . . .	500,000	00	10,900	00	3,790	00	436	25	2	50
Delaware, Lackawanna and Western, . . . . .	26,200,000	00	26,200,000	00	26,200,000	00	524,000	50	50	00
Delaware Western, . . . . .	250,000	00	248,400	00	248,400	00	4,968	50	*100	00
Dillsburg and Mechanicsburg, . . . . .	350,000	00	63,000	00	52,471	22	.	50	50	00

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Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	1,800,000	00	1,800,000	00	1,800,000	00	13,000	100	100	00
East Broad Top, . . . . .	1,000,000	00	1,800,000	00	1,800,000	00	11,808	50	50	00
East Mahanoy, . . . . .	600,000	00	568,400	00	549,248	00	7,851	50	34	00
East Pennsylvania, . . . . .	Unlimited.	00	302,550	00	302,550	00	7,851	50	50	00
Ebensburg and Cresson, . . . . .	100,000	00	1,709,550	00	1,709,550	00	34,191	50	50	00
Edgewood, . . . . .	15,000	00	42,000	00	42,000	00	840	50	50	00
Elmira and Williamsport, . . . . .	1,000,000	00	15,000	00	15,000	00	300	50	50	00
Emlenton, Shippenville and Clarion, . . . . .	150,000	00	1,000,000	00	1,000,000	00	20,000	50	50	00
Erle and Pittsburgh, . . . . .	2,500,000	00	150,000	00	150,000	00	131,612	40		
Fayette County, . . . . .	1,500,000	00	1,998,400	00	1,101,500	00	39,968	50	50	00
Foxburg, St. Petersburg and Clarion, . . . . .	100,000	00	98,350	00	125,395	71	2,148	50	16	66
Frankford and Holmesburg, . . . . .	100,000	00	100,000	00	97,660	00	2,000	50	50	00
Geneva, Hornellsville and Pine Creek, . . . . .	2,675,000	00	100,000	00	100,000	00	2,000	50	50	00
Greenlick Narrow Gauge, . . . . .	50,000	00	763,500	00	382,175	00	26,750	100	50	00
Hanover and York, . . . . .	250,000	00	31,450	00	31,450	00	629	50	50	00
Hanover Junction, Hanover and Gettysburg, . . . . .	500,000	00	207,200	00	207,200	00	4,144	50	50	00
Hanover Junction and Susquehanna, . . . . .	250,000	00	116,850	00	116,850	00	2,337	50	50	00
Harrisburg and Potomac, . . . . .	Unlimited.	00	150,000	00	79,009	38	1,331	50		
Huntingdon and Broad Top Mountain, . . . . .	3,550,000	00	218,350	00	379,165	20	3,710	100	100	00
Huntingdon, Fulton and Franklin, . . . . .	100,000	00	2,052,800	00	2,052,800	00	41,056	50	50	00
Iron-ton, . . . . .	500,000	00	11,650	00	1,867	00		50	5	00
Jamestown and Franklin, . . . . .	1,000,000	00	200,000	00	200,000	00	4,000	50	50	00
Jefferson, . . . . .	2,096,050	00	634,000	00	601,310	50	12,014	50	50	00
Jersey Shore, Pine Creek and Buffalo, . . . . .	4,000,000	00	2,096,050	00	2,096,050	00	41,921	50	50	00
Junction, . . . . .	250,000	00	500,000	00	500,000	00	10,000	50	50	00
Lake Shore and Michigan Southern, . . . . .	50,000,000	00	250,000	00	250,000	00	5,000	50	50	00
Lancaster and Reading, (narrow gauge,) . . . . .	500,000	00	50,000,000	00	50,000,000	00	500,000	100	100	00
Lawrenceville and Evergreen, . . . . .	25,000	00	123,750	00	82,720	00	1,700	50	50	00
Lehigh and Lackawanna, . . . . .	1,000,000	00	15,000	00	10,000	00	300	50	33	33
Ligonier Valley, . . . . .	100,000	00	375,100	00	375,100	00	7,502	50	50	00
Little Saw Mill Run, . . . . .	250,000	00	61,000	00	100,000	00	2,000	50	50	00
Littlestown, . . . . .	75,000	00	100,000	00	100,000	00	2,000	50	50	00
Little Schuylkill Navigation, . . . . .	Unlimited.	00	53,750	00	34,850	00	697	50	50	00
Lykens Valley, . . . . .	800,000	00	2,646,100	00	2,646,100	00	52,922	50	50	00
Maryland and Delaware River, . . . . .	320,000	00	800,000	00	600,000	00	30,000	20	20	00
McKean and Buffalo, . . . . .	400,000	00	320,000	00	320,000	00				
Mill Creek and Mine Hill Navigation, . . . . .	323,375	00	390,000	00	387,600	00	7,736	50	50	00
Mine Hill and Schuylkill Haven, . . . . .	4,022,500	00	323,375	00	323,375	00	12,935	25	25	00
Monongahela Inclined Plane, . . . . .	20,000	00	4,022,500	00	4,022,500	00	80,450	50	50	00
Mont Alto, . . . . .	500,000	00	75,000	00	75,000	00	1,500	50	50	00
Montrose, . . . . .	500,000	00	110,000	00	110,000	00	4,400	25	25	00
			319,700	00	305,583	85	6,036	50	50	00

[Lrg. Doc.]

SECRETARY OF INTERNAL AFFAIRS.

TABLE A.—Stock and Debt—Continued.

NAME OF COMPANY.	Capital stock as au- thorized by law.		Amount of stock sub- scribed.		Total amount now paid in of capital stock.		Number of shares is- sued.	Par value of each share.	Amount paid in on each share.	
Mount Carbon and Port Carbon, . . . . .	\$282,350	00	\$282,350	00	\$282,350	00	5,647	\$50	\$50	00
Mount Oliver Inclined Plane, . . . . .	100,000	00	83,200	00	26,480	00	1,664	50	19	00
Mount Pleasant and Broad Ford, . . . . .	1,000,000	00	152,050	00	150,625	00	3,011	50	50	00
Muncy Creek, . . . . .	2,000,000	00	129,450	00	124,450	00	2,533	50	50	00
Nesquehoning Valley, . . . . .	2,000,000	00	1,800,000	00	1,300,000	00	28,000	50	50	00
New Castle and Beaver Valley, . . . . .	700,000	00	700,000	00	605,000	00	14,000	50	50	00
New Castle and Franklin, . . . . .	750,000	00	369,015	00	339,414	87	6,724	50	46	00
New Castle and Mining, . . . . .	100,000	00	100,000	00	100,000	00	2,000	50	50	00
Newry, . . . . .	15,000	00	11,925	00	11,925	00	477	25	25	00
North-East Pennsylvania, . . . . .	400,000	00	81,550	00	81,500	00	1,631	50	50	00
North Pennsylvania, . . . . .	1,500,000	00	4,264,350	00	4,264,350	00	85,287	50	50	00
Peach Bottom, . . . . .	1,000,000	00	271,800	00	221,847	37	4,413	50	41	00
Pennsylvania Coal, . . . . .	5,850,329	00	5,000,000	00	5,000,000	00	100,000	50	50	00
Pennsylvania Company, . . . . .	100,000	00	11,000,000	00	11,000,000	00	220,000	50	50	00
Pennsylvania Inland, . . . . .	100,000	00	27,000	00	3,000	00	100	13	00	00
Peoples', . . . . .	250,000	00	250,000	00	100,000	00	5,000	50	20	00
Perkiomen, . . . . .	3,000,000	00	640,100	00	638,040	00	12,750	50	50	00
Philadelphia and Baltimore Central, . . . . .	2,000,000	00	225,000	00	220,606	11	9,194	50	50	00
Philadelphia, Germantown and Norristown, . . . . .	2,500,000	00	2,246,900	00	2,246,900	00	44,938	50	50	00
Philadelphia and Reading, . . . . .	Unlimited.		84,278,175	28	31,278,175	28	683,563	50	50	00
Philadelphia, Wilmington and Baltimore, . . . . .	Unlimited.				11,567,750	00	231,855	50	50	00
Pickering Valley, . . . . .	100,000	00	96,850	00	9,592	17	1,846	50	50	00
Pittsburgh and Castle Shannon, . . . . .	1,000,000	00	961,600	00	750,780	90	19,232	50	50	00
Pittsburgh and Connellsville, . . . . .	5,000,000	00	2,340,474	50	1,960,682	45	33,881	50	50	00
Pittsburgh, Fort Wayne and Chicago, . . . . .	Unlimited.		25,333,585	71	25,333,585	71	253,835	100	100	00
Pittsburgh, Titusville and Buffalo, . . . . .	5,000,000	00	4,959,450	00	4,959,450	00	99,189	50	50	00



Plymouth, . . . . .	30,000	00	30,000	00	12,050	00	241	50	50	00
Point Breeze, . . . . .	18,000	00	18,000	00	5,400	00		50	50	00
Reading and Columbia, . . . . .	1,050,000	00	931,500	00	508,268	09	19,144	50	50	00
Salisbury, . . . . .	200,000	00	104,250	00	104,250	00	2,085	50	50	00
Schuylkill Valley Navigation and Railroad Company, . . . . .	576,050	00	576,050	00	570,050	00	11,521	50	50	00
Selinsgrove and North Branch, . . . . .	200,000	00	101,000	00	67,92	92	861	50	50	00
Sharon, . . . . .	300,000	00	198,600	00	183,400	00	3,972	50	50	00
South Pennsylvania, . . . . .	200,000	00								
Southern Pennsylvania Railway and Mining Company, . . . . .	800,000	00	800,000	00	800,000	00	16,000	50	50	00
State Line and Sullivan, . . . . .	Unlimited.		1,000,000	00	1,000,000	00	20,000	50	50	00
Stony Creek, . . . . .	300,000	00	150,850	00	178,100	00	3,522	50	50	00
Toga, . . . . .	1,000,000	00	580,900	00	580,900	00	11,618	50	50	00
Tresckow, . . . . .	250,000	00	130,000	00	130,000	00	2,600	50	50	00
Waynesburg and Washington, . . . . .	270,000	00	136,550	00	85,478	31	1,983	50	50	00
West Chester, . . . . .	165,000	00	165,000	00	165,000	00	3,300	50	50	00
West Chester and Philadelphia, . . . . .	3,200,000	00	821,300	00	821,300	00	16,426	50	50	00
West Chester and Phoenixville, . . . . .	250,000	00	13,000	00	13,000	00		50	10 per	ct.
Western Maryland, . . . . .	1,000,000	00	682,250	00	682,250	00	13,645	50	50	00
Wheeling, Pittsburgh and Baltimore, . . . . .	500,000	00	500,000	00	500,000	00	10,000	50	50	00
Wilcox and Howard Hill Improvement Company, . . . . .	500,000	00	500,000	00						
Wilmington and Northern, . . . . .	1,500,000	00	1,253,050	00	1,253,050	00	25,061	50	50	00
Total, . . . . .			\$281,316,450	49	\$276,613,610	88				

\* In first mortgage bonds.

TABLE A.—Stock and Debt—Continued.

NAME OF COMPANY.	Total amount now of funded debt.		Total amount now of floating debt.		Total amount now funded and floating debt.		Rate per ct. per annum of interest.	Rate per cent. of dividends.
Allegheny Valley, . . . . .	\$23,789,500	00	\$2,842,932	04	\$26,632,432	04	5 and 7 1/2	
Allentown, . . . . .					24,197	96		
Atlantic and Great Western, . . . . .					68,850,311	28	7 and 8	
Bachman Valley, . . . . .	45,000	00	13,090	24	58,090	24	7	
Bald Eagle Valley, . . . . .	400,900	00			400,900	00	6 and 7	
Barclay Coal Company, . . . . .	65,500	00			65,500	00	7	5 1/2
Bellefonte and Snow Shoe, . . . . .	99,000	00			99,000	00	6	2
Bell's Gap, . . . . .	200,000	00			200,000	00	7	
Berlin Branch, . . . . .	25,000	00	8,028	47	33,028	47	6 and 7	
Buffalo, New York and Philadelphia, . . . . .	3,807,100	00	711,339	29	4,518,439	29	6 and 10	
Buffalo Valley, . . . . .	70,500	00	12,762	81	83,262	81	7	
Catasauqua and Fogelsville, . . . . .			160,000	00	160,000	00		8
Catawissa, . . . . .	1,802,350	00			1,802,350	00	5, 7 and 10	8 1/2
Chester Creek, . . . . .	185,000	00	6,297	67	191,297	67	6	
Chester and Delaware River, . . . . .			195,100	99	195,100	99		
Chester Valley, . . . . .	500,000	00	402,000	00	902,000	00	7	
Cleveland and Pittsburgh, . . . . .	5,059,343	68			5,059,343	63	6 and 7	
Colebrookdale, . . . . .	600,000	00	28,872	01	628,872	01	6	
Corning, Cowanesque and Antrim, . . . . .	500,000	00			500,000	00	7	
Cornwall, . . . . .								8
Cumberland Valley, . . . . .	352,300	00			352,300	00	6 and 8	10
Danville and Riverside, . . . . .	107	58			107	54		
Delaware, Lackawanna and Western, . . . . .	5,887,100	00	4,708,269	99	10,595,369	99	7	
Delaware Western, . . . . .					1,046,068	85	7	1
Dillsburg and Mechanicsburg, . . . . .	100,000	00	37,589	31	137,589	31	6	
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	3,200,000	00	188,522	89	3,388,522	89	7	
East Broad Top, . . . . .	561,985	00			561,985	00	6 and 7	
East Mahanoy, . . . . .								6
East Pennsylvania, . . . . .	495,900	00			495,900	00	7	

Ebensburg and Crosson,	80,000	00			80,000	00	6	
Edgewood,	19,532	64			19,532	64		7 and 5
Elmira and Williamsport,	1,620,000	00			1,620,000	00	5 and 7	$\frac{1}{2}$ of 1
Emlenton, Shippenville and Clarion,	150,000	00	8,476	10	158,476	10	7	7
Erie and Pittsburgh,	3,322,000	00	60,785	30	3,382,785	30	7	18
Fayette County,								
Foxburg, St. Petersburg and Clarion,	65,798	16	3,731	09	69,529	25	7	
Frankford and Holmesburg,	50,000	00			50,000	00	7	
Geneva, Hornellsville and Pine Creek,			42,000	00	42,000	00		
Greenlick Narrow Gauge,								$4\frac{1}{2}$
Hanover and York,	150,000	00	35,000	00	185,000	00	7	
Hanover Junction, Hanover and Gettysburg,	188,900	00	16,000	00	204,900	00	6	
Hanover Junction and Susquehanna,	86,600	00	34,679	09	121,279	09	7	
Harrisburg and Potomac,	507,200	00	5,949	34	513,149	34	7	
Huntingdon and Broad Top Mountain,	2,410,160	00	162,650	00	2,572,810	00	7 and 6	
Ironton,	200,000	00	13,410	98	213,410	98	8	
Jamestown and Franklin,	910,000	00	1,050,296	26	1,960,296	26	7	
Jefferson,	2,300,000	00			2,300,000	00	7	
Jersey Shore, Pine Creek and Buffalo,			328,039	22	328,039	22		
Junction,	755,000	00			755,000	00	6	14
Lake Shore and Michigan Southern,	35,500,000	00			35,500,000	00	7	1 & 3, 5 & 5
Lancaster and Reading, (narrow gauge,)	350,000	00			350,000	00	7	
Lawrenceville and Evergreen,	12,500	00	1,075	51	13,575	51	7	
Lehigh and Eastern,	75,000	00			75,000	00	7	
Lehigh and Lackawanna,	600,000	00			600,000	00	7	
Ligonier Valley,			64,000	00	64,000	00		
Little Saw Mill Run,	80,000	00	36,977	33	116,977	33	7	
Littlestown,	40,000	00	19,527	75	59,527	75	7	
Little Schuylkill Navigation,	480,000	00			480,000	00	7	7
Lykens Valley,								10
Maryland and Delaware River,								10
McKean and Buffalo,	398,000	00	44,187	16	442,187	16	$4\frac{1}{2}$	
Mine Hill and Schuylkill Haven,								8
Monongahela Inclined Plane,								7
Mont Alto,	125,000	00			125,000	00	7	
Montrose,	49,900	00			49,900	00	7	
Mount Carbon and Port Carbon,								12
Mount Oliver Inclined Plane,	54,000	00	4,894	18	58,894	18	8	
Muncy Creek,	180,000	00	41,000	00	221,000	00	7	
Nesquehoning Valley,			96,794	53	96,794	53		80
New Castle and Beaver Valley,								24
New Castle and Franklin,	563,032	75	221,481	50	784,514	25	6 and 7	
New Castle and Mining,			7,914	44	7,914	44		

TABLE A.—Stock and Debt—Continued.

NAME OF COMPANY.	Total amount now of funded debt.		Total amount now of floating debt.		Total amount now funded and floating debt.		Rate per ct. per annum of interest.	Rate per cent. of dividend.
Newry			10,810	06	10,810	06		
North-East Pennsylvania	160,000	00	131,802	61	291,802	61	7	
North Pennsylvania	6,017,000	00	1,104,925	00	7,121,925	00	6 and 7	4
Peach Bottom	451,400	00	190,875	00	452,275	00	5 and 7	
Pennsylvania Company	10,087,000	00	3,337,868	42	13,424,868	42	6	
Pennsylvania Coal	472,500	00	270,327	93	742,827	93	7	12
Peoples'	15,000	00	18,318	04	33,318	04	6	
Perkiomen	1,924,600	00	123,778	42	2,048,378	42	6 and 6	
Philadelphia and Baltimore Central	1,500,000	00			1,500,000	00	6 and 7	
Philadelphia, Germantown and Norristown								12
Philadelphia and Reading	74,070,392	37	5,284,173	10	79,354,565	47	5, 6 and 7	
Philadelphia, Wilmington and Baltimore	2,758,500	00	2,918,500	00	5,677,000	00	6	8
Pickering Valley	332,300	00	281,567	81	613,867	81	7	
Pittsburgh and Castle Shannon	192,428	86	77,500	84	269,928	70	6 and 7	
Pittsburgh and Connellsville	10,718,600	00	3,900,124	57	14,618,724	57	7 and 6	
Pittsburgh, Fort Wayne and Chicago	13,510,000	00			13,510,000	00	7 and 8	7
Pittsburgh, Titusville and Buffalo	4,050,933	00	75,022	50	4,125,955	50	6 and 7	
Plymouth			274,495	19	274,495	19		
Reading and Columbia	2,004,166	67			2,004,166	67	6 and 7	
Salisbury	144,000	00	3,723	62	147,723	62	7	
Schuylkill Valley Navigation and Railroad Company								5
Selinsgrove and North Branch	100,000	00	37,000	00	137,000	00	6	
Sharon	156,000	00			156,000	00	7	
Southern Pennsylvania Railway and Mining Company	825,000	00	168,140	00	793,140	00	7	
State Line and Sullivan	400,000	00	72,769	40	472,769	40	7	
Stony Creek	330,000	00	161,021	65	512,021	65	7	
Tioga	629,500	00			629,500	00	7	
Tresckow			100,866	81	100,866	81		
Waynesburg and Washington	94,800	00	19,290	78	114,090	78	7	

West Chester and Philadelphia	00	62,512	50	1,162,512	50	8
West Chester and Phoenixville	00	2,180	10	2,180	10	7
Western Maryland	00			3,852,011	00	6
Total	\$234,780,741 16	\$30,170,817 43	43	\$334,853,120 68	68	

TABLE B.—Cost of Road and Equipment.

NAME OF COMPANY.	Total cost of road.		Total cost of equip- ment.		Total cost of road and equipment.		Value of real estate held by the com- pany, exclusive of roadway.		Average cost of con- struction per mile.		Av'rage cost of equip- ment per mile.		
Allegheny Valley, . . . . .	\$21,705,169	82	\$2,413,862	63	\$24,119,032	35			\$83,803	74	\$8,319	93	
Allentown, . . . . .	1,084,002	19			1,084,002	19	\$23,509	43	225,833	13			
Bachman Valley, . . . . .	112,412	29			112,412	29							
Bald Eagle Valley, . . . . .	1,050,000	00			1,050,000	00	10,000	00					
Barclay Coal Company, . . . . .	622,400	00			622,400	00							
Bellefonte and Snow Shoe, . . . . .	323,291	10	134,890	23	468,181	33			13,470	40	5,620	46	
Bell's Gap, . . . . .	201,346	66	14,775	47	216,122	13			20,973	61	1,539	11	
Berlin Branch, . . . . .	73,887	97			73,887	91		82	10,555	41			
Buffalo, New York and Philadelphia, . . . . .	5,498,034	96	1,081,819	24	6,579,854	20	8,000	00	45,438	30	8,940	65	
Buffalo Valley, . . . . .			8,875	00			700	00			1,100	00	
Catsquana and Fogelsville, . . . . .	513,185	59	135,150	00	658,335	59	15,000	00	20,927	42	5,406	00	
Catawissa, . . . . .	6,206,018	08			6,206,018	08							
Chester Creek, . . . . .	376,297	67			376,297	67			51,903	12			
Chester and Delaware River, . . . . .	220,915	21			220,915	21	30,450	00					
Chester Valley, . . . . .	1,371,900	00			1,371,900	00	3,100	00	63,800	00			
Chestnut Hill, . . . . .	120,650	00			120,650	00	15,505	98	29,244	00			
Cleveland and Pittsburgh, . . . . .	12,937,566	77	3,551,151	90	16,488,718	67			65,012	90	17,844	98	
Colebrookdale, . . . . .	67,471	27			667,471	27	14,108	07	52,146	19			
Conring, Cowanesque and Antrim, . . . . .	1,900,000	00	500,000	00	2,400,000	00	41,233	71	29,667	50			
Cornwall, . . . . .	351,650	77	88,651	84	440,272	61			43,932	57	11,081	48	
Cumberland Valley, . . . . .							100,000	00					
Danville and Riverside, . . . . .	3,887	58			3,887	58							
Delaware and Hudson Canal Co., . . . . .	3,667,471	95	1,175,480	00	4,742,951	95			33,605	00			
Delaware, Lackawanna and Western, . . . . .	16,873,486	12	5,849,338	95	22,722,825	07	6,033,078	85	81,318	00	28,189	50	
Delaware Western, . . . . .	742,203	79	74,617	32	827,821	11		4,990	32	30,543	37	3,070	67
Dillsburg and Mechanicsburg, . . . . .							3,100	00					
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	4,548,697	99	262,725	00	4,811,422	99	500,000	00	50,206	38			
East Broad Top, . . . . .	912,985	58	134,938	28	1,047,873	86	10,717	75	30,431	18	4,496	97	

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East Mahanoy,	892,550	00			892,550	00	000	00	52,062	32			
East Pennsylvania,	1,884,683	79			1,884,683	79			52,352	83			
Ebensburg and Cresson,	122,000	00			122,000	00	400	00			2,000	00	
Edgewood,	28,172	36	2,000	00	30,172	36			28,172	36	4,589	31	
Elmira and Williamsport,	2,268,000	00	332,000	00	2,620,000	00			29,493	37	2,672	58	
Emlenton, Shippensburg and Clarion,	312,830	60	80,177	68	393,008	37	608	00	10,427	60			
Erie and Pittsburgh,	3,180,937	26	1,895,725	18	5,076,662	44			31,419	77			
Fayette County,	130,000	00			130,000	00							
Foxburg, St. Petersburg and Clarion,	119,933	65	39,685	93	1,9,619	58			9,225	97	3,050	46	
Frankford and Holmesburg,	150,000	00			150,000	00	2,000	00					
Geneva, Hornellsville & Pine Creek,	425,175	00			425,175	00	800	00	2,000	00			
Greenlick Narrow Gauge,	25,609	89	6,825	52	31,935	41	50	00	7,317	10	1,807	21	
Hanover and York,	345,000	00			345,000	00			18,200	00			
Hanover Junction, Hanover and Gettysburg,	387,816	00	88,565	00	476,481	00	16,000	00	12,927	20	2,952	16	
Hanover Junction and Susquehanna,	193,797	60			193,797	60							
Harrisburg and Potomac,	827,987	83	5,766	05	833,753	88	77,692	36	29,439	52	205	01	
Huntingdon & Broad Top Mountain,	4,367,620	92			4,367,620	92							
Huntingdon, Franklin and Fulton,	2,000	00			2,000	00							
Ironton,	250,000	00	18,000	00	268,000	00	22,555	00	25,000	00	1,800	00	
Jamestown and Franklin,	2,530,646	84			2,530,646	84			49,523	42			
Jefferson,	4,398,050	00			4,398,050	00							
Jersey Shore, Pine Creek and Buffalo Junction,	812,723	61			812,723	61							
Lake Shore and Michigan Southern,	1,064,730	50			1,064,730	50							
Lancaster and Reading, (narrow gauge.)	65,601,205	65	14,378,709	04	79,979,914	69			75,874	00	12,227	00	
Lawrenceville and Evergreen,	142,041	43			142,041	43							
Lehigh and Eastern,	22,275	94	7,742	44	30,018	38			7,791	98	2,580	81	
Lehigh and Lackawanna,	75,000	00			75,000	00							
Lehigh and Susquehanna,	775,100	00			775,100	00							
Lehigh Valley,	13,802,955	70			13,802,955	70							
Little Saw-Mill Run,	71,347	48			71,347	48	300	00	7,000	00			
Littlestown,	101,017	16	29,175	00	130,192	16			33,672	39	9,725	00	
Little Schuylkill Navigation,	115,616	00			115,616	00	2,000	00	12,170	00			
Lykens Valley,	1,416,187	00			1,416,187	00	10,000	00	50,000	00			
McKean and Buffalo,	578,767	24	35,000	00	613,767	25							
Mill Creek and Mine Hill Naviga- tion,	802,156	95	27,112	89	829,269	84	1,200	00	36,214	76	1,224	00	
Monongahela Inclined Plane,	323,045	00			323,045	00							
Mont Alto,	81,567	09			81,567	09	4,500	00					
Montrose,	217,799	02	17,200	98	235,000	00			18,410	74	1,454	01	
Mount Carbon and Port Carbon,	332,141	18	37,909	14	370,050	32			11,862	18	1,353	89	
	282,815	45			282,815	45							

TABLE B.—Cost of Road and Equipment—Continued.

NAME OF COMPANY.	Total cost of road.		Total cost of equip- ment.		Total cost of road and equipment.		Value of real estate held by the com- pany, exclusive of roadway.	Average cost of con- struction per mile.		Average cost of equip- ment per mile.		
Mount Oliver Inclined Plane, . . .	\$82,215	53			\$82,215	53						
Mount Pleasant and Broad Ford, . . .	201,669	69			201,669	69						
Muncy Creek, . . .	345,450	00	\$12,500	00	357,950	00		\$21,007	26	\$2,083	33	
Nesquehoning Valley, . . .	1,397,279	42			1,397,279	42						
New Castle and Beaver Valley, . . .	834,082	79			834,082	79			55,717	00		
New Castle and Franklin, . . .	1,011,494	69	52,302	26	1,063,796	95			25,478	45	1,317	44
New Castle and Mining, . . .	100,000	00			100,000	00	\$4,500	00	26,668	00		
Newry, . . .	23,573	71			23,573	71		393	25	23,573	71	
North-East Pennsylvania, . . .	291,881	22			291,881	22	13,780	37				
North Pennsylvania, . . .	8,392,492	42	1,748,208	33	10,140,700	75	1,283,931	50				
Peach Bottom, . . .			73,040	00			36,000	00			1,328	00
Pennsylvania Coal, . . .	2,000,000	00			2,000,000	00	10,000	00				
Pennsylvania Company, . . .							921,906	44				
Peoples', . . .	88,141	54	33,465	29	121,606	83						
Perkiomen, . . .	2,046,629	34			2,056,629	34	19,591	91	53,418	94		
Philadelphia and Baltimore Central, . . .	1,864,494	93	259,820	74	2,124,315	67	25,000	00	40,532	50	4,558	26
Philadelphia, Germantown and Nor- ristown, . . .	1,139,078	84	367,988	09	1,507,066	93	500,793	49	56,953	94	18,399	40
Philadelphia and Reading, . . .	38,201,433	17	9,355,442	24	47,556,875	41	7,688,344	25	116,823	95	12,591	44
Philadelphia, Wilmington and Balt- imore, . . .	13,026,536	71			13,026,536	71	366,245	66	116,121	74		
Pickering Valley, . . .	476,342	63			476,342	63	800	00	42,154	21		
Pittsburgh and Castle Shannon, . . .	455,527	18	93,107	59	548,634	77	117,165	00	50,614	13	10,345	25
Pittsburgh, Cincinnati and St. Louis, . . .							2,000	00				
Pittsburgh and Connellsville, . . .	12,018,670	98	470,698	49	12,489,369	47	93,911	00	80,338	71	2,705	16
Pittsburgh, Fort Wayne and Chicago, . . .	18,456,860	05	33,731,123	55	57,187,723	60						
Pittsburgh, Titusville and Buffalo, . . .	8,473,622	16	587,500	00	9,051,122	16	40,000	00	70,613	52	4,895	88
Plymouth, . . .	288,545	19			288,545	19	11,231	00	30,977	85		
Reading and Columbia, . . .	2,102,949	46	245,241	18	2,348,190	64	62,566	22	43,811	45	3,877	33

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E RAILROAD REPORT.	Salisbury. . . . .	203,799	88	9,800	81	213,189	69	575	00	23,500	27	1,088	08
	Schuylkill Valley Navigation and Railroad Company, . . . . .	578,840	06			578,840	96						
	Selinsgrove and North Branch, Southern Pennsylvania Railway and Mining Company, . . . . .	216,300	01			216,300	91						
	State Line and Sullivan, . . . . .	625,000	00			625,000	00			29,761	90		
	Stony Creek, . . . . .	497,054	42			497,054	42	1,000,000	00				
	Sharon, . . . . .	355,000	00			355,000	00	45,981	10				
	Tioga, . . . . .	1,534,366	67	1,821,007	89	2,855,374	56	25,500	00	85,000	00		
	Trescow, . . . . .	230,866	81			230,866	81	37,901	51	22,697	78	7,432	43
	West Chester, . . . . .	159,798	04	46,037	60	205,835	64			22,996	60	17,756	33
	West Chester and Philadelphia, . . . . .	1,877,782	70	200,249	66	2,078,032	36			336,657	56	71,397	82
	Western Maryland, . . . . .	4,525,806	03			4,525,806	03			25,000	00		
	Wheeling, Pittsburgh and Baltimore Wilcox and Howard Hill Improve- ment Company, . . . . .	482,820	66			482,820	66			10,000	00	14,463	14
	Waynesburg and Washington, . . . . .	72,428	98			72,428	98						
	Waynesburg and Washington, . . . . .	142,082	18	15,598	00	157,680	18	2,405	00			5,111	00
	Totals, . . . . .	\$315,863,646	95	\$86,070,091	83	\$401,763,020	76						

[Reg. Doc.]

SECRETARY OF INTERNAL AFFAIRS:

LXV

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.
Allegheny Valley, . . . . .	242.00	17.50		259.50	63	62	10	112	15	5	75	27		18	2,024
Allentown, . . . . .	4.05			4.08	1			1							
Atlantic and Great Western, . . . . .	387.50	1.50	89.23	731.09	93	3	7	60	65		165	12	28	32	2,598
Bachman Valley, . . . . .	9.00			9.00	8			6	1						
Bald Eagle Valley, . . . . .	51.05	2.50		53.55	5			17	5						
Bellefonte and Snow Shoe, . . . . .	21.20		4.10	33.40	11			11							
Bell's Gap, . . . . .	8.03			9.06	4			5	1		2	1	1	1	3
Buffalo, New York and Philadelphia, . . . . .	120.55			120.55	13			29	13		25	12	3	5	1,040
Berlin Branch, . . . . .	7.00			7.00	2			3	1		1		1		1
Buffalo Valley, . . . . .	8.12			8.12											
Catawissa and Fogelsville, . . . . .	20.00	5.00	8.00	33.00	2	3	5	16	7		6	3		1	577
Catawissa, . . . . .	94.00	4.50	27.00	121.50	15		2	23		3					
Chartiers, . . . . .	22.80			22.80	22		2	27	2	2					
Chester Creek, . . . . .	7.25			7.25	4		4	8	1						
Chester and Delaware River, . . . . .	4.01			4.01	3		1	2	2						
Chester Valley, . . . . .	21.50				28	26		16	2						
Chestnut Hill, . . . . .	4.12			4.12	3		1	8							
Cleveland and Pittsburgh, . . . . .	167.00	32.00		199.00											
Colebrookdale, . . . . .	12.08			12.08	2		1	9	1						
Corning, Cowanesque and Antrim, . . . . .	53.00	11.00		64.00				16	10		19	9	2	5	750
Cornwall, . . . . .	7.47	1.73		9.20	7	7	5	15	2		4				165
Cumberland Valley, . . . . .	82.20		42.80	12.00	2	4	5	48	12		21	22	3	5	276
Delaware and Hudson Canal Company, . . . . .	113.70			113.70	33			16	12		33	6		6	67
Delaware, Lackawanna and Western, . . . . .	115.00	92.50		107.50	11	5	10	47	36	3	150	28	4	22	16,139
Dillsburg and Mechanicsburg, . . . . .	8.00			8.00				2							
Dunkirk, Allegheny Valley & Pittsburgh . . . . .	106.05			106.05	22	1	4	21	12		12	6	2	2	88
Delaware Western, . . . . .	20.00			20.00	11		5	12	2		3	8		2	30

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East Broad Top, . . . . .	80.00			80.00	17			9	0	2	0	2	2	174
East Mahanoy, . . . . .	7.54	8.16		10.70	3		6	4	2	5				
East Pennsylvania, . . . . .	86.00			84.00	22	7	4	12	6	2				
Ebensburg and Cresson, . . . . .	11.00			11.00	1			3	1	1				
Edgewood, . . . . .	1.00			1.00					1		1			
Elmora and Williamsport, . . . . .	76.70			76.70										72
Emlenton, Shippensburg and Clarion, . . . . .	29.70			29.70	4			20	5		6	1	6	2
Erie and Pittsburg, . . . . .	81.49			81.49	7	4		20	9		29	5		1,829
Fayette County, . . . . .	12.66			12.66	22			16	1					
Foxburg, St. Petersburg and Clarion, . . . . .	18.20			18.20	1			8	1		3	8	1	1
Frankford and Holmesburg, . . . . .	4.16			4.16	5			7	1					
Greenlick Narrow Gauge, . . . . .	3.50			3.50	5			3	1		1		1	17
Hanover and York, . . . . .	18.60			18.60										
Hanover Junction, Hanover & Gettysburg, . . . . .	80.00			80.00	19		1	16	5		8	3	3	2
Harrisburg and Potomac, . . . . .	25.12	2.00		27.12	33			17	3		1		1	6
Huntingdon and Broad Top Mountain, . . . . .	45.00	16.33		61.33	28		4	19	10		18	4		3
Ironton, . . . . .	10.00			10.00	5			2	2		2			1
Jamestown and Franklin, . . . . .	51.10	1.70		52.80	9		1	13	9	1				
Jefferson, . . . . .	45.50			45.50	51		1	7	7					
Junction, . . . . .	3.12			3.12			4							
Lake Shore and Michigan Southern, . . . . .	540.37	484.34	152.09	1,176.80	71	11	47	318	132		495	143	9	80
Lawrenceville and Evergreen, . . . . .	2.61			2.61	9	1		10	1		1	1	1	1
Lehigh and Lackawanna, . . . . .	25.00			25.00				4	1					
Lehigh and Susquehanna, . . . . .	105.00	105.75	48.70	258.25	37	21	18	45	19	2	90	15		11
Ligonier Valley, . . . . .	10.50	.50		11.00	3			10	4		2	1	1	1
Little Saw Mill Run, . . . . .	3.00			3.00	4			2	1		3	1		
Lititztown, . . . . .	9.50			9.50	5			6						
Little Schuylkill Navigation, . . . . .	28.20	3.00	7.50	34.70	33		2	16	7	1				
Lykens Valley, . . . . .	20.00			20.00										
McKean and Buffalo, . . . . .	22.15			22.15	19			9	4		1	1		1
Mill Creek and Mine Hill Navigation, . . . . .	8.80	2.97		6.77	10		2	5	1					
Mine Hill and Schuylkill Haven, . . . . .	42.50			42.50	78	2	1							
Mont Alto, . . . . .	10.50			10.50	4			7	1		1	1		2
Montrose, . . . . .	28.00			28.00	4			13	3		2	1	1	1
Mount Carbon and Port Carbon, . . . . .	2.50			2.50	8	2		3	1					
Muncy Creek, . . . . .	40.00			40.00	4			4	2		2	1	1	
Nesquehoning Valley, . . . . .	16.50	1.12		17.62	12			12	4	1				
New Castle and Beaver Valley, . . . . .	14.97			14.97	5		3	7	2					
New Castle and Franklin, . . . . .	36.25	1.75		33.00	7			19	2		3	1	1	15
New Castle and Mining, . . . . .	3.75			3.75							3			75
Newry, . . . . .	1.00			1.00				1						
North-East Pennsylvania, . . . . .	9.80			9.80	5			11						
North Pennsylvania, . . . . .	55.60	30.80		86.40	4	1	25	57	12	2	58	63	32	1,143

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.
Peach Bottom, . . . . .	60.00			60.00	18			38	6		6	3	6	2	41
Pennsylvania Coal, . . . . .	47.00	15.87		62.87	5			6		1		9		2	4,610
Pennsylvania Company, . . . . .											21	1			4,737
Pennsylvania Inland, . . . . .	85.00			85.00											
Peoples', . . . . .	6.00			6.00				7	2		9	3	10	1	6
Perkiomen, . . . . .	45.20			45.20	8	14		26	4	1					
Philadelphia and Baltimore Central, . . . . .	46.00		11.00	57.00	28		3	33	3		10	8		3	120
Philadelphia, Germantown & Norristown, . . . . .	17.00	12.25		29.25	6	5	14	21	4		24	45		13	192
Philadelphia and Reading, . . . . .	98.40	228.60	416.00	748.00	133	76	46	207	56	9	414	244	92	59	19,392
Philadelphia, Wilmington & Baltimore, . . . . .	96.32	15.86	100.50	212.68	90	35	35	142	28		76	136		42	1,189
Pickering Valley, . . . . .	11.30			11.30	2		3	9							
Pittsburgh and Castle Shannon, . . . . .	6.00	3.12		9.12	4			14	2	2	6	4	3	1	408
Pittsburgh and Connellsville, . . . . .	149.60	1.90	20.50	172.00	13	1	26	70	23	4	16	15		7	206
Pittsburgh, Fort Wayne and Chicago, . . . . .	468.03	35.00		503.00	17	41	64	158	53		278	127	25	51	6,782
Pittsburgh, Titusville and Buffalo, . . . . .	95.00	25.00		120.00	10			66	23		32	10	9	6	263
Plymouth, . . . . .	9.25			9.25	11	2		4	1						
Reading and Columbia, . . . . .	40.00	11.77	15.25	67.02	72	2	5	35	18		10	7		1	47
Salisbury, . . . . .	8.67			8.67	4			8	1		1				
Schuylkill Valley Navigation and Railroad Company, . . . . .	11.00	8.73		19.73	22	7	1	10	1						
Selmsgrove and North Branch, . . . . .	7.00	31.00		38.00											
Sharon, . . . . .	9.00	4.00		13.00	6			5	2						
Southern Pennsylvania Railway and Mining Company, . . . . .	21.00	2.00		23.00	3			5	2						
State Line and Sullivan, . . . . .	24.00			24.00	10			7	3		1	2		1	
Stony Creek, . . . . .	10.30			10.30			3	8	1						
Summit Branch, . . . . .	20.00			20.00	3		1	9	4		7	2		1	8

Toga, . . . . .	50.00	4.00	6.00	61.20	22	2	20	9	16	8	8	948			
Trosokow, . . . . .	6.50			6.50			2	2							
Waynesburg and Washington, . . . . .	27.80			27.80	8		14	4	3	1	1	8			
West Chester, . . . . .	9.00			9.00			9	2	1	2	1				
West Chester and Philadelphia, . . . . .	26.30		9.00	35.30	16	7	33	7	10	20	5	68			
West Chester and Phoenixville, . . . . .	14.00														
Western Maryland, . . . . .	90.00			90.00	114	2	58	9	13	21	5	280			
Wheeling, Pittsburgh and Baltimore, . . . . .	32.00			32.00	12	1	10	4	6						
Wilmington and Northern, . . . . .	63.60	8.40		72.00	16		38	9	11	4	4	137			
<b>Total, . . . . .</b>	<b>4,947.44</b>	<b>1,228.65</b>	<b>958.27</b>	<b>7,336.15</b>	<b>1,567</b>	<b>348</b>	<b>390</b>	<b>2,330</b>	<b>740</b>	<b>46</b>	<b>2,210</b>	<b>1,019</b>	<b>256</b>	<b>231</b>	<b>92,201</b>

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.
Allegheny Valley, . . . . .	466,155		631,964	14,195	908,438	51,108	2,190,944
Atlantic and Great Western, . . . . .	1,029,540	3,326,642		118,934	902,302	1,360,483	2,647,146
Hellefonte and Snow Shoe, . . . . .	82,546		171,536	4,314	11,721	50,494	54,562
Bell's Gap, . . . . .	27,340				7,889	84,605	88,605
Berlin Branch, . . . . .	4,368				5,743	6,039	6,039
Buffalo, New York and Philadelphia, . . . . .	132,014		377,777	927	189,122	289,265	731,385
Buffalo Valley, . . . . .			10,000	2,544	3,343	6,243	6,243
Carasauqua and Fogelsville, . . . . .	25,040	25,040	26,292	490	7,183	36,259	318,192
Chartiers, . . . . .	41,118	21,159			125,505		106,983
Corning, Cowanesque and Antrim, . . . . .	74,212		107,693	6,750	58,582	159,542	507,185
Cornwall, . . . . .		18,108				273,64	443,211
Cumberland Valley, . . . . .	183,477	133,018		10,194	335,551	7,117	318,691
Delaware and Hudson Canal Company, . . . . .	78,102	54,848	488,653	904	116,777	78,752	2,054,762
Delaware, Lackawanna and Western, . . . . .	443,792	571,481	1,441,501	9,448	474,162	44,483	3,193,531
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	122,507	286,081		5,862	118,100	259,900	330,673
Delaware Western, . . . . .	28,940			7,105	24,957	60,785	81,622
East Broad Top, . . . . .	25,401		51,139	409	25,183	72,671	132,468
Edgewood, . . . . .	1					63,314	63,314
Endleton, Shippenville and Clarion, . . . . .					136,397		16,318
Erie and Pittsburgh, . . . . .	146,771	300,831		5,518	136,649	97,874	753,020
Foxburg, St. Petersburg and Clarion, . . . . .	43,817			10,411	73,163	2,831	2,831
Greenlick Narrow Gauge, . . . . .		2,625		218	218	11,065	11,065
Hanover Junction, Hanover and Gettysburg, . . . . .	38,500		41,200	21,790	45,500	4,707	40,346
Harrisburg and Potomac, . . . . .	19,242				9,801		3,342
Huntingdon and Broad Top Mountain, . . . . .	57,005	29,000	87,910	6,515	43,618	275,601	394,788
Ironton, . . . . .		9,872				77,789	77,789
Junction, . . . . .	10,014	34,900		303,237			
Lake Shore and Michigan Southern, . . . . .	2,294,194		6,470,848	56,224	2,682,127	839,510	6,098,445
Lawrenceville and Evergreen, . . . . .	17,050			89,255			

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Lehigh and Lackawanna.				978	12,400	87,882	37,882
Lehigh and Susquehanna.	353,616	193,493	873,273	848	358,536		2,513,044
Ligonier Valley.	12,875	12,875		8,122	12,973	5,203	8,000
Little Saw Mill Run.	4,000		8,000	11,000	11,800	83,235	88,235
McKean and Buffalo.	30,188			988	19,371	71,299	95,465
Mont Alto.			12,782	14,884	18,809	7,053	8,728
Montrose.					10,007	263	7,172
Mount Oliver Inclined Plane.	25,000			198,182	198,182		
Muncy Creek.	7,560	7,560		7,964	7,964	18,460	18,460
New Castle and Bear Valley.	31,793	158,583			129,306	10,107	938,444
New Castle and Franklin.	24,102	22,662		3,064	31,334	13,530	41,615
North-East Pennsylvania.	27,822	3,040			75,892	14,749	14,749
North Pennsylvania.	716,076	374,243		112,229	1,310,378	434,749	97,484
Peach Bottom.					51,407	23,026	23,026
Pennsylvania Coal.				1,851	4,772	572,486	991,103
Peoples.	19,188						
Philadelphia and Baltimore Central.	104,013	51,248	6,546	90,756	211,115	63,837	131,303
Philadelphia and Reading.	1,745,547	2,048,011	4,299,291	807,642	6,376,413	7,156,929	10,343,317
Philadelphia, Wilmington and Baltimore.	900,836	647,367	47,697	307,820	2,043,781	481,426	793,365
Pittsburgh and Castle Shannon.	30,000		18,250	87,554	169,213		70,245
Pittsburgh and Connellsville.	447,845	1,033,169	63,155	8,312	704,307	469,370	1,829,465
Pittsburgh, Fort Wayne and Chicago.	1,509,974	5,491,249		60,701	2,237,404	1,130,748	2,990,137
Pittsburgh, Titusville and Buffalo.	179,645	253,480		14,497	281,919	171,504	522,432
Reading and Columbia.	136,881	136,645		63,599	197,954		265,122
Salisbury.	8,329		3,204		1,444	70,315	70,315
State Line and Sullivan.	23,640			277	6,859		
Stony Creek.	26,377	8,277			42,725	20,616	20,616
Summit Branch.	28,567		37,169	16,561	18,051		412,463
Tioga.	248,144			3,816	71,977	507,397	529,294
Waynesburg and Washington.	26,432						
West Chester and Philadelphia.	209,922	16,848	32,206	92,307	756,469	21,095	84,953
Western Maryland.	419,331				368,956	133,021	136,021
Wheeling, Pittsburgh and Baltimore.	27,840	20,688		203	43,681		20,627
Wilmington and Northern.	111,875	44,876		1,293	76,715	4,299	198,468
Total.	12,855,688	15,486,724	15,313,096	2,551,335	22,576,903	16,053,735	37,868,738

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.
Allegheny Valley, . . . . .	4,539	701,271	720,192	68,947	5,604		121,682
Atlantic and Great Western, . . . . .	41,871	662,790	349,489	69,425		113,179	257,877
Bellefonte and Snow Shoe, . . . . .	81	41,402	21			847	
Bell's Gap, . . . . .		87,588					
Buffalo, New York and Philadelphia, . . . . .	119,145	227,469	184,211	50	1,715	7,692	821
Buffalo Valley, . . . . .		4,940	14	5	2	30	
Catasauqua and Fogelsville, . . . . .	21,704	8,290		18,779			151,872
Corning, Cowanesque and Antrim, . . . . .	1,070	459,523		41	19		
Cornwall, . . . . .	101,358			89,234			203,832
Cumberland Valley, . . . . .	82,411	12,669	937	6,012	4,803	2,831	44,944
Delaware and Hudson Canal Company, . . . . .	1,915,884						70,577
Delaware, Lackawanna and Western, . . . . .	2,633,821	9,723	3,211	27,213	50,542	35,923	29,562
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	6,801	64,900	162,168		182	1,278	
Delaware Western, . . . . .	2,903	49,427	121	176		4,233	10,762
East Broad Top, . . . . .	114,787		84	10,832			1,893
Edgewood, . . . . .		63,314					
Emilonton, Shippenville and Clarion, . . . . .	1,237	4,070			43		
Erie and Pittsburgh, . . . . .	22	437,734	67,186	57,215	303	10,907	70,418
Foxburg, St. Petersburg and Clarion, . . . . .	536						
Greenlick Narrow Gauge, . . . . .							10,959
Hanover Junction, Hanover and Gettysburg, . . . . .		7,873					3,571
Harrisburg and Potomac, . . . . .	3,229	519	9	1,030		58	19,461
Huntingdon and Broad Top Mountain, . . . . .	1,133	313,818	151	13,206	331	52	31,325
Ironton, . . . . .	6,813						60,872
Lake Shore and Michigan Southern, . . . . .	153,529	569,086	570,249	79,785	31,129	119,766	14,958
Lehigh and Lackawanna, . . . . .	8,463		3			50	14,513
Lehigh and Susquehanna, . . . . .	2,237,650	1,050	1,418	14,898	3,242	14,240	86,780
Ligonier Valley, . . . . .		77				20	
Little Saw Mill Run, . . . . .		88,235					



McKean and Buffalo, . . . . .	250	70,306	26,135					
Mont Alto, . . . . .	2,814	318		100		1,890	890	
Montrose, . . . . .	2,781							
Muncy Creek, . . . . .	700							
New Castle and Beaver Valley, . . . . .	461	215,011	815	116,533	1,133	14,771	234,202	
New Castle and Franklin, . . . . .		24,816	618	498			5,590	
North-East Pennsylvania, . . . . .	3,823	118	58		40	57	2,130	
North Pennsylvania, . . . . .	325,486	2,471	3,648	27,656	5,240	7,628	61,971	
Peach Bottom, . . . . .	384							
Pennsylvania Coal, . . . . .	939,525							
Philadelphia and Baltimore Central, . . . . .	20,894	287	313					9,300
Philadelphia and Reading, . . . . .	6,419,021	199,215	153,729	237,336	78,960	205,968	411,533	
Philadelphia, Wilmington and Baltimore, . . . . .	77,430	17,233	21,514	15,129	7,307	53,490	11,526	
Pittsburgh and Castle Shannon, . . . . .		69,674						
Pittsburgh, Cincinnati and St. Louis, . . . . .		73,828	133	21	175	224		
Pittsburgh and Connellsville, . . . . .		610,253	91,290	39,199	12,124	54,675	62,675	
Pittsburgh, Fort Wayne and Chicago, . . . . .	14,937	293,658	15,167	163,687	45,339	100,820	189,558	
Pittsburgh, Titusville and Buffalo, . . . . .	10,157	197,615	161,551			31,409		
Reading and Columbia, . . . . .	171,999							
Salisbury, . . . . .		69,837		1		1		
State Line and Sullivan, . . . . .	42,976							
Stony Creek, . . . . .	2,605		241	2,413	33	239	82	
Summit Branch, . . . . .	407,323							
Tioga, . . . . .	1,336	496,501	250	25	90	156	52	
West Chester and Philadelphia, . . . . .	37,684							
Western Maryland, . . . . .		39,489						
Wheeling, Pittsburg and Baltimore, . . . . .		2,335	54	9			251	
Wilmington and Northern, . . . . .	33,692	35,737		19,803		19,774	20,429	
<b>Total, . . . . .</b>	<b>16,031,785</b>	<b>6,236,180</b>	<b>2,535,061</b>	<b>1,084,418</b>	<b>243,396</b>	<b>802,219</b>	<b>2,220,597</b>	

TABLE E.—The Amount of Freight, Specifying the Quantity in Tons—Continued.

NAME OF COMPANY.	Stone and lime.	Agricultural products.	Merchandise and manufactures.	Live stock.	Lumber.	Other articles.
Allegheny Valley,	54,480	23,382	178,925	1,511	150,663	159,798
Atlantic and Great Western,	82,346	329,703	331,378	26,994	79,326	352,768
Beilefonte and Snow Shoe,	635	707	361		4,368	6,140
Bell's Gap,			290		679	47
Buffalo, New York and Philadelphia,	2,650	27,997	34,787	4,613	60,100	30,600
Buffalo Valley,	114	878	311		432	14
Catasauqua and Fogelsville,	103,314	879	5,307		2,679	146
Corning, Cowanesque and Antrim,	810	4,773	17,314	28	22,817	790
Cornwall,	28,17					20,659
Cumberland Valley,	3,326	58,090	60,177	7,624	31,560	2,311
Delaware and Hudson Canal Company,		13,827	18,423	2,851	19,527	4,673
Delaware, Lackawanna and Western,	86,678	139,924	87,952	1,176	76,760	11,016
Dunkirk, Allegheny Valley and Pittsburgh,	2,449	9,740	10,303	872	8,822	63,475
Delaware Western,	1,625	1,169	7,027	8	8,831	327
East Broad Top,	79	423	2,565		583	1,199
Emlenton, Shippenville and Clarion,		2,453	7,099	1	1,048	343
Fayette County,	50,157	5,185	23,354	4,394	11,981	14,179
Foxburg, St. Petersburg and Clarion,	18	474	1,764		89	
Greenlick Narrow Gauge,			106			
Hanover Junction, Hanover and Gettysburg,	7,487		17,286	605	8,541	
Harrisburg and Potomac,	32	3,386	1,172		569	827
Huntingdon and Broad Top Mountain,	14,763	148	8,601	569	10,636	
Ironton,	8,653					1,450
Lake Shore and Michigan Southern,	111,357	1,614,570	649,075	543,876	465,633	1,175,432
Lehigh and Lackawanna,	9,395	817	433	10	200	
Lehigh and Susquehanna,	10,039	17,366	30,732	636	83,640	11,913
Ligonier Valley,	46	191	787	189	2,042	1,845
Little Saw Mill Run,						800
McKean and Buffalo,	147	498	2,882		4,149	

Mont Alto, . . . . .		1,266	701			1,448	1,216
Montrose, . . . . .						11,000	2,699
Muncy Creek, . . . . .						10,314	6,760
New Castle and Beaver Valley, . . . . .	72,902	8,646	30,891	8,124	245	6,324	219,001
New Castle and Franklin, . . . . .		1,220	3,478			2,011	1,428
North-East Pennsylvania, . . . . .	183	1,524	4,025	12		44,859	790
North Pennsylvania, . . . . .	80,025	159,265	207,833	14,280		11,003	27,140
Peach Bottom, . . . . .	8,833	1,558				974	12,847
Pennsylvania Coal, . . . . .			609				
Philadelphia and Baltimore Central, . . . . .	5,132	30,975	41,177	4,028		9,847	9,280
Philadelphia and Reading, . . . . .	336,687	689,572	161,984	24,137		203,609	1,266,483
Philadelphia, Wilmington and Baltimore, . . . . .	58,633	106,750	329,741	67,466		22,523	6,618
Pittsburgh, Cincinnati and St. Louis, . . . . .	11,435	7,836	6,547	2,930		2,559	1,250
Pittsburgh and Connellsville, . . . . .	41,629	16,832	106,133	1,951		19,298	773,290
Pittsburgh, Fort Wayne and Chicago, . . . . .	77,661	548,623	455,227	237,861		173,347	670,253
Pittsburgh, Titusville and Buffalo, . . . . .	3,050	5,580	43,671			33,888	30,504
Reading and Columbia, . . . . .			93,123				
Salisbury, . . . . .	1	32					11
Stony Creek, . . . . .	1,102	3,294	6,576	18		2,627	1,377
Summit Branch, . . . . .				9		387	4,744
Tioga, . . . . .	1,763	8,012	12,122	109		8,789	
West Chester and Philadelphia, . . . . .	6,479	5,998	52,477			6,665	5,710
Western Maryland, . . . . .	4,317		41,574	3,724		11,248	35,669
Wheeling, Pittsburgh and Baltimore, . . . . .	8,993	1,080	2,018	1,987		2,112	1,777
Wilmington and Northern, . . . . .	17,963	6,280	31,248			8,542	
Total, . . . . .	1,243,540	3,855,433	3,135,060	962,929		1,665,089	4,939,031

[Lrg. Doc.]

SECRETARY OF INTERNAL AFFAIRS.

LXXV

TABLE F.—Receipts.

NAME OF COMPANY.	Passengers.		Freight.		Mail and express.		Miscellaneous.		Total.	
Allegheny Valley, . . . . .	\$518,621	04	\$1,413,807	80			\$79,845	13	2,012,273	97
Allentown, . . . . .	659	14	494	09	\$36	68	190	61	1,410	52
Atlantic and Great Western, . . . . .	838,541	15	2,838,409	37	78,924	13	65,136	57	3,831,091	22
Bachman Valley, . . . . .	446	42	1,796	53	376	77			2,619	72
Belleville and Snow Shoe, . . . . .	4,493	94	32,473	25	50	00	128	92	37,096	12
Belt's Gap, . . . . .	1,502	84	39,750	53	311	54	5	20	41,570	11
Berlin Branch, . . . . .	1,074	38	1,906	41			30	54	3,011	33
Buffalo, New York and Philadelphia, . . . . .	131,313	17	704,156	58	17,470	68	7,928	16	864,868	59
Buffalo Valley, . . . . .	835	78	1,855	12	374	24			3,065	14
Catasauqua and Fogelsville, . . . . .	1,940	83	109,915	31			513	75	112,349	94
Catawissa, . . . . .									226,000	00
Chester Creek, . . . . .									11,100	00
Chestnut Hill, . . . . .									18,478	00
Colebrookdale, . . . . .	2,354	75	4,887	64	189	81	468	34	7,883	54
Corning, Cowanesque and Antrim, . . . . .	30,697	67	362,735	87			11,231	33	404,664	87
Cornwall, . . . . .			87,384	32					87,384	32
Cumberland Valley, . . . . .	168,131	82	320,203	20			23,786	01	512,121	03
Delaware and Hudson Canal Company, . . . . .	47,036	30	778,868	41			46,524	14	872,428	85
Delaware, Lackawanna and Western, . . . . .	293,025	57	3,123,974	43	49,125	34	227,475	46	3,699,600	85
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	62,585	73	237,097	63			31,081	82	331,778	18
Delaware Western, . . . . .	9,170	42	31,995	76			2,125	18	43,291	36
East Broad Top, . . . . .	9,184	88	71,562	70	1,459	56	4,254	79	86,461	93
East Mahanoy, . . . . .							25,575	50	25,575	50
Edgewood, . . . . .			1,899	42					1,899	42
Elmira and Williamsport, . . . . .							165,000	00	165,000	00
Emblenton, Shippenville and Clarion, . . . . .	82,816	75	36,145	16			4,623	47	123,545	33
Erie and Pittsburgh, . . . . .	79,594	21	431,690	62	18,879	78	1,132	75	531,297	36
Fayette County, . . . . .							9,000	00	9,000	00
Foxburg, St. Petersburg and Clarion, . . . . .	25,232	32	4,944	25			246	19	30,422	76

Greenlick Narrow Gauge	21	85	3,470	04					8,491	89
Hanover and York								55,849	15	55,849
Hanover Junction, Hanover and Gettysburg,	28,299	35	25,840	88	2,436	06		2,461	41	54,037
Harrisburg and Potomac	2,500	15	8,035	41	9	02		211	17	10,756
Huntingdon and Broad Top Mountain,	23,644	13	208,938	57	5,249	25		2,209	52	240,041
Ironton			34,702	08						31,702
Jamestown and Franklin	33,517	26	166,872	99	3,495	18		1,151	17	205,090
Junction	25,224	56	152,044	64	6,262	40		2,994	34	186,523
Lake Shore and Michigan Southern,	8,057,892	73	10,048,951	78	766,383	59		107,038	32	13,979,766
Lawrenceville and Evergreen	2,954	69								2,954
Lehigh and Lackawanna	3,708	81	23,238	73				890	53	27,838
Lehigh and Susquehanna	106,737	01	1,771,434	49				1,933	60	1,874,052
Ligonier Valley	5,093	13	4,042	27		60	00			9,195
Little Saw Mill Run	1,021	95	18,278	24				4,328	95	23,629
Littlestown	4,547	59	11,030	92	542	48				16,720
Lykens Valley								62,997	39	62,997
McKean and Buffalo	6,236	92	51,867	71				2,515	94	60,620
Mine Hill and Schuylkill Haven,								281,575	00	281,575
Monongahela Inclined Plane	17,960	67						182	83	18,143
Mont Alto	3,235	23	3,814	31	705	66				7,755
Montrose	5,942	05	9,935	81				2,582	71	18,460
Mount Oliver Inclined Plane,	9,612	30	32	15						9,644
Muncy Creek	1,413	90	7,481	09				225	24	9,120
New Castle and Beaver Valley,	49,537	07	213,096	81	5,909	65		226	69	268,770
New Castle and Franklin	19,074	47	21,702	27				2,841	00	43,617
North-East Pennsylvania	11,764	43	7,052	52	1,087	66				19,904
North Pennsylvania	566,493	95	827,166	97				67,263	50	1,460,923
Peach Bottom	15,430	81	25,059	68	2,460	08		210	00	43,160
Pennsylvania Coal	3,268	10	3,960	97						7,229
Pennsylvania Company,								1,090,176	21	1,090,176
Peoples'	7,504	74	126	72	213	75		52	19	7,897
Perkiomen	9,119	91	62,059	51	508	02		1,045	66	72,773
Philadelphia and Baltimore Central,	94,633	96	153,159	86	7,579	07		2,597	57	257,870
Philadelphia, Germantown and Norristown,								278,495	86	278,495
Philadelphia and Reading	1,528,423	40	9,897,717	12	41,664	79		785,469	84	12,251,675
Philadelphia, Wilmington and Baltimore,	1,517,513	11	882,157	31	116,986	91		143,788	52	2,660,445
Pickering Valley	1,792	03	1,295	03	164	71		525	11	3,776
Pittsburgh and Castle Shannon,	15,833	69	762	85				89,720	83	106,317
Pittsburgh, Cincinnati and St. Louis,	46,361	16	33,189	37	4,752	85		184	00	84,487
Pittsburgh and Connellsville,	237,661	87	1,261,359	72	43,071	47		660	69	1,542,753
Pittsburgh, Fort Wayne and Chicago,	1,780,590	17	5,598,553	49				492,150	31	7,871,294
Pittsburgh, Titusville and Buffalo,	168,764	33	331,437	00	14,998	45		11,501	26	526,701
Reading and Columbia	74,606	88	176,551	25	3,005	83		600	48	254,764

TABLE F.—Receipts—Continued.

NAME OF COMPANY.	Passengers.		Freight.		Mail and express.		Miscellaneous.		Total.	
Salisbury.	\$333	50	\$7,230	19	.	.	.	.	\$7,563	69
Schuylkill Valley Navigation and Railroad Company,								\$29,450	00	29,450
State Line and Sullivan,	8,802	33	35,021	00	\$2,006	92	24,304	16	65,113	02
Stony Creek,	7,947	97	7,267	82	.	.	2,727	78	17,943	57
Summit Branch,	6,676	15	122,772	57	.	.	1,964	15	131,412	87
Tioga,	30,300	61	286,001	32	.	.	9,164	29	325,466	22
Waynesburg and Washington,	9,164	18	11,422	56	.	.	178	87	20,763	11
West Chester and Philadelphia,	199,335	72	103,094	48	4,079	25	5,977	19	312,486	64
Western Maryland,	140,925	70	174,564	10	.	.	31,711	83	347,201	63
Wheeling, Pittsburgh and Baltimore,	20,894	32	17,022	61	.	.	3,067	32	40,984	25
Wilmington and Northern,	30,434	80	93,689	83	.	.	5,550	71	129,681	44
<b>Totals,</b>	<b>\$12,236,422</b>	<b>90</b>	<b>\$43,549,141</b>	<b>90</b>	<b>\$1,200,882</b>	<b>13</b>	<b>\$3,818,521</b>	<b>65</b>	<b>\$61,669,372</b>	<b>89</b>

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.	
Allegheny Valley, . . . . .	\$37,751	39	\$328,204	06	\$305,378	82	\$409,409	27	\$1,042,691	15
Allentown, . . . . .							757	10	757	10
Atlantic and Great Western, . . . . .	69,181	92	779,363	06	623,395	32	1,618,765	70	3,026,524	04
Bachman Valley, . . . . .	934	16			1,137	00			2,071	78
Bellefonte and Snow Shoe, . . . . .			24,946	15	8,100	00	17,141	35	50,237	50
Bell's Gap, . . . . .			3,462	27	4,791	63	11,171	05	19,424	95
Berlin Branch, . . . . .	791	37	920	25			313	52	2,028	14
Buffalo, New York and Philadelphia, . . . . .	176,628	03	148,262	03	49,145	94	217,011	47	414,419	44
Buffalo Valley, . . . . .							3,216	69	3,216	69
Catasauqua and Fogelsville, . . . . .			16,788	56	6,213	27	27,878	47	50,878	80
Catawissa, . . . . .									40	00
Colebrookdale, . . . . .									86,304	63
Corning, Cowanesque and Antrim, . . . . .	51,200	00	73,481	22	79,278	69	138,550	91	291,310	82
Cornwall, . . . . .	6,592	77	14,527	50	4,511	20	9,746	37	28,885	07
Cumberland Valley, . . . . .			119,032	47	88,497	20	155,031	09	312,560	73
Delaware and Hudson Canal Company, . . . . .			84,171	90	47,713	62	342,324	61	474,210	13
Delaware, Lackawanna and Western, . . . . .	11,761	30	297,591	64	276,168	04	805,359	75	1,379,119	43
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	7,187	32	136,246	83	32,839	10	163,337	54	332,423	47
Delaware Western, . . . . .	2,057	23	11,748	50	1,637	95	21,401	53	34,787	98
East Broad Top, . . . . .	114	24	8,293	37	15,551	74	28,840	03	52,685	14
Edgewood, . . . . .			202	26	289	59	1,346	56	1,838	41
Emblenton, Shippenville and Clarion, . . . . .	20,038	46	17,786	84	6,843	19	45,508	54	70,139	07
Erie and Pittsburgh, . . . . .			140,982	78	74,091	71	165,942	75	381,017	24
Fayette County, . . . . .							465	76	465	76
Foxburg, St. Petersburg and Clarion, . . . . .	159,619	58	8,516	96	6,162	68	17,951	22	31,630	86
Greenlick Narrow Gauge, . . . . .			944	85	578	47	2,086	96	3,610	28
Hanover and York, . . . . .							34,340	81	34,340	81
Hanover Junction, Hanover and Gettysburg, . . . . .			11,689	85	4,552	42	22,637	22	38,879	48
Harrisburg and Potomac, . . . . .			2,048	75	384	42	6,578	29	9,009	49

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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, . . . . .			\$43,878	99	\$11,336	87	\$69,816	64	\$125,032	50
Ironton, . . . . .			7,707	29	1,424	80	9,073	00	17,699	59
Jamestown and Franklin, . . . . .							124,967	17	124,967	17
Junction, . . . . .			29,282	97	62,345	05	6,934	63	98,562	65
Lake Shore and Michigan Southern, . . . . .	\$160,000	00	1,691,004	83	1,206,644	58	5,588,951	41	8,846,600	87
Lawrenceville and Evergreen, . . . . .			768	64	306	05	1,654	70	2,731	30
Lehigh and Lackawanna, . . . . .	100,000	00	8,827	22			14,178	19	23,005	41
Lehigh and Susquehanna, . . . . .			231,233	50	142,077	24	539,163	25	912,473	99
Ligonier Valley, . . . . .	21,886	83			1,743	75	2,895	91	4,639	66
Little Saw Mill Run, . . . . .	10,542	16	4,763	68	6,219	88	9,220	24	20,203	80
Littlestown, . . . . .			8,572	38	7,003	25	637	42	16,213	05
Lvckens Valley, . . . . .							1,701	61	1,701	61
McKean and Buffalo, . . . . .	141	00	4,774	78	1,083	66	13,950	92	13,809	36
Monongahela Inclined Plane, . . . . .							7,843	51	7,843	51
Mont Alto, . . . . .			2,708	19	129	37	4,528	52	7,366	08
Montrose, . . . . .	931	63	4,812	27	1,071	96	8,243	45	14,127	68
Mount Oliver Inclined Plane, . . . . .			177	05	31	85	5,332	93	5,541	83
Muncy Creek, . . . . .	253	47	229	72	61	06	7,616	53	7,907	31
New Castle and Beaver Valley, . . . . .			60,511	79	13,018	43	68,010	48	141,540	60
New Castle and Franklin, . . . . .	1,875	97	7,079	44	2,690	48	17,438	00	27,207	94
North-East Pennsylvania, . . . . .	54	77	4,459	06			1,726	86	6,185	93
North Pennsylvania, . . . . .	59,278	87	185,409	99	318,083	08	384,359	42	887,862	49
Peach Bottom, . . . . .							27,691	09	27,691	09
Pennsylvania Coal, . . . . .			6,300	00			318,700	00	325,000	00
Pennsylvania Company, . . . . .							97,167	99	97,167	99
Perkiomen, . . . . .							117,846	23	117,846	23
Philadelphia and Baltimore Central, . . . . .	11,518	19	72,928	82	25,172	97	72,921	55	171,021	34
Philadelphia and Reading, . . . . .			1,151,706	10	1,129,072	21	5,505,504	48	7,786,282	79
Philadelphia, Wilmington and Baltimore, . . . . .			282,005	74	156,326	41	1,128,010	95	1,665,343	10



Pickering Valley, . . . . .	50	00					23,595	93	23,595	93
Pittsburgh and Castle Shannon, . . . . .					7,557	65	93,274	56	100,832	21
Pittsburgh, Cincinnati and St. Louis, . . . . .			19,221	24	8,223	34	14,454	77	41,899	85
Pittsburgh and Connellsville, . . . . .			322,776	70	242,637	38	399,027	39	964,441	67
Pittsburgh, Fort Wayne and Chicago, . . . . .			969,674	21	761,144	13	2,407,418	67	4,138,137	01
Pittsburgh, Titusville and Buffalo, . . . . .			103,450	05	57,277	37	181,410	91	342,138	33
Point Breeze, . . . . .	180	75								
Reading and Columbia, . . . . .	294	25	48,073	52	27,578	26	105,488	20	181,139	96
Salisbury, . . . . .					767	28	5,054	23	5,821	51
State line and Sullivan, . . . . .	3,319	65	10,403	11	791	06	35,895	19	47,089	36
Stony Creek, . . . . .	2,981	59	5,558	29			1,677	51	7,235	80
Summit Branch, . . . . .							118,440	37	118,440	37
Tioga, . . . . .	10,124	32	38,758	75	40,570	93	100,589	26	179,918	94
Waynesburg and Washington, . . . . .	2,389	36	13,723	38	1,021	95	11,377	09	26,122	42
West Chester and Philadelphia, . . . . .	24	75	40,523	13	18,929	26	106,907	02	166,359	41
Western Maryland, . . . . .	72,870	10	35,376	07	31,123	41	120,784	83	137,784	31
Wheeling, Pittsburgh and Baltimore, . . . . .			22,450	54	3,275	47	10,436	81	36,162	82
Wilmington and Northern, . . . . .	61	75	61,512	05	17,256	29	69,141	34	147,909	68
Totals, . . . . .	\$1,002,689	16	\$7,729,748	64	\$5,895,309	32	\$22,228,282	69	\$36,244,413	76

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TABLE H.—Accidents.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allegheny Valley,							17	22
Atlantic and Great Western,	1		5	5	3	2	9	7
Bellefonte and Snow Shoe,	1			6			1	6
Buffalo, New York and Philadelphia,			2		2		4	2
Chartiers,								
Corning, Cowanesque and Antrim,					1		1	
Cumberland Valley,					1	1	1	1
Delaware and Hudson Canal Company,							1	3
Delaware, Lackawanna and Western,			5	5	9	6	14	11
Dunkirk, Allegheny Valley and Pittsburgh,				2	2	1	2	3
Erie and Pittsburgh,							6	8
Emlenton, Shippenville and Clarion,								2
Foxburg, St. Petersburg and Clarion,					1	1	1	1
Huntingdon and Broad Top Mountain,			4			2		6
Jefferson,				1	1	1	1	2
Junction,			1		1		2	
Lake Shore and Michigan Southern,		1	1	1	7	11	8	12
Lehigh and Susquehanna,			2	1	7	2	9	3
Little Saw Mill Run,				1				1
McKean and Buffalo,			1				1	
Monongahela Inclined Plane,		1						1
New Castle and Beaver Valley,								5
North-East Pennsylvania,						2		2
North Pennsylvania,		1	3	7	7	2	10	10
Pennsylvania Coal,	2	4	1	4			3	8
Philadelphia and Baltimore Central,			1	2	1	2	2	4
Philadelphia and Reading,							73	88
Philadelphia, Wilmington and Baltimore,							22	12
Pittsburgh and Castle Shannon,							1	
Pittsburgh and Connellsville,							17	9
Pittsburgh, Fort Wayne and Chicago,							8	39
Pittsburgh, Titusville, and Buffalo,							2	13
Reading and Columbia,							5	5

State Line and Sullivan, . . . . .	.	.	.	.	.	.	.	1	1
Stony Creek, . . . . .	.	.	.	.	.	.	.	2	2
Summit Branch, . . . . .	.	.	.	.	.	.	.	1	1
Toga, . . . . .	.	.	.	.	.	.	.	3	3
West Chester and Philadelphia, . . . . .	.	.	.	.	.	.	.	1	1
Western Maryland, . . . . .	.	.	.	.	.	.	.	1	1
Wilmington and Northern, . . . . .	.	.	.	.	.	.	.	1	1
Total, . . . . .							280	291	

TABLE I.—Yearly Receipts and Expenditures proportioned to Pennsylvania.

NAME OF COMPANY.	Earnings.		Cost of road and equip- ment.		Maintenance of way.		Motive power.		Miscellaneous.		Total expenditures.		
Allentown, . . . . .	\$1,410	52	\$1,084,002	19								\$757	10
Allegheny Valley, . . . . .	2,012,273	97	37,751	39	\$328,204	06	\$305,878	82	\$409,408	27	1,042,991	15	30
Atlantic and Great Western, . . . . .	1,016,737	92	18,297	23	206,125	81	166,198	34	428,182	15	800,456	30	53
Bachman Valley, . . . . .	2,619	72			934	18	1,187	60	558	75	2,630		
Bald Eagle Valley, . . . . .			1,050,000	00									
Bellefonte and Snow Shoe, . . . . .			323,291	10									
Bell's Gap, . . . . .	41,570	11	1,439	01	3,462	27	4,791	63	11,171	05	19,424	95	
Berlin Branch, . . . . .	3,011	33	794	37	920	25		02	313	52	1,233	77	
Buffalo, New York and Philadelphia, . . . . .	299,487	37	61,162	68	51,340	07	17,018	10	143,505	40	211,863	57	
Buffalo Valley, . . . . .	3,065	14			3,216	69					3,216	69	
Catasauqua and Fogelsville, . . . . .	112,369	94			16,788	58	6,213	27	27,876	47	50,878	30	
Catawissa, . . . . .	226,000	00	40	00									
Chester Creek, . . . . .	11,100	00											
Chestnut Hill, . . . . .	14,478	00											
Colebrookdale, . . . . .	7,888	54											
Corning, Cowanesque and Antrim, . . . . .	225,102	31	51,200	00	56,925	00	61,413	00	36,304	63	36,304	63	
Cornwall, . . . . .	87,384	32	8,592	77	14,527	50	4,511	20	92,992	32	211,330	32	
Cumberland Valley, . . . . .	403,599	86			14,527	50	4,511	20	9,846	37	28,885	07	
Delaware, Lackawanna and Western, . . . . .	3,699,600	85	11,761	30	94,275	74	30,489	82	245,748	31	870,513	87	
Delaware Western, . . . . .	5,173	82	245	84	297,591	64	276,168	04	805,359	75	1,379,119	43	
Delaware and Hudson Canal, . . . . .	828,807	50			1,403	95	185	73	2,557	48	4,157	16	
Dunkirk, Allegheny Valley and Pitts- burgh, . . . . .	176,875	08			79,963	30	45,327	35	325,208	75	450,499	40	
East Broad Top, . . . . .	90,808	05	8,831	65	72,634	50	17,506	81	87,075	24	177,216	55	
East Mahanoy, . . . . .	23,553	00	114	24	8,293	37	15,551	74	28,840	03	52,685	14	
Edgewood, . . . . .	1,899	42			202	26	289	59	1,346	56	1,838	41	



TABLE I.—Yearly Receipts and Expenditures proportioned to Pennsylvania—Continued.

NAME OF COMPANY.	Earnings.		Cost of road and equip- ment.		Maintenance of way.		Motive power.		Miscellaneous.		Total expenditures.	
Philadelphia, Germantown and Norris- town, . . . . .	\$277,623	34										
Philadelphia, Wilmington and Baltimore	509,451	00	\$16,204	16	\$53,141	82	\$29,459	00	\$195,937	00	\$278,537	82
Pickering Valley, . . . . .	3,776	88	50	00					23,595	93	23,595	93
Pittsburgh and Castle Shannon, . . . . .	106,317	37			7,557	65			93,274	58	100,832	21
Pittsburgh and Connellsville, . . . . .	1,480,593	00			310,261	44	233,230	66	383,557	74	927,049	84
Pittsburgh, Titusville and Buffalo, . . . . .	526,701	04			103,450	05	57,277	37	181,410	91	342,138	33
Pittsburgh, Cincinnati and St. Louis, . . . . .	84,487	38			19,221	24	8,223	34	14,454	77	41,899	35
Reading and Columbia, . . . . .	254,764	44	294	25	48,073	52	27,578	26	105,488	20	181,139	98
Salisbury, . . . . .	7,563	69	17,925	99			767	28	5,054	23	5,821	51
Schuylkill Valley Navigation and Rail- road, . . . . .	29,450	00										
Selinsgrove and North Branch, . . . . .			1,835	75								
State Line and Sullivan, . . . . .	65,113	02	3,319	65	10,403	11	791	06	35,895	19	47,089	36
Stony Creek, . . . . .	17,943	57	2,981	59	5,558	29			1,677	51	7,235	80
Summit Branch, . . . . .	131,412	87							118,440	37	118,440	37
Tioga, . . . . .	281,746	86							155,750	73	155,750	73
Waynesburg and Washington, . . . . .	20,763	11	2,389	86	13,723	38	1,021	95	11,377	09	26,122	42
West Chester and Philadelphia, . . . . .	312,486	64		24	40,523	13	18,929	26	106,907	02	166,359	41
Western Maryland, . . . . .	1,928	90	404	80	199	32	172	90	671	00	1,043	22
Wheeling, Pittsburgh and Baltimore, . . . . .	21,769	00							19,212	00	19,212	00
Wilmington and Northern, . . . . .	109,868	86	50	00	52,114	37	14,619	91	58,578	07	125,312	35
<b>Total, . . . . .</b>	<b>\$33,945,567</b>	<b>19</b>	<b>\$3,289,932</b>	<b>22</b>	<b>\$4,088,967</b>	<b>07</b>	<b>\$3,314,125</b>	<b>60</b>	<b>\$12,831,785</b>	<b>27</b>	<b>\$20,234,877</b>	<b>94</b>

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.	Number of passen- gers carried.	Number of tons of freight carried.	Total miles laid.	Gauge—feet.
Allentown, . . . . .	\$1,084,002	19			\$23,509	43	1,447	908,438	2,190,944	259	4.09
Allegheny Valley, . . . . .	21,705,169	82	\$2,413,862	53			975			177.46	6, 4.9 $\frac{1}{2}$ & 4.9 $\frac{3}{4}$
Atlantic and Great Western, . . . . .							10			9	4.8 $\frac{1}{2}$
Bachman Valley, . . . . .	112,412	29			10,000	00				51.19	4.8 $\frac{1}{2}$
Bald Eagle Valley, . . . . .	1,050,000	00									
Barclay Coal, . . . . .	622,600	00								21.20	4.8 $\frac{1}{2}$
Bellefonte and Snow Shoe, . . . . .	323,291	10								9.60	3
Bell's Gap, . . . . .	201,346	66	14,775	47			28	7,669	88,605	7	4.8 $\frac{1}{2}$
Berlin Branch, . . . . .	73,887	91			82	00	8	5,743	6,039		
Buffalo, New York and Phila- delphia, . . . . .	1,903,864	77	374,613	23	8,000	00		65,192	255,984	41.90	4.8 $\frac{1}{2}$
Buffalo Valley, . . . . .			8,875	00	500	00	6	3,363	6,243	8.12	4.8 $\frac{1}{2}$
Catasauqua and Fogelsville, . . . . .	523,185	59	185,150	00	15,000	00	61	7,133	318,192	33	4.8 $\frac{1}{2}$
Catawissa, . . . . .	6,206,668	08								141	4.8 $\frac{1}{2}$
Chester Creek, . . . . .	376,297	67								7.25	4.8 $\frac{1}{2}$
Chester and Delaware River, . . . . .	220,915	21			30,480	00				5.91	4.8 $\frac{1}{2}$
Chestnut Hill, . . . . .	120,650	00			15,505	98				4.12	4.8 $\frac{1}{2}$
Chester Valley, . . . . .	1,371,900	00			3,000	00				21.50	4.8 $\frac{1}{2}$
Colebrookdale, . . . . .	667,471	27			14,108	07				14.90	4.8 $\frac{1}{2}$
Corning, Cowanesque and An- trim, . . . . .	1,300,000	00	375,000	00	41,233	71	109	43,952	380,388	48	4.8 $\frac{1}{2}$
Cornwall, . . . . .	351,620	77	88,651	84	600	00	31		443,211	9.21	4.8 $\frac{1}{2}$
Cumberland Valley, . . . . .					100,000	00	260			111.10	4.9
Danville and Riverside, . . . . .	3,887	58									
Delaware, Lackawanna and Western, . . . . .	16,873,486	12	5,849,338	95			2,000	474,162	3,193,531	281.50	4.8 $\frac{1}{2}$
Delaware Western, . . . . .	73,609	52	7,400	31			6	2,269	7,420	20.39	4.8 $\frac{1}{2}$
Delaware and Hudson Canal, . . . . .	3,667,471	95	1,175,480	00			431	110,938	1,943,473	77.36	4.8 $\frac{1}{2}$
Dillsburg and Mechanicsburg, . . . . .					3,100	00					4.9

TABLE I—Continued.—Miscellaneous Information Proportioned to Pennsylvania—Continued.

NAME OF COMPANY.	Proportion of cost.		Proportion of equipment.		Value of real estate.		Number of employes.	Number of passengers carried.	Number of tons of freight carried.	Total miles laid.	Gauge—feet.
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	\$2,424,968	15	\$140,070	00	\$50,000	00	240	59,050	165,837	51	4.8½
East Broad Top, . . . . .	912,935	58	184,938	28	10,717	75	94	25,188	132,468	55.80	8.00
East Mahanoy, . . . . .	392,550	00			600	00				14.50	4.8½
East Pennsylvania, . . . . .	1,884,683	79								70.09	4.8½
Ebensburg and Cresson, . . . . .	122,000	00			400	00				11	4.9
Edgewood, . . . . .	28,172	36	2,000	00			2		68,314	1	4.9
Elmira and Williamsport, . . . . .	2,066,925	68	320,792	70						69.90	4.8½
Emlenton, Shippenville and Clarion, . . . . .	312,830	69	80,177	68	606	00	135	163,397	16,318	32	3.00
Erie and Pittsburgh, . . . . .	8,180,987	28	1,895,725	18				136,649	753,020	101.24	4.8½
Fayette County, . . . . .	130,000	00								12.66	4.8½
Frankford and Holmesburg, . . . . .	150,000	00			2,000	00				5.11	4.8½
Foxburg, St. Petersburg and Clarion, . . . . .	119,933	65	39,685	93			33	73,163	2,831	13.20	3.00
Geneva, Hornellsville and Pine Creek, . . . . .	118,490	00			800	00				34.00	4.8½
Greenlick Narrow Gauge, . . . . .	25,609	89	6,325	52	50	00	7	218	11,065	3.50	3.00
Hanover and York, . . . . .	345,000	00								18.60	4.8½
Hanover Junction and Susquehanna, . . . . .	195,779	60									
Hanover Junction, Hanover & Gettysburg, . . . . .	387,816	00	88,565	00	16,000	00	63	45,500	40,366	30	4.8½
Harrisburg and Potomac, . . . . .	827,987	83	5,766	05	77,692	36	14	9,801	30,342	27.12	4.9
Huntingdon and Broad Top Mountain, . . . . .	4,367,820	92					190	43,618	394,788	61.80	4.8½



Huntingdon, Fulton & Franklin,	3,000	00																		
Ironton,	250,000	00	18,000	00	22,555	00	18			77,789	10	4.8½								
Jamestown and Franklin,	2,530,646	34									52.80	4.8½								
Jefferson,	4,396,050	00									45.50	6								
Jersey Shore, Pine Creek and Buffalo,	812,723	61																		
Junction,	1,064,730	50							308,237		3.12	4.8½								
Lake Shore & Michigan Southern,	3,744,372	00	1,228,202	00			671	73,293		60,880	49.35	4.8½								
Lawrenceville and Evergreen,	23,275	94	7,742	44			4	39,255			2.61	3								
Lehigh and Lackawanna,	775,100	00						12,400		37,882	25	4.8½								
Lehigh and Susquehanna,	13,802,955	70						358,536		2,513,644	210.25	4.8½								
Ligonier Valley,	71,347	48			300	00	10	12,973		8,000	10.50	3								3 and 4.8½
Little Saw Mill Run,	101,017	18	29,175	00	54,850	00	27	11,686			3									
Little Schuylkill Navigation,	1,416,287	00			10,000	00	2				31.20	4.8½								
Littlestown,	115,616	00			2,000	00					9.50	4.9								
Lykens Valley,	578,767	24	17,000	00							20	4.8½								
Mill Creek and Mine Hill,	323,045	00									6.77	4.8½								
Monongahela Inclined Plane,	81,567	09			4,500	00	9	386,805			12	5								
Mont Alto,	217,799	02	17,200	98				18,809		8,728	10.50	4.9								
Montrose,	332,141	18	37,909	14				10,667		7,172	28	3								
Mount Carbon and Port Carbon,	282,815	45									2.50	4.8½								
Mount Oliver Inclined Plane,	82,215	53					6	198,182			.30	5.00								
Mount Pleasant and Broadford,	201,669	69									10.60	4.8½								
McKean and Buffalo,	802,156	95	27,112	89	1,200	00	25	19,371		98,465	22.15	4.8½								
Muncy Creek,	345,450	00	12,500	00				7,964		18,460	8.	4.8½								
Nesquehoning Valley,	1,397,279	42									24.42	4.8½								
New Castle and Beaver Valley,	834,082	79					261	129,366		983,444	19.47	4.9½								
New Castle and Franklin,	1,011,494	69	52,302	28			40	33,634		44,615	36.25	4.9								
New Castle R. R. and Mining,	100,000	00			4,500	00					3.75	3.6								
Newry,	23,573	71			893	25					1	4.8½								
North-East Pennsylvania,	291,881	22			13,780	37		75,692		14,749	10.71	4.8½								
North Pennsylvania,	8,392,492	42	1,748,208	33	1,283,931	50	1,100	1,310,378		917,484	135	4.8½								
Peach Bottom,			73,040	00	36,000	00	50	51,407		23,028	60	3								
Pennsylvania Coal,	2,000,000	00			10,000	00	4,100	4,772		991,106	100	4.3								
Pittsburgh, Fort Wayne and Chicago,	12,060,323	50	4,036,042	55			1,581	2,257,404		2,990,157	48.08	4.9								
Peoples,	88,141	54	33,465	29			8	66,889			6.60	4.8½								
Perkiomen,	2,056,629	34			19,691	91						4.8½								
Philadelphia and Baltimore Central,	1,459,167	48	207,685	79	25,000	00	200	165,220		102,762	36.75	4.8½								
Philadelphia and Reading,	38,201,433	17	9,355,442	24	7,688,344	25	9,117	6,376,413		10,383,317	98.40	4.8½								

TABLE I.—Continued.—Miscellaneous Information Proportioned to Pennsylvania.

NAME OF COMPANY.	Proportion of cost.		Proportion of equipment.		Value of real estate.		Number of employes.	Number of passengers carried.	Number of tons of freight carried.	Total miles laid.	Gauge—feet.
	\$	%	\$	%	\$	%					
Philadelphia, Germantown and Norristown.	\$1,139,078	84	\$367,988	09	\$500,798	49	.....	.....	.....	17	4.8½
Philadelphia, Wilmington and Baltimore.	2,190,056	02	.....	.....	.....	.....	603	429,660	151,920	94	4.9
Pickering Valley.	476,342	63	.....	.....	800	00	.....	.....	.....	11.90	4.8½
Pittsburgh and Castle Shannon.	455,527	18	93,107	59	117,165	00	180	169,213	70,245	9.12	3.4
Pittsburgh and Connellsville.	11,552,708	49	455,008	57	93,911	00	1,272	733,529	1,313,776	149	4.8½
Pittsburgh, Titusville and Buffalo.	8,473,622	16	587,500	00	40,000	00	575	281,919	522,432	120	4.9 and 6
Plymouth.	286,545	19	.....	.....	11,231	00	.....	.....	.....	9.25	4.8½
Point Breeze.	180	75	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Chester and Phoenixville.	2,180	19	.....	.....	.....	.....	.....	.....	.....	14	4.8
Pittsburgh, Cincinnati and St. Louis.	.....	.....	.....	.....	2,000	00	45	125,505	103,988	22.80	4.9
Reading and Columbia.	2,102,949	46	245,241	18	62,556	22	130	197,954	265,122	51.77	4.8½
Salisbury.	203,799	38	9,390	31	575	00	9	1,446	70,315	8.67	4.8½
Schuylkill Valley Navigation and Railroad.	576,840	96	.....	.....	.....	.....	.....	.....	.....	19.73	4.8½
Selinsgrove and North Branch.	216,300	91	.....	.....	.....	.....	.....	.....	.....	38	.....
Sharon.	355,000	00	.....	.....	25,500	00	.....	.....	.....	9	4.9½
Southern Pennsylvania Railway and Mining.	625,000	00	.....	.....	40,000	00	.....	.....	.....	21	4.9
State Line and Sullivan.	.....	.....	.....	.....	1,000,000	00	.....	6,859	.....	25	4.8½
Stony Creek.	495,054	42	.....	.....	45,981	10	.....	42,725	20,616	12.10	4.8½
Summit Branch.	.....	.....	.....	.....	.....	.....	.....	18,081	412,463	29.66	4.9
Tioga.	1,821,007	89	432,567	43	37,901	51	.....	62,309	458,194	58.20	4.8½ and 6

Trescow, . . . . .	230,806	18																		
Waynesburg and Washington,	142,082	18																		
West Chester, . . . . .	159,798	04	15,588	00																
West Chester and Philadel-			46,087	60																
phia, . . . . .	1,877,762	70			2,405	00	50													
Western Maryland, . . . . .	25,148	82	200,249	66	32,996	60														
Wheeling, Pittsburgh and Bal-																				
timore, . . . . .	254,873	46			386,657	56	175	756,469		84,958										
Wilmington and Northern, . . .	983,686	67																		
Total, . . . . .	\$211,844,610	10	\$32,510,911	01	\$11,941,407	06	26,613	17,027,045		83,922,049		3,962.91								

COMPARATIVE STATEMENT of Capital Stock Paid in for Five Years.

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ANNUAL REPORT OF THE

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NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Allegheny Valley, . . . . .	\$2,258,400	00	\$2,166,500	00	\$2,166,500	00			\$2,166,500	00
Allentown, . . . . .	568,744	47	568,744	47	568,744	47	\$568,884	47	1,268,844	47
Atlantic and Great Western, . . . . .	34,671,548	00	34,675,804	00	34,675,804	00	34,675,804	00	34,675,804	10
Bachman Valley, . . . . .	66,742	31	66,792	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, . . . . .	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, . . . . .	200,000	00	200,000	00	200,000	00	200,000	00	200,000	00
Berlin, . . . . .							41,708	00	42,685	21
Buffalo, Bradford and Pittsburgh, . . . . .	2,286,000	00							1,968,950	00
Buffalo, New York and Philadelphia, . . . . .	1,691,150	00	1,720,950	00	1,806,650	00	1,944,650	00	1,968,950	00
Buffalo Valley, . . . . .							46,052	33	46,052	33
Catasauqua and Fogelsville, . . . . .	426,900	00	426,900	00	426,900	00	426,900	00	426,900	00
Catawissa, . . . . .	4,359,500	00	4,359,500	00	4,359,500	00	4,359,500	00	4,359,500	00
Chartiers, . . . . .	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	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, . . . . .	11,230,950	00	11,231,400	00	11,232,150	00	11,232,450	00	11,232,850	00
Colebrookdale, . . . . .	47,165	00	47,215	00	47,215	00	47,215	00	297,215	00
Columbia and Port Deposit, . . . . .	208,172	11	209,177	11	208,177	11				
Connecting, . . . . .	1,278,300	00	1,278,300	00	1,278,300	00				
Corning, Cowanesque and Antrim, . . . . .	1,900,000	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, . . . . .	1,777,850	00	1,777,850	00	1,777,850	00	1,775,850	00	1,777,850	00
Danville and Riverside, . . . . .									3,790	00
Danville, Hazleton and Wilkes-Barre, . . . . .	684,235	00	684,235	00	658,500	00				
Delaware, Lackawanna and Western, . . . . .	23,500,000	00	25,899,000	00	26,200,000	00	26,200,000	00	26,200,000	00
Delaware River and Lancaster, . . . . .			17,200	00	17,200	00				
Delaware Western, . . . . .							248,400	00	248,400	00
Dillsburg and Mechanicsburg, . . . . .	31,603	23	33,566	18	46,678	66	48,826	74	62,471	22
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	1,800,000	00	1,800,000	00	1,800,000	00	1,800,000	00	1,800,000	00

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East Brandywine and Waynesburg, . . . . .	134,250	00	137,580	00	145,550	00	549,248	00	549,248	00
East Broad Top, . . . . .	409,000	00	505,760	00	545,583	20	549,248	00	592,550	00
East Mahanoy, . . . . .	392,550	00	392,550	00	392,550	00	392,550	00	1,709,550	00
East Pennsylvania, . . . . .	1,809,200	00	1,594,650	00	1,709,550	00	1,709,550	00	42,000	00
Ebensburg and Cresson, . . . . .	42,000	00	42,000	00	42,000	00	42,000	00	15,000	00
Edgewood, . . . . .	15,000	00	15,000	00	15,000	00	15,000	00	1,000,000	00
Elmira and Williamsport, . . . . .	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00	131,612	40
Emlenton, Shippenville and Clarion, . . . . .							46,390	00		
Erie, . . . . .	86,536,910	00	86,536,910	00	86,536,910	00				
Erie and Pittsburgh, . . . . .	1,099,500	00	1,101,550	00	1,101,550	00	1,101,550	00	1,101,500	00
Fayette County, . . . . .	125,895	71	90,000	00	125,895	71	125,895	71	125,895	71
Foxburg, St. Petersburg and Clarion, . . . . .							98,700	00	100,000	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	382,175	00
Greenlick Narrow Gauge, . . . . .							29,700	00	81,450	00
Hanover Junction, Hanover and Gettysburg, . . . . .			116,850	00	116,850	00	116,850	00	116,850	00
Hanover Junction and Susquehanna, . . . . .	21,551	60	35,781	40	61,205	30	75,985	26	79,009	38
Hanover and York, . . . . .					207,200	00	207,200	00	207,200	00
Harrisburg, Portsmouth, Mt. Joy and Lancaster, . . . . .	1,182,550	00	1,182,550	00	1,182,550	00				
Harrisburg and Potomac, . . . . .	121,519	00	251,000	00	308,000	00	358,273	00	379,165	20
Huntingdon and Broad Top Mountain, . . . . .	1,998,250	00			2,052,800	00	2,052,800	00	2,052,800	00
Huntingdon, Franklin and Fulton, . . . . .							1,867	00	1,867	00
Ironton, . . . . .	200,000	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	601,310	59	601,810	50
Jefferson, . . . . .	2,096,050	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	250,000	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,) . . . . .	82,720	00	82,720	00	82,720	00	82,720	00	82,720	00
Lawrence, . . . . .	443,700	00	450,000	00	450,000	00				
Lawrenceville and Evergreen, . . . . .	1,000	00			10,000	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, . . . . .	24,419,250	00	27,042,900	00	27,228,600	00	27,228,855	00		
Lewisburg, Centre and Spruce Creek, . . . . .	251,503	40	258,790	40	277,869	50				
Ligonier Valley, . . . . .	50,123	86	50,123	86			50,123	86	61,000	00
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	387,600	00
Mifflin and Centre County, . . . . .	65,675	00	65,675	00	65,675	00				

COMPARATIVE STATEMENT of Capital Stock—Continued.

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NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Mill Creek and Mine Hill Navigation, . . . . .	\$323,375	00	\$323,375	00	\$323,375	00	\$323,375	00	\$323,375	00
Mine Hill and Schuylkill Haven, . . . . .	4,022,500	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, . . . . .	291,084	00	279,184	00	305,218	58	305,528	85	306,310	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	21,315	88	24,330	00	26,480	00	30,484	00
Mount Pleasant and Broad Ford, . . . . .	150,425	00	150,400	75	150,625	00	150,625	00	150,625	00
Muncy Creek, . . . . .	124,100	00			124,450	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, . . . . .	824,477	99	838,506	00	835,150	00	839,414	87	839,442	76
New Castle and Mining, . . . . .	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Newry, . . . . .	11,150	00	11,150	00	11,150	00	11,925	00	11,925	00
Northern Central, . . . . .	5,842,000	00	5,842,000	00	5,842,000	00				
North-East Pennsylvania, . . . . .	81,550	00	81,550	00	81,550	00	81,550	00	81,550	00
North Pennsylvania, . . . . .	3,699,450	00	3,878,150	00	4,000,100	00	4,043,750	00	4,264,350	00
Oil Creek and Allegheny River, . . . . .	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, . . . . .	200,000	00	209,852	50	221,107	10	221,675	10	221,847	37
Pennsylvania, . . . . .	68,719,400	00	68,870,200	00	68,870,200	00				
Pennsylvania Company, . . . . .									11,000,000	00
Pennsylvania Coal, . . . . .	5,000,000	00	5,000,000	00	5,000,000	00	5,000,000	00	5,000,000	00
Pennsylvania and Delaware, . . . . .	900,000	00								
Pennsylvania Inland, . . . . .	3,510	00	3,510	00	3,510	00	3,510	00	3,000	00
Pennsylvania and New York Canal and, . . . . .	4,561,700	00	4,561,700	00	4,861,700	00	5,061,700	00		
Pennsylvania Petroleum, . . . . .	760,000	00								
Pennsylvania and Western, . . . . .	90,000	00	110,000	00						
People's, . . . . .	18,591	82	100,000	00	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, . . . . .	220,606	11	220,606	11	220,606	11	224,606	11	220,606	11
Philadelphia and Chester County, . . . . .					39,950	00	35,220	00		
Philadelphia and Erie, . . . . .	8,448,700	00	8,448,700	00	8,453,700	00				
Philadelphia, Germantown and Norristown, . . . . .	2,246,900	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, . . . . .			800,000	00						
Philadelphia and Reading, . . . . .	34,274,575	28	34,274,575	28	34,278,175	28	34,278,175	28	34,278,175	28
Philadelphia and Trenton, . . . . .	1,259,100	00	1,259,100	00	1,259,100	00				
Philadelphia, Wilmington and Baltimore, . . . . .	11,507,750	00	11,536,250	00	11,561,250	00			11,567,750	00
Pickering Valley, . . . . .	92,875	00	92,945	00	98,065	00		95,592	17	95,655
Pittsburgh and Castle Shannon, . . . . .	542,259	80	621,782	80	655,489	77		661,355	27	750,780
Pittsburgh, Cincinnati and St. Louis, . . . . .	8,433,750	00	8,437,800	00	8,436,600	00				
Pittsburgh and Connellsville, . . . . .	1,960,682	45	1,960,682	45	1,960,682	45	1,960,682	45	1,944,050	00
Pittsburgh, Fort Wayne and Chicago, . . . . .	23,814,285	71	23,814,285	71	24,787,285	71			25,388,585	71
Pittsburgh, Virginia and Charleston, . . . . .	673,264	31	675,628	91	676,613	18				
Pittsburgh, Titusville and Buffalo, . . . . .					4,959,450	00	4,959,450	00	4,959,450	00
Pithole Valley, . . . . .	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	5,400	00
Reading and Columbia, . . . . .	508,268	09	508,268	09	508,268	09	508,268	09	958,268	09
Salisbury, . . . . .			70,850	00	78,650	00	104,150	00	104,250	00
Salisbury and Baltimore, . . . . .	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, . . . . .	54,000	00	67,592	92			67,592	92	69,800	91
Shamokin Valley and Pottsville, . . . . .	869,450	00	869,450	00	869,450	00				
Sharon, . . . . .	63,800	00	64,100	00	173,800	00	183,400	00	198,600	00
Shenango and Allegheny, . . . . .	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			63,000	00	6,800	00		
South Mountain, . . . . .	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				
South-West Pennsylvania, . . . . .	415,830	00	442,202	50	443,120	00				
Spring Brook, . . . . .	37,800	00	37,800	00			37,800	00		
State Line and Sullivan, . . . . .			987,650	00	987,650	00	1,000,000	00	1,000,000	00
Stony Creek, . . . . .	141,600	00	144,100	00	144,750	00	146,000	00	176,100	00
Summit Branch, . . . . .	3,883,900	00	3,907,600	00	3,996,250	00				
Sunbury and Lewistown, . . . . .	500,000	00								
Susquehanna, Gettysburg and Potomac, . . . . .	1,500,000	00								
Tioga, . . . . .	580,900	00	580,900	00	580,900	00	580,900	00	580,900	00
Tresckow, . . . . .	130,000	00	130,000	00	130,000	00	130,000	00	130,000	00
Tyrone and Clearfield, . . . . .	510,000	00	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	31	92,334	82
West Chester, . . . . .	165,000	00	165,000	00	165,000	00	165,000	00	165,000	00
West Chester and Philadelphia, . . . . .	823,950	00	821,400	00	821,350	00	821,300	00	821,300	00

COMPARATIVE STATEMENT of Capital Stock—Continued.

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ANNUAL REPORT OF THE

[No. 26,

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
West Chester and Phoenixville, . . . . .	13,000	00	13,000	00	13,000	00	130,000	00	13,000	00
Western Maryland, . . . . .	679,700	00	683,300	00	681,300	00	681,600	00	682,250	00
Western Pennsylvania, . . . . .	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						
Wilmington and Northern, . . . . .	249,082	50	249,503	50	249,503	50	1,203,100	00	1,253,050	00
Total, . . . . .	\$482,727,624	83	\$483,255,225	48	\$486,419,097	05	\$257,577,357	09	\$277,038,864	13



COMPARATIVE STATEMENT of Funded and Floating Debt for Five Years.

G—RAILROAD REPORT.

[Leg. Doc.]

SECRETARY OF INTERNAL AFFAIRS.

XCVII

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Allegheny Valley, . . . . .	\$24,222,322	93	\$24,463,888	91	\$27,767,515	94			\$26,682,482	04
Allentown, . . . . .	687,009	47	728,580	22	727,429	71		\$724,919	02	24,197
Atlantic and Great Western, . . . . .	71,109,864	44	75,460,938	08			68,850,311	28	68,850,311	28
Rachman Valley, . . . . .	45,000	00			45,000	00	51,264	62	58,090	24
Bald Eagle Valley, . . . . .	486,900	00	426,900	00	416,900	00			400,900	00
Baltimore, Philadelphia and New York, . . . . .	14,818	86	416,621	57	4,244,017	11	2,994,017	11		
Barclay Coal Company, . . . . .	15,500	00	15,500	00	15,500	00	85,500	00	65,500	00
Bedford and Bridgeport, . . . . .	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, . . . . .	215,000	00	208,800	00	200,000	00	203,300	00	200,000	00
Berlin, . . . . .							31,000	00	33,028	47
Buffalo, Bradford and Pittsburgh, . . . . .	583,500	00								
Buffalo, New York and Philadelphia, . . . . .	4,167,699	79	4,430,020	77	4,620,478	59	4,525,808	89	4,518,839	29
Buffalo Valley, . . . . .							69,000	00	83,262	81
Catawauqua and Fogelsville, . . . . .							161,029	36	160,000	00
Catawissa, . . . . .	1,740,350	00	1,740,350	00	1,740,350	00	1,802,350	00	1,802,350	00
Chartiers, . . . . .	509,929	15	538,776	66	507,237	35				
Chester Creek, . . . . .	185,000	00	185,000	00	185,000	00	192,000	00	191,297	67
Chester and Delaware River, . . . . .	130,000	00	169,644	23	176,281	73	195,100	00	195,100	99
Chester Valley, . . . . .	1,025,000	00	1,060,000	00	1,040,000	00	90,000	00	902,000	00
Cleveland and Pittsburgh, . . . . .	5,006,500	00	5,152,000	00	5,137,500	00	5,104,318	63	5,059,343	63
Colebrookdale, . . . . .	764,091	00	798,970	24	822,460	18	852,260	55	628,872	01
Columbia and Port Deposit, . . . . .	1,248,402	26	1,539,447	41	2,022,045	33				
Connecting, . . . . .	1,138,814	04	1,194,962	06	1,040,489	12				
Corning, Cowanesque and Antrim, . . . . .			500,000	00	500,000	00	621,449	99	500,000	00
Cumberland Valley, . . . . .	352,300	00	357,300	00	352,300	00	352,300	00	352,300	00
Danville, Hazleton and Wilkes-Barre, . . . . .	1,447,000	00			1,634,000	00				
Danville and Riverside, . . . . .									107	58
Delaware, Lackawanna and Western, . . . . .	7,678,038	99	8,596,248	75	8,700,415	73	4,708,269	99	7,580,269	99
Delaware River and Lancaster, . . . . .			996	55	996	55				
Dillsburg and Mechanicsburg, . . . . .	138,816	66			129,943	58	125,208	90	137,589	31
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	8,426,645	15	8,401,540	29	8,394,403	37	8,382,295	79	8,388,552	89
East Brandywine and Waynesburg, . . . . .	349,100	00	306,600	00	377,000	00				
East Broad Top, . . . . .	585,427	18	543,044	94	514,462	56	514,741	54	561,985	00
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, . . . . .			13,128	87	14,282	12	18,569	59	19,532	64

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COMPARATIVE STATEMENT of Funded and Floating Debt—Continued.

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ANNUAL REPORT OF THE

[No. 26,

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Elmira and Williamsport, . . . . .	\$1,620,000	00	\$1,620,000	00	\$1,620,000	00	\$1,620,000	00	\$1,620,000	00
Emlenton, Shippensville and Clarion, . . . . .							232,302	95	158,476	10
Erie, . . . . .	48,129,017	34	55,698,455	83	55,430,874	46				
Erie and Pittsburgh, . . . . .	3,457,000	00	3,377,000	00	3,322,000	00	3,382,785	30	3,382,785	30
Frankford and Holmesburg, . . . . .	55,342	36	55,342	36			58,374	45	50,000	00
Foxburg, St. Petersburg and Clarion, . . . . .							29,756	28	69,629	25
Geneva, Hornellsville and Pine Creek, . . . . .							40,000	00	42,000	00
Hanover Junction, Hanover and Gettysburg, . . . . .					148,300	00	178,700	00	204,000	00
Hanover Junction and Susquehanna, . . . . .			68,181	74	95,884	09	105,427	13	121,279	09
Hanover and York, . . . . .					185,254	00	185,000	00	185,000	00
Harrisburg, Portsmouth, Mt. Joy and Lancaster, . . . . .	700,000	00	700,000	00	700,000	00	433,251	00		
Harrisburg and Potomac, . . . . .	263,731	44			460,000	00			513,149	34
Huntingdon and Broad Top Mountain, . . . . .	2,268,640	29	2,585,214	50	2,592,914	70	2,591,970	00	2,572,810	00
Ironton, . . . . .	100,000	00	205,287	50	223,071	18	218,179	81	213,410	98
Jamestown and Franklin, . . . . .	2,027,851	19	2,018,752	48	1,981,506	94	1,975,654	34	1,960,296	26
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	303,780	17	318,179	79	328,030	22
Junction, . . . . .	800,000	00	800,000	00	780,000	00			755,000	00
Karns City and Butler, . . . . .							146,600	09		
Lake Shore and Michigan Southern, . . . . .	36,511,000	00	36,250,000	00	36,000,000	00	35,710,000	00	35,500,000	00
Lancaster and Reading, (narrow gauge,) . . . . .	377,457	59					850,000	00	350,000	00
Lawrence, . . . . .	346,000	00	344,000	00	355,000	00				
Lawrenceville and Evergreen, . . . . .	12,500	00	13,348	26	13,146	38	13,815	76	18,575	51
Lehigh and Eastern, . . . . .									75,000	00
Lehigh and Lackawanna, . . . . .	300,000	00	300,000	00	300,000	00	600,000	00	600,000	00
Lehigh Valley, . . . . .	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	64,000	00
Little Saw Mill Run, . . . . .	74,702	77	83,588	21	82,592	94	88,506	15	116,977	33
Littlestown, . . . . .	40,000	00	40,000	00	40,000	00	56,546	65	59,527	75
Little Schuylkill Navigation, . . . . .	735,500	00	723,500	00	715,500	00	492,000	00	490,000	00
McKean and Buffalo, . . . . .	20,000	00	453,611	50	467,776	16	461,424	54	442,187	16
Mifflin and Centre County, . . . . .	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	44,960	00	44,900	00	44,900	00
Mount Oliver Inclined Plane, . . . . .	79,105	18	63,740	49	51,579	78	62,312	38	58,894	18
Mount Pleasant and Broad Ford, . . . . .	38,007	44	38,198	83	38,198	83				

Muncy Creek, . . . . .	165,800	00			195,000	00	205,000	00	221,000	00
Nesquehoning Valley, . . . . .			75,020	84	94,815	08			96,794	53
New Castle and Beaver Valley, . . . . .	2,700	00								25
New Castle and Franklin, . . . . .	573,876	28	670,468	28	699,419	18	753,803	84	784,514	44
New Castle and Mining, . . . . .	2,423	88			6,336	66	7,200	00	7,914	06
Newry, . . . . .	10,778	99	10,778	99	10,778	99	20,773	71	10,810	61
Northern Central, . . . . .	13,499,000	00	14,384,000	00	14,480,910	50				00
North-East Pennsylvania, . . . . .	229,702	85	256,028	58	210,902	21	278,388	92	291,302	61
North Pennsylvania, . . . . .	5,830,000	00	5,825,500	00	6,820,736	40	7,140,566	67	7,121,925	00
Oil Creek and Allegheny River, . . . . .	3,429,104	81	4,065,328	89	4,146,717	03				
Olean, Bradford and Warren, . . . . .							21,147	76		
Parker and Karns City, . . . . .			116,207	00			37,000	00		
Peach Bottom, . . . . .	224,678	16	443,011	14	542,545	00	555,172	00	552,275	00
Pennsylvania, . . . . .	48,430,600	16	54,219,760	00	55,219,760	00				
Pennsylvania Company, . . . . .									13,424,878	42
Pennsylvania Coal, . . . . .	1,109,500	00	987,500	00	753,000	00	790,720	97	742,827	93
Pennsylvania and Delaware, . . . . .	1,623,093	99								
Pennsylvania Inland, . . . . .					350	00				
Pennsylvania and New York Canal and, . . . . .	3,000,000	00	3,000,000	00	3,000,000	00	3,000,000	00		
Pennsylvania and Western, . . . . .			5,025,000	00						
People's, . . . . .			26,770	89	29,148	87	33,127	99	33,318	04
Perkiomen, . . . . .	1,880,748	28	2,404,040	87	2,497,155	29	2,631,326	48	2,018,378	42
Philadelphia and Baltimore Central, . . . . .	1,500,000	00	1,500,000	00	1,500,000	00	1,500,000	00	1,500,000	00
Philadelphia and Chester County, . . . . .					13,900	00	13,375	00		
Philadelphia and Erie, . . . . .	17,630,189	77	17,914,244	11	18,173,885	16				
Philadelphia, Newton and New York, . . . . .	128,400	00	700,000	00						
Philadelphia and Reading, . . . . .	54,374,883	08	56,428,006	42	71,228,673	09	78,371,174	76	79,354,565	47
Philadelphia, Wilmington and Baltimore, . . . . .	2,356,874	51	2,790,000	00	2,790,000	00			2,918,500	00
Pickering Valley, . . . . .	524,076	69	556,585	62	575,058	66	594,078	63	613,867	81
Pittsburgh and Castle Shannon, . . . . .			339,415	93	290,321	34	313,320	69	289,928	70
Pittsburgh, Cincinnati and St. Louis, . . . . .	16,293,974	25	17,251,917	57	17,809,584	43				
Pittsburgh and Connellsville, . . . . .	13,168,535	41	13,106,523	75	13,625,253	35	14,177,969	06	14,618,724	57
Pittsburgh, Fort Wayne and Chicago, . . . . .	13,548,229	62	13,535,000	00	13,510,000	00			13,510,000	00
Pittsburgh, Virginia and Charlestown, . . . . .	1,409,728	26	1,566,093	36	1,794,440	36				
Pittsburgh, Titusville and Buffalo, . . . . .					4,120,128	00	4,055,530	50	4,125,955	50
Pithole Valley, . . . . .	131,726	99								
Plymouth, . . . . .	274,495	19	274,495	19	274,495	19	274,495	19	274,495	19
Beading and Columbia, . . . . .	2,282,295	60	2,409,895	32	2,443,885	19	2,443,576	57	2,004,166	67
Reading and Lehigh, . . . . .			254,112	91						
Salisbury, . . . . .			40,028	29	40,028	29	126,916	08	147,723	62
Salisbury and Baltimore, . . . . .	19,537	53								
Selinsgrove and North Branch, . . . . .	7,000	00							137,000	00
Shamokin Valley and Pottsville, . . . . .	1,994,000	00	1,994,000	00						

COMPARATIVE STATEMENT of Funded and Floating Debt—Continued.

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Sharon, . . . . .	\$8,948	08	\$12,000	00	\$166,498	62	\$156,000	00	156,000	00
Shenango and Allegheny, . . . . .	1,104,058	80	1,168,578	20	1,268,870	27	1,225,100	86	1,225,100	86
Sonerset and Mineral Point, . . . . .	90,068	27	95,000	00	95,000	00	96,524	72	96,524	72
South Mountain, . . . . .	118,500	00	1,016,000	00	1,016,000	00	1,056,000	00	1,056,000	00
South Mountain Iron Company's, . . . . .	377,500	00	376,500	00	376,500	00	376,500	00	376,500	00
Southern Pennsylvania Railway and Mining Company, . . . . .	685,500	00	661,600	00	705,640	00	749,300	00	749,300	00
South-West Pennsylvania, . . . . .	840,000	00	927,283	86	1,116,500	00	1,116,500	00	1,116,500	00
Spring Brook, . . . . .	19,000	00	21,500	00	21,500	00	21,500	00	21,500	00
State Line and Sullivan, . . . . .	100,000	00	100,000	00	100,000	00	456,850	00	472,769	40
Stony Creek, . . . . .	818,378	75	428,751	88	466,520	19	469,726	82	512,021	65
Summit Branch, . . . . .	684,000	00	684,000	00	1,146,977	94	1,146,977	94	1,146,977	94
Sunbury and Lewistown, . . . . .	1,400,000	00	1,400,000	00	1,400,000	00	1,400,000	00	1,400,000	00
Toga, . . . . .	239,500	00	289,700	00	621,500	00	629,500	00	629,500	00
Treokow, . . . . .	74,930	47	84,492	41	100,866	84	100,866	81	100,866	81
Tyrone and Clearfield, . . . . .	60,281	58	7,801	00	1,000,503	50	1,000,503	50	1,000,503	50
Waynesburg and Washington, . . . . .	69,585	00	69,585	00	69,585	00	69,585	00	114,090	78
West Chester and Philadelphia, . . . . .	1,100,000	00	1,100,000	00	1,100,000	00	1,162,512	50	1,162,512	50
West Chester and Phoenixville, . . . . .	1,200	00	1,200	00	1,200	00	1,200	00	2,180	19
Western Maryland, . . . . .	8,875,816	00	8,846,181	00	8,848,111	00	8,850,271	00	8,852,011	00
Western Pennsylvania, . . . . .	8,000,000	00	8,000,000	00	8,000,000	00	8,000,000	00	8,000,000	00
Wheeling, Pittsburgh and Baltimore, . . . . .	79,641	65	79,641	65	79,641	65	79,641	65	79,641	65
Wilmington and Reading, . . . . .	8,458,062	55	8,432,195	54	8,432,195	54	8,432,195	54	8,432,195	54
Wilmington and Western, . . . . .	628,222	74	663,497	04	705,872	39	705,872	39	705,872	39
<b>Total, . . . . .</b>	<b>\$460,882,243</b>	<b>60</b>	<b>\$496,699,997</b>	<b>88</b>	<b>\$448,324,012</b>	<b>95</b>	<b>\$301,805,083</b>	<b>95</b>	<b>\$327,660,357</b>	<b>88</b>

Comparative Statement of Cash or Stock Dividends declared in Five Years.

NAME OF COMPANY.	1874.	1875.	1876.	1877.	1878.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Allegheny Valley, . . . . .	8	6	6	6	5½
Bald Eagle Valley, . . . . .	7	8	7	6	2
Barclay Coal Company, . . . . .	\$1 50	3	6	8	8
Bellefonte and Snow Shoe, . . . . .	6	6	6	6	7
Catasauqua and Fogelsville, . . . . .	3½-1-\$1 43-43½	6	7-1	7	6
Catawissa, . . . . .	6	6	6	6	6
Chester Creek, . . . . .	6	17	12	12	12
Chestnut Hill, . . . . .	6	10	7 & 10	7 & 10	7 & 10
Cleveland and Pittsburgh, . . . . .	6	6	6	6	6
Connecting, . . . . .	3½	6-8½	6	6 & 7	6
Corning, Cowanesque and Antrim, . . . . .	11	9	10	12	8
Cornwall, . . . . .	18	10	10	10	10
Cumberland Valley, . . . . .	12½	10	7½	6	6
Delaware, Lackawanna and Western, . . . . .	6	6	6	6	6
Delaware Western, . . . . .	6	5-8-10	10 of 1	5½	1
East Broad Top, . . . . .	6	6	2.9	6	6
East Mahanoy, . . . . .	6	6	Jan. 3, July 6	6	6
East Pennsylvania, . . . . .	12	5-7	7	7 & 5	7 & 5
Elmira and Williamsport, . . . . .	8½	7	7	7	7
Emmenton, Shippensburg and Clarion, . . . . .	8	7	5 & 7	7	7
Erie and Pittsburgh, . . . . .	3	8	8 & 6	7½	8
Fayette County, . . . . .	3	3	3	3	4½
Frankford and Holmesburg, . . . . .	7	5	4	4	4
Greenlick Narrow Gauge, . . . . .	6-7	7	7	7	7
Hanover Junction, Hanover and Gettysburg, . . . . .	6	6	6	6	6
Harrisburg, Portsmouth, Mt. Joy and Lancaster, . . . . .	6	6	6	6	6
Huntingdon and Broad Top Mountain, . . . . .	6	6	6	6	6
Ironton, . . . . .	6	6	6	6	6
Junction, . . . . .	6	6	6	6	6
Karns City and Butler, . . . . .	10	5-3½	3½	6	4 & 10
Lake Shore and Michigan Southern, . . . . .	10	10	10	2	1 & 3
Lawrence, . . . . .	10	10	10	5½ & 10	5
Lehigh Valley, . . . . .	10	10	11	5	7
Little Saw Mill Run, . . . . .	3	7	6½	7	7
Littlestown, . . . . .	7	7	7	7	7
Little Schuylkill Navigation, . . . . .	7	7	7	7	7
Lykens Valley, . . . . .	10	10	10	7	10

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Comparative Statement of Cash or Stock Dividends—Continued.

NAME OF COMPANY.	1874.	1875.	1876.	1877.	1878.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Mill Creek and Mine Hill Navigation, . . . . .		10	10	10	10
Mine Hill and Schuylkill Haven, . . . . .	10	7½		7	7
Monongahela Inclined Plane, . . . . .	12	6		7½	
Mount Carbon and Port Carbon, . . . . .	7½	12	12	11½	12
Mount Pleasant and Broad Ford, . . . . .	12				
Nesquehoning Valley, . . . . .		10	10	10	10
New Castle and Beaver Valley, . . . . .		14	6-7½	14	24
Northern Central, . . . . .	3½		8		
North Pennsylvania, . . . . .	5	8		8	4
Parker and Karna City, . . . . .				6	
Pennsylvania, . . . . .	10	8	8		
Pennsylvania Coal, . . . . .	45	20	20	10	12
Pennsylvania and New York Canal and, . . . . .	10	10	10	10	
Pennsylvania and Western, . . . . .		1			
Peoples', . . . . .			4		
Philadelphia, Germantown and Norristown, . . . . .	6	12	12	12	12
Philadelphia and Reading, . . . . .	10	12½	2½ & 3½		
Philadelphia and Trenton, . . . . .	10	12½	10		
Philadelphia, Wilmington and Baltimore, . . . . .	8	8	8		8
Pittsburgh, Fort Wayne and Chicago, . . . . .	7	7	7		7
Schuylkill Valley Navigation and Railroad Company, . . . . .	10	5	5	5	5
Shamokin Valley and Pottsville, . . . . .	6	6			
Sharon, . . . . .					8½
Shenango and Allegheny, . . . . .			10	10	
Southwark, . . . . .	6	6	6		
South-West Pennsylvania, . . . . .	8	6	1		
Summit Branch, . . . . .	6		8		
Tioga, . . . . .		4	4		
Tyrone and Clearfield, . . . . .		7	7		
West Chester and Philadelphia, . . . . .	8	8	8	8	8

COMPARATIVE STATEMENT of Cost of Road and Equipment for Five Years.

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Allegheny Valley, . . . . .	\$24,636,755	25	\$23,750,028	79	\$23,963,025	66			\$21,705,169	82
Allentown, . . . . .	1,078,438	82	1,084,202	19	1,084,202	19	\$1,084,002	19	1,084,002	19
Atlantic and Great Western, . . . . .	81,245,071	46	81,279,696	21	131,310	57				
Bachman Valley, . . . . .	113,090	99	113,190	99	112,412	29	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								
Barclay Coal Company, . . . . .							622,600	00	622,600	00
Bedford and Bridgeport, . . . . .	1,414,799	80	1,420,525	46	1,420,525	46				
Bellefonte and Snow Shoe, . . . . .	458,181	33	458,181	83	458,181	83	458,181	33	323,291	10
Berlin, . . . . .							72,000	29	73,887	91
Bell's Gap, . . . . .	220,814	80	221,122	13	221,122	13	221,122	13	201,346	66
Buffalo, Bradford and Pittsburgh, . . . . .	2,869,000	00								
Buffalo, New York and Philadelphia, . . . . .	5,690,747	73	6,058,075	85	6,285,331	94	6,403,226	17	5,498,034	96
Catasauqua and Fogelsville, . . . . .	742,156	64	742,156	64	642,156	64	658,335	59	523,185	59
Catawissa, . . . . .	6,126,500	00	6,126,500	00	6,126,500	00	6,206,628	08	6,206,668	08
Chartiers, . . . . .	1,129,991	81	1,129,991	61	1,131,003	11				
Chester Creek, . . . . .	370,000	00	370,000	00	370,000	00	376,322	87	376,297	67
Chester and Delaware River, . . . . .	122,737	91	156,202	72	163,126	72	220,915	21	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, . . . . .	16,239,617	04	16,312,994	96	16,313,256	06	16,433,681	08	12,937,566	77
Colebrookdale, . . . . .	667,994	02	667,994	02	667,994	02	667,471	27	667,471	27
Columbia and Port Deposit, . . . . .	1,244,776	91	1,491,974	77	1,689,392	35				
Connecting, . . . . .	2,415,114	04	2,484,282	06	2,358,789	12				
Corning, Cowanesque and Antrim, . . . . .	1,900,000	00	2,400,000	00	2,458,585	10	2,400,000	00	1,900,000	00
Cornwall, . . . . .	423,616	43	423,643	28	481,926	88	433,679	84	351,620	77
Cumberland Valley, . . . . .	1,813,323	30	1,842,509	78	1,887,465	95	1,887,465	95	1,886,496	33
Danville, Hazleton and Wilkes-Barre, . . . . .					1,102,600	00				
Danville and Riverside, . . . . .									3,887	58
Delaware and Hudson Canal Company, . . . . .	4,744,770	79	4,879,777	95	4,853,136	95	4,858,396	95	3,667,471	95
Delaware, Lackawanna and Western, . . . . .	27,588,722	23	27,871,799	61	28,816,661	11	22,741,313	77	16,873,486	12
Delaware River and Lancaster, . . . . .			5,159	92	17,200	00				
Delaware Western, . . . . .							816,821	11	742,203	79
Dillsburg and Mechanicsburg, . . . . .	177,429	16	177,429	16	177,429	16	177,429	16	177,429	16
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	4,784,843	73	4,790,054	29	4,797,992	93	4,804,235	67	4,548,697	99

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COMPARATIVE STATEMENT of Cost of Road and Equipment—Continued.

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ANNUAL REPORT OF THE

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NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
East Brandywine and Waynesburg, . . . . .	\$391,250	00	\$444,180	00	\$522,550	00	\$1,048,972	59	\$912,985	15
East Broad Top, . . . . .	980,042	55	1,025,510	00	1,037,670	74	892,550	00	892,550	00
East Mahanoy, . . . . .	392,550	00	392,550	00	392,550	00	1,884,683	79	1,884,683	79
East Pennsylvania, . . . . .	1,484,290	12	1,769,766	08	1,884,683	79	122,000	00	122,000	00
Ebensburg and Cresson, . . . . .	122,000	00	122,000	00	122,000	00	27,431	23	27,431	23
Edgewood, . . . . .	26,43	05	27,431	23	27,431	23	80,172	80	28,172	80
Elinira and Williamsport, . . . . .	2,620,000	00	2,620,000	00	2,600,000	00	2,620,000	00	2,294,000	00
Emlenton, Shippenville and Clarion, . . . . .							871,507	17	812,830	69
Erie, . . . . .	115,075,900	87	115,995,946	63	117,140,287	47				
Erie and Pittsburgh, . . . . .	5,070,469	01	5,074,336	22	5,075,496	59	5,078,551	29	3,180,987	26
Fayette County, . . . . .	130,000	00	130,000	00	130,000	00	130,000	00	130,000	00
Frankford and Holmesburg, . . . . .	159,427	07	159,427	07	159,427	07				
Foxburg, St. Petersburg and Clarion, . . . . .							112,358	22	119,933	65
Greenlick Narrow Gauge, . . . . .					81,935	41	82,935	41	25,609	80
Geneva, Hornellsville and Pine Creek, . . . . .							840,659	27	425,175	00
Hanover Junction, Hanover and Gettysburg, . . . . .	290,516	18	466,995	00	470,085	58	474,381	00	387,816	00
Hanover Junction and Susquehanna, . . . . .			103,963	14	143,742	98	176,952	77	195,797	00
Hanover and York, . . . . .					347,460	96	345,061	00	345,000	00
Harrisburg, Portsmouth, Mt. Joy and Lancaster, . . . . .	1,882,550	00	1,882,550	00	1,882,550	00				
Harrisburg and Potomac, . . . . .	350,730	00	464,770	05	789,558	71	712,580	80	827,987	88
Huntingdon and Broad Top Mountain, . . . . .	4,184,917	57	4,210,152	09	4,249,303	44	4,366,190	83	4,367,620	92
Huntingdon, Fulton and Franklin, . . . . .									2,000	00
Ironton, . . . . .	268,000	00	268,000	00	268,000	00	268,000	00	250,000	00
Jamestown and Franklin, . . . . .	2,504,888	19	2,516,597	34	2,517,634	52	2,530,414	07	2,530,646	84
Jefferson, . . . . .	4,396,050	00	4,396,050	00	4,396,050	00	4,396,050	00	4,396,050	00
Jersey Shore, Pine Creek and Buffalo, . . . . .	727,956	95	782,962	27	789,395	19			812,723	61
Junction, . . . . .	927,383	12	927,383	12	1,045,121	12			1,064,790	50
Karns City and Butler, . . . . .							216,632	08		
Lake Shore and Michigan Southern, . . . . .	79,159,999	61	79,530,719	48	79,691,042	08	79,819,914	69	65,601,205	65
Lancaster and Reading, (narrow gauge,) . . . . .	142,041	43	142,041	43	142,041	43	142,041	43	142,041	43
Lawrence, . . . . .	787,591	66	791,917	89	806,260	75				
Lawrenceville and Evergreen, . . . . .	10,000	00	10,000	00	12,331	86	24,881	86	23,275	94
Lehigh and Eastern, . . . . .			52,000	00					75,000	00
Lehigh and Lackawanna, . . . . .	675,100	00	675,100	00	675,100	00	675,100	00	775,100	00
Lehigh and Susquehanna, . . . . .	13,223,845	88	13,232,332	90	13,705,901	09	13,799,817	88	13,892,955	70



Lehigh Valley, . . . . .	20,618,771	02	21,846,165	88	22,756,194	85	81,091,518	56	1,882,955	70
Lewistown, Centre and Spruce Creek, . . . . .	1,086,805	60	1,102,057	69	1,292,158	40				
Ligonier Valley, . . . . .	54,516	15	58,516	15	58,516	15	107,976	80	71,847	48
Little Saw Mill Run, . . . . .	123,127	04	133,812	04	137,078	39	119,650	00	101,017	16
Littlestown, . . . . .	115,616	00	115,616	00	115,616	00	115,616	00	115,616	00
Little Schuylkill Navigation, . . . . .	1,416,187	80	1,416,187	80	1,416,187	80	1,416,187	50	1,416,187	00
Lykens Valley, . . . . .	595,767	24	595,767	24	595,767	24			578,767	24
McKean and Buffalo, . . . . .	120,000	00	817,138	55	833,110	88	829,128	84	802,156	95
Mifflin and Centre County, . . . . .	266,318	74	266,318	74	269,551	74				
Mill Creek and Mine Hill Navigation, . . . . .	823,375	00	823,375	01	823,375	00	823,045	00	823,045	00
Mine Hill and Schuylkill Haven, . . . . .	4,022,500	00	4,022,500	00	4,022,500	00	3,977,808	41	3,977,808	41
Monongahela Inclined Plane, . . . . .	78,442	29	81,717	09	81,567	09	81,567	09	81,567	09
Mont Alto, . . . . .	235,000	00	235,000	00	236,674	34	235,000	00	217,799	02
Montrose, . . . . .	333,924	61	319,646	19	362,331	67	369,120	69	332,141	18
Mount Carbon and Port Carbon, . . . . .	282,815	45	282,815	45	282,815	45	282,815	45	282,815	45
Mount Oliver Inclined Plane, . . . . .	126,796	08	82,327	55	82,548	84	82,815	53	82,215	53
Mount Pleasant and Broad Ford, . . . . .	156,613	85	178,972	99	178,972	99	201,669	69	201,669	69
Muncy Creek, . . . . .	156,400	00	156,400	00	12,500	00	341,950	00	845,450	00
Nesquehoning Valley, . . . . .	1,270,318	06	1,378,053	73	1,394,615	08	1,394,615	08	1,397,279	42
New Castle and Beaver Valley, . . . . .	819,886	66	827,614	91	828,037	29	828,120	29	834,084	79
New Castle and Franklin, . . . . .	897,740	09	958,769	59	1,039,156	27	1,062,852	98	1,011,494	69
New Castle and Mining, . . . . .			100,000	00	100,000	00	100,000	00	100,000	00
Newry, . . . . .	22,657	31	22,657	31	22,657	31	35,503	16	23,573	71
Northern Central, . . . . .	16,178,773	84	16,745,406	53	17,450,776	45				
North-East Pennsylvania, . . . . .	279,872	73	287,410	89	290,632	19	305,597	10	291,891	23
North Pennsylvania, . . . . .	8,733,120	09	9,930,793	21	11,156,963	95	10,076,989	05	8,392,492	42
Oil Creek and Allegheny River, . . . . .	9,614,313	00	9,616,063	00						
Olean, Bradford and Warren, . . . . .							56,147	76		
Parker and Karns City, . . . . .	273,185	33	280,652	15			304,228	11		
Peach Bottom, . . . . .	461,394	00	576,475	00	576,475	00	645,240	00	646,248	00
Pennsylvania, . . . . .	50,706,802	02	53,664,966	41	56,518,478	57				
Pennsylvania Coal, . . . . .	2,000,000	00	2,000,000	00	2,000,000	00	2,000,000	00	2,000,000	00
Pennsylvania and Delaware, . . . . .	2,502,000	00								
Pennsylvania Inland, . . . . .	502,552	38	3,500	00	3,500	00				
Pennsylvania and New York Canal and, . . . . .	6,502,733	94	6,570,536	99	6,859,096	78	5,841,660	39		
Pennsylvania Petroleum, . . . . .	760,000	00								
People's, . . . . .			116,884	89	119,048	13	121,089	63	88,141	54
Perkiomen, . . . . .	1,660,142	73	2,042,819	12	2,055,296	62	2,054,191	63	2,066,629	34
Philadelphia and Baltimore Central, . . . . .	1,988,913	56	1,992,085	13	1,992,097	38	2,116,239	81	1,864,494	98
Philadelphia and Chester County, . . . . .	3,500	00			61,577	65				
Philadelphia and Erie, . . . . .	24,195,833	00	24,219,397	00	26,145,184	89				
Philadelphia, Germantown and Norristown, . . . . .	1,514,800	01	1,514,526	52	1,514,526	52	1,507,066	93	1,139,078	84
Philadelphia and Merion, . . . . .	735	00			781	20				

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SECRETARY OF INTERNAL AFFAIRS.

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PA Internal Affairs 1878

COMPARATIVE STATEMENT OF Cost of Road and Equipment—Continued.

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Philadelphia, Newton and New York, . . . . .	9,092,051	80	9,092,051	89	847,556,875	41	847,556,875	41	838,201,433	17
Philadelphia and Reading, . . . . .	46,186,910	88	61,914,286	75	1,645,950	41	1,645,950	41	18,028,580	71
Philadelphia and Truitton, . . . . .	1,552,115	76	1,552,115	41	12,286,875	40	12,476,440	54	476,202	68
Philadelphia, Wilmington and Baltimore, . . . . .	11,989,816	05	11,989,816	05	475,658	14	475,658	14	548,034	77
Pickering Valley, . . . . .	475,149	04	475,149	04	527,898	79	543,751	90	12,489,800	47
Pittsburgh and Castle Shannon, . . . . .	502,552	88	502,552	88	19,827,550	40	19,827,550	40	8,478,622	16
Pittsburgh, Cincinnati and St. Louis, . . . . .	19,753,883	23	19,753,883	23	2,814,208	04	2,814,208	04	2,901,545	10
Pittsburgh and Connellsville, . . . . .	12,428,637	27	12,428,637	27	122,183	20	122,183	20	1,008	75
Pittsburgh, Fort Wayne and Chicago, . . . . .	29,977,652	33	29,977,652	33	576,840	04	576,840	04	2,102,940	40
Pittsburgh, Virginia and Charlestown, . . . . .	1,278,379	41	1,278,379	41	1,813,872	44	1,813,872	44	268,700	38
Pittsburgh, Titusville and Buffalo, . . . . .	1,278,379	41	1,278,379	41	1,813,872	44	1,813,872	44	855,000	00
Plymouth, . . . . .	274,405	19	274,405	19	1,181,324	00	1,181,324	00	855,000	00
Point Breeze, . . . . .	274,405	19	274,405	19	191,691	04	191,691	04	210,800	91
Reading and Columbia, . . . . .	2,814,042	07	2,814,042	07	190,040	00	190,040	00	855,000	00
Salisbury, . . . . .	191,092	86	191,092	86	1,550,431	39	1,550,431	39	210,800	91
Salisbury and Baltimore, . . . . .	576,840	04	576,840	04	1,550,431	39	1,550,431	39	855,000	00
Schuylkill Valley Navigation and Railroad Co., . . . . .	61,000	00	61,000	00	848,208	02	848,208	02	855,000	00
Sellingrove and North Branch, . . . . .	2,908,450	00	2,908,450	00	1,439,848	33	1,439,848	33	1,181,324	00
Shamokin Valley and Pottsville, . . . . .	71,839	69	71,839	69	1,813,872	44	1,813,872	44	1,181,324	00
Sharon, . . . . .	1,254,188	07	1,254,188	07	191,691	04	191,691	04	855,000	00
Shenango and Allegheny, . . . . .	4,500	00	4,500	00	190,040	00	190,040	00	210,800	91
Shenango Valley and Alliance, . . . . .	140,000	00	140,000	00	1,550,431	39	1,550,431	39	855,000	00
Somersett and Mineral Point, . . . . .	699,803	00	699,803	00	848,208	02	848,208	02	1,181,324	00
South Mountain, . . . . .	888,480	63	888,480	63	1,813,872	44	1,813,872	44	855,000	00
South Mountain Iron Company's, . . . . .	973,750	00	973,750	00	58,408	00	58,408	00	855,000	00
Southwestern Pennsylvania Railway and Mining Co., . . . . .	58,408	00	58,408	00	1,813,872	44	1,813,872	44	855,000	00
Southwest Pennsylvania, . . . . .	1,109,427	69	1,109,427	69	61,800	00	61,800	00	855,000	00
State Lane and Sullivan, . . . . .	58,800	00	58,800	00	523,118	11	523,118	11	1,102,807	41
Stony Creek, . . . . .	488,414	70	488,414	70	988,002	37	988,002	37	497,054	42
Summit Branch, . . . . .	988,002	37	988,002	37	1,900,000	00	1,900,000	00	1,102,807	41
Sunbury and Lewistown, . . . . .	1,900,000	00	1,900,000	00	1,856,547	04	1,856,547	04	497,054	42
Susquehanna, Gettysburg and Potomac, . . . . .	181,000	00	181,000	00	1,856,547	04	1,856,547	04	1,584,866	67
Tioga, . . . . .	1,856,547	04	1,856,547	04						

Trescow, . . . . .	204,880	47	212,492	41	280,866	81	230,866	81	230,866	81
Tyrone and Clearfield, . . . . .	1,213,204	58	1,238,545	18	1,286,275	98				
Uniontown and West Virginia, . . . . .					80,000	00				
Waynesburg and Washington, . . . . .					35,919	08	153,220	25	142,082	18
West Chester, . . . . .	205,486	64	205,486	64	205,486	64	205,835	04	205,835	64
West Chester and Philadelphia, . . . . .	1,705,205	17	1,716,412	17	1,732,576	67	2,077,987	65	2,078,011	86
Western Maryland, . . . . .	4,281,126	05	4,842,150	35	4,431,584	13	4,469,006	51	4,525,806	08
Western Pennsylvania, . . . . .	3,972,459	79	3,977,340	35	3,986,211	00				
Wheeling, Pittsburgh and Baltimore, . . . . .							464,006	31	462,820	66
Wilcox and Howard Hill Improvement Co., . . . . .	62,696	04	67,239	18	72,428	53	72,428	98	72,428	98
Wilmington and Reading, now } . . . . .	3,514,627	33	3,488,417	54						
Wilmington and Northern, . . . } . . . . .	799,528	64	796,720	58	797,693	84	1,203,100	00	1,203,100	00
Total, . . . . .	\$743,541,637	61	\$740,173,058	83	\$675,459,341	44	\$349,553,568	57	\$345,590,320	38

COMPARATIVE STATEMENT of Passengers Carried for Five Years.

NAME OF COMPANY.	1874.	1875.	1876.	1877.	1878.
Allegheny Valley, . . . . .	831,178	694,858	791,159		908,438
Atlantic and Great Western, . . . . .	1,088,836	1,194,252	918,668	833,190	902,302
Bachman Valley, . . . . .	3,997	3,305	2,669	1,428	
Barclay Coal Company, . . . . .	19,081	12,202	13,223	7,942	
Bellefonte and Snow Shoe, . . . . .	16,595	12,452	11,450	12,475	11,721
Belt's Gap, . . . . .				8,241	7,689
Berlin, . . . . .				4,386	5,743
Buffalo Valley, . . . . .					3,303
Buffalo, Bradford and Pittsburgh, . . . . .	5,273	4,715	5,249	7,313	
Buffalo, New York and Philadelphia, . . . . .	234,056	229,404	207,377	130,025	189,122
Catawauqua and Fogelsville, . . . . .	19,856	10,984	10,028	9,367	7,183
Chartiers, . . . . .	117,594	115,544	120,234		125,565
Chester and Delaware River, . . . . .		33,462			
Cleveland and Pittsburgh, . . . . .	664,879	665,683	635,684		
Columbia and Port Deposit, . . . . .			9,884		
Corning, Cowanesque and Antrim, . . . . .	97,227	79,359	73,593	57,216	58,582
Cumberland Valley, . . . . .	292,554	376,133	377,397	349,141	323,551
Danville, Hazleton and Wilkes-Barre, . . . . .	292,554	376,133			
Delaware and Hudson Canal Company, . . . . .	129,150	186,047	162,151	119,215	116,777
Delaware, Lackawanna and Western, . . . . .	637,575	587,847	702,839	474,645	474,162
Delaware Western, . . . . .				28,297	24,957
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	134,721	126,066	126,510	115,278	118,100
East Broad Top, . . . . .			36,321	28,295	25,183
Elmira and Williamsport, . . . . .	124,733	116,919	165,013		
Eminton, Shippensburg and Clarion, . . . . .				209,390	163,397
Erie, . . . . .	4,233,180	5,052,855	5,042,831		
Erie and Pittsburgh, . . . . .	204,425	179,942	157,655		134,640
Foxburg, St. Petersburg and Clarion, . . . . .				15,158	73,163
Frankford and Holmesburg, . . . . .				89,787	
Greenlick Narrow Gauge, . . . . .			500		218
Hanover Junction, Hanover and Gettysburg, . . . . .		51,625	48,283	46,897	45,500
Harrisburg and Potomac, . . . . .		6,904	8,538	9,594	9,801
Huntingdon and Broad Top Mountain, . . . . .	73,892	51,407	54,175	47,362	43,618
Junction, . . . . .	335,189	401,315	850,650		308,237
Karns City and Butler, . . . . .				116,000	
Lake Shore and Michigan Southern, . . . . .	2,631,099	3,065,673	3,099,589	2,742,737	2,682,127

Lawrence, . . . . .	76,052	63,210	54,286		
Lawrenceville and Evergreen, . . . . .	81,452	52,114	44,150	89,808	89,255
Lehigh and Lackawanna, . . . . .	21,522	18,410	19,932	12,064	12,400
Lehigh and Susquehanna, . . . . .	644,351	572,081	551,851	816,746	858,586
Lehigh Valley, . . . . .	1,169,201	1,068,664	1,283,443	8,6791	
Ligonier Valley, . . . . .					12,973
Little Saw Mill Run, . . . . .			16,994	17,271	11,686
Littlestown, . . . . .	11,689				
McKean and Buffalo, . . . . .		11,233	14,695	12,826	19,371
Monongahela Inclined Plane, . . . . .		418,571	841,022	334,604	886,905
Mont Alto, . . . . .		22,239	26,039	33,824	18,809
Montrose, . . . . .		14,666	17,365		10,667
Mount Oliver Inclined Plane, . . . . .	227,906		196,756	185,354	198,192
Muncy Creek, . . . . .		8,895	7,452	6,064	7,964
New Castle and Beaver Valley, . . . . .	464,735	145,996	131,491		129,366
New Castle and Franklin, . . . . .	21,909	85,758	85,253	44,432	33,634
Northern Central, . . . . .	865,680	1,102,497	1,302,331		
North-East Pennsylvania, . . . . .	67,073	91,772	111,703	88,063	75,692
North Pennsylvania, . . . . .	1,052,359	1,067,494	1,660,084	1,368,498	1,310,378
Oil Creek and Allegheny River, . . . . .	813,162	241,516			
Olean, Bradford and Warren, . . . . .				2,300	
Parker and Karns City, . . . . .		116,000		296,000	
Peach Bottom, . . . . .				59,258	51,407
Pennsylvania, . . . . .	6,088,103	5,609,787	6,926,016		
Pennsylvania Coal, . . . . .	4,691	5,765	3,667	2,437	4,772
Pennsylvania and New York Canal, and, . . . . .	205,539	201,907	333,785	170,853	
Peoples, . . . . .		115,730	114,673		66,873
Philadelphia and Baltimore Central, . . . . .	288,191	253,907	279,703	227,913	211,115
Philadelphia and Erie, . . . . .	680,163	612,402	691,560		
Philadelphia and Reading, . . . . .	6,964,869	6,938,129	10,936,157	6,674,889	6,376,418
Philadelphia and Trenton, . . . . .	1,757,720	1,723,586	4,231,969		
Philadelphia, Wilmington and Baltimore, . . . . .	2,181,764	2,152,901	2,818,560		2,243,781
Pittsburgh and Castle Shannon, . . . . .		107,694	132,432	188,994	169,213
Pittsburgh, Cincinnati and St. Louis, . . . . .	672,220	692,243	784,561		
Pittsburgh and Connellsville, . . . . .	936,501	668,153	703,403	737,914	764,307
Pittsburgh, Fort Wayne and Chicago, . . . . .	2,253,542	2,200,446	2,201,227		2,257,404
Pittsburgh, Virginia and Charlestown, . . . . .	284,336	249,606	253,276		
Pittsburgh, Titusville and Buffalo, . . . . .			226,953	317,914	281,919
Pithole Valley, . . . . .	1,119				
Reading and Columbia, . . . . .	155,861	187,239	248,335	207,619	197,954
Salisbury, . . . . .					1,446
Shamokin Valley and Pottsville, . . . . .	68,425	82,182	71,003		
Shenango and Allegheny, . . . . .	29,143	22,865	34,374	33,533	

COMPARATIVE STATEMENT of Passengers Carried—Continued.

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NAME OF COMPANY.	1874.	1875.	1876.	1877.	1878.
Somerset and Mineral Point, . . . . .	20,625	20,328	22,574	19,702	
South Mountain Iron Company's, . . . . .	12,892		8,904		
State Line and Sullivan, . . . . .			1,357	8,482	6,859
Stony Creek, . . . . .	45,070	47,547	44,844	42,189	42,725
Summit Branch, . . . . .	86,572	22,852	24,974		18,081
Sunbury and Lewistown, . . . . .	71,033				
Susquehanna, Gettysburg and Potomac, . . . . .	27,610				
Toga, . . . . .	101,195	66,572	54,890	77,841	71,977
West Chester and Philadelphia, . . . . .	874,188	901,441	960,074	804,031	756,469
Western Maryland, . . . . .		309,245		339,111	368,956
Wheeling, Pittsburgh and Baltimore, . . . . .	57,226	57,419	58,302	52,316	43,681
Wilmington and Reading, (now,) . . . . .	129,595	99,804	83,760		
Wilmington and Northern, . . . . .	24,182	20,646	32,044	64,695	76,715
Totals, . . . . .	41,403,604	41,056,060	51,829,822	19,838,811	23,404,963

COMPARATIVE STATEMENT of Tonnage for Five Years.

NAME OF COMPANY.	1874.	1875.	1876.	1877.	1878.
Allegheny Valley,	1,794,965	2,054,995	2,202,321		2,190,944
Atlantic and Great Western,	2,709,934	2,583,362	2,641,360	2,761,498	2,647,146
Bachman Valley,	89,272	14,938	8,814	6,097	
Barclay Coal Company,	323,363	377,653	392,006	866,958	
Bellefonte and Snow Shoe,	95,632	98,477	87,165	69,672	54,562
Bell's Gap,	78,892	71,897	80,397	78,407	88,605
Berlin,				1,070	38,881
Buffalo, New York and Philadelphia,	90,788	313,467	375,090	503,317	731,385
Buffalo Valley,				8,630	6,244
Catasauqua and Fogelsville,	265,330	230,187	261,542	251,675	318,192
Chartiers,	1,441,901	38,047	64,821		106,988
Chester and Delaware River,		7,553			
Cleveland and Pittsburgh,	1,441,901	1,323,880	1,189,862		
Columbia and Port Deposit,			7,806		
Corning, Cowanesque and Antrim,	827,800	621,381	621,592	422,609	507,185
Cornwall,	260,049	220,662	340,524	410,605	442,212
Cumberland Valley,	415,317	357,364	358,664	320,510	318,696
Danville, Hazleton and Wilkes-Barre,		34,377			
Delaware and Hudson Canal Company,	2,551,084	2,606,710	1,780,272	1,590,372	2,045,762
Delaware, Lackawanna and Western,	3,653,763	3,898,344	2,923,069	2,922,803	3,193,531
Delaware Western,				88,218	81,622
Dillsburg and Mechanicsburg,				51,835	
Dunkirk, Allegheny Valley and Pittsburgh,	269,794	308,102	350,092	419,018	330,673
East Broad Top,	11,288	72,017	127,646	116,130	132,468
Edgewood,		24,612	27,240	52,223	63,318
Elmira and Williamsport,	469,021	547,242	593,310		
Emlenton, Shippenville and Clarion,				83,387	16,318
Erie,	6,364,276	6,239,943	5,972,818		
Erie and Pittsburgh,	800,947	609,608	594,612		753,020
Foxburg, St. Petersburg and Clarion,				793	2,881
Frankford and Holmesburg,				9,922	
Greenlick Narrow Gauge,			22,040	18,276	11,065
Hanover Junction, Hanover and Gettysburg,			44,713	46,572	40,366
Harrisburg and Potomac,		36,833	41,707	35,373	30,342
Huntingdon and Broad Top Mountain,	885,239	485,458	394,078	358,316	394,788
Ironton,	86,831	69,243	49,832	78,387	77,789
Karns City and Butler,				14,676	

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SECRETARY OF INTERNAL AFFAIRS.

CXI

COMPARATIVE STATEMENT of Tonnage—Continued.

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NAME OF COMPANY.	1874.	1875.	1876.	1877.	1878.
Lake Shore and Michigan Southern, . . . . .	5,221,267	5,022,492	5,685,167	5,518,708	6,098,445
Lawrence, . . . . .	839,633	419,863	503,795		
Lawrenceville and Evergreen, . . . . .		134	90		
Lohigh and Lackawanna, . . . . .	81,033	83,800	83,836	87,103	87,892
Lohigh and Musquohanna, . . . . .	8,233,361	2,752,483	3,800,836	3,028,403	2,513,644
Lohigh Valley, . . . . .	6,608,849	5,305,565	6,145,322	6,838,700	
Ligonier, . . . . .					8,000
Little Saw Mill Run, . . . . .	87,085	86,512	149,943	119,251	88,235
Littletown, . . . . .	40,845				
McKean and Buffalo, . . . . .		85,210	85,614	75,982	98,465
Mont Alto, . . . . .	9,609	7,827	6,340	6,174	8,729
Monroeville, . . . . .	9,932	9,924	10,864	7,463	7,172
Mount Pleasant and Broad Ford, . . . . .	17,009		17,863		
Muncy Creek, . . . . .				18,187	18,460
New Castle and Beaver Valley, . . . . .	669,044	816,740	700,980		938,444
New Castle and Franklin, . . . . .	2,669	11,370	18,550	42,592	44,615
New Castle and Mining, . . . . .				4,800	1,909
Northern Central, . . . . .	2,284,695	2,760,192	2,575,474		
North East Pennsylvania, . . . . .	10,519	20,453	20,044	20,771	14,749
North Pennsylvania, . . . . .	902,322	912,003	889,181	858,467	917,484
Olean, Bradford and Warren, . . . . .				1,070	
Parker and Kears City, . . . . .	23,000	18,816		85,098	
Peach Bottom, . . . . .				23,285	23,026
Pennsylvania, . . . . .	8,620,916	9,115,868	9,922,911		
Pennsylvania Coal, . . . . .	1,482,065	1,518,247	1,010,712	1,041,487	991,106
Pennsylvania and New York Canal and, . . . . .	1,884,292	1,496,135	1,621,106	1,818,395	
People's, . . . . .		2,269			
Philadelphia and Baltimore Central, . . . . .	139,294	188,889	141,293	148,110	131,808
Philadelphia and Erie, . . . . .	2,243,170	2,394,434	2,517,470		
Philadelphia and Reading, . . . . .	11,336,261	10,069,040	10,286,326	11,833,826	10,363,817
Philadelphia and Trenton, . . . . .	1,765,336	2,053,024	2,001,825		
Philadelphia, Wilmington and Baltimore, . . . . .	819,748	833,309	448,774		793,385
Pittsburgh and Castle Shannon, . . . . .	139,843	105,190	108,085	79,758	70,245
Pittsburgh, Cincinnati and St. Louis, . . . . .	1,471,207	1,535,114	1,792,057		
Pittsburgh and Connelsville, . . . . .	1,233,767	1,490,747	1,547,156	1,551,552	10,829,465
Pittsburgh, Fort Wayne and Chicago, . . . . .	2,290,120	2,504,245	2,629,607		2,990,187
Pittsburgh, Virginia and Charlestown, . . . . .	90,927	86,497	119,011		



H RAILROAD REP.	Pittsburgh, Titusville and Buffalo, . . . . .	649,881	789,711	755,842	724,488	522,482
	Pithole Valley, . . . . .	7,112				
	Reading and Columbia, . . . . .	372,861	290,854	281,851	302,187	265,122
	Salisbury, . . . . .			85,584	83,204	70,315
	Shamokin Valley and Pottsville, . . . . .	706,071	912,123	688,700		
	Sharpsville, Wheatland, Sharon and Greenfield, . . . . .		10,135			
	Shenango and Allegheny, . . . . .	283,968	284,092	265,196	349,229	
	Somerset and Mineral Point, . . . . .		7,247	7,338	7,162	
	South Mountain Iron Company's, . . . . .	89,953	19,569	15,021		
	Spring Brook, . . . . .		12,000			
	State Line and Sullivan, . . . . .			6,486		
	Stony Creek, . . . . .	7,186	15,361	10,583	14,021	20,616
	Summit Branch, . . . . .	512,021	576,289	428,965		412,463
	Sunbury and Lewistown, . . . . .	119,852				
	Susquehanna, Gettysburg and Potomac, . . . . .	22,870				
	Tioga, . . . . .	671,193	507,648	501,442	478,742	529,294
	West Chester and Philadelphia, . . . . .	90,602	94,358	92,507	97,728	84,953
	Western Maryland, . . . . .		106,798	112,689	131,867	136,021
	Wheeling, Pittsburgh and Baltimore, . . . . .	10,693	9,471	24,307	20,263	20,627
	Wilmington and Reading, } Wilmington and Western, } Now Northern, }	240,829 111,228	246,381 59,981	224,916 75,820		198,468
Total, . . . . .	80,250,320	85,247,479	79,382,012	46,582,083	44,894,492	

COMPARATIVE STATEMENT of Railroad Expenses for Five Years.

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Allegheny Valley,	\$1,629,720	70	\$1,305,617	40	\$1,353,158	77			1,042,991	15
Allentown,							\$1,038	26	757	10
Atlantic and Great Western,	3,708,152	41	3,241,004	87	2,054,391	81	3,043,881	94	3,020,524	08
Bachman Valley,	7,450	19	2,532	01	1,380	00	2,530	05	2,080	53
Barelay Coal Company,	82,478	31	93,223	53	80,030	64	75,747	08		
Bellefonte and Snow Shoe,	53,858	88	59,510	32	51,200	03	89,851	22	60,237	50
Bell's Gap,	23,091	74	13,504	35	17,013	46	14,001	39	19,424	95
Berlin,							805	11	425	83
Buffalo, New York and Philadelphia,	35,054	17	334,707	34	427,982	32	323,793	93	414,419	44
Buffalo Valley,							3,523	23	3,216	69
Catsauqua and Fogelsville,	49,009	39	52,212	22	46,094	40	47,880	09	59,373	30
Chartiers,	52,571	77	39,897	34	32,944	31				
Chester and Delaware River,			6,198	32						
Cleveland and Pittsburgh,	1,388,464	41	1,257,131	33	1,292,683	59				
Conbrookdale,							400	52		
Columbia and Port Deposit,					5,420	43			39,304	63
Corning, Cowanesque and Antrim,	285,743	38	185,600	30	172,276	11	192,016	90	291,310	32
Cornwall,	29,133	08	17,090	54	23,153	59	32,071	72	35,477	34
Cumberland Valley,	274,200	37	235,431	34	249,392	49	295,598	29	312,590	73
Delaware and Hudson Canal Company,	340,393	93	770,454	99	623,342	52	473,775	35	474,210	18
Delaware, Lackawanna and Western,	2,129,313	40	1,322,134	00	1,190,422	51	1,512,313	29	1,370,119	43
Delaware Western,							35,300	93	34,737	93
Dillsburg and Mechanicsburg,							10,092	15		
Dunkirk, Allegheny Valley and Pittsburgh,	233,071	73	344,772	95	313,412	41	305,113	92	332,423	47
East Broad Top,			39,703	71	52,274	34	44,292	77	52,035	14
Edgewood,			5,044	03	924	76	1,235	04	1,300	42
Elmira and Williamsport,	527,700	54	513,633	59	541,097	03				
Erie,	13,593,733	32	12,079,130	95	12,231,291	73				
Emulston, Shippenville and Clarion,							91,913	59	79,139	07
Erie and Pittsburgh,	437,325	49	330,999	99	355,996	26			331,917	24
Fayette County,									495	76
Foxburg, St. Petersburg and Clarion,							12,395	03	31,630	36
Frankford and Holmesburg,							3,991	33		
Greenlick Narrow Gauge,					4,433	91	3,334	39	3,610	23
Hanover Junction, Hanover and Gettysburg,	55,635	22	47,320	55	33,713	79	42,331	59	33,379	43
Hanover Junction and Susquehanna,							176,952	77		
Hanover and York,					41,997	77	45,999	63	34,340	31

PA Internal Affairs 1878

Harrisburg and Potomac		0,255	84	7,877	60	8,352	65	9,000	49	
Huntingdon and Broad Top Mountain	184,738	72	150,250	69	125,332	87	51,333	02	125,032	50
Ironton	14,550	85	17,381	10	12,150	60	15,245	10	17,699	69
Jamestown and Franklin	137,335	26					131,004	03	124,967	17
Junction			81,312	30					98,562	65
Karns City and Butler							60,079	21		
Lake Shore and Michigan Southern	11,152,371	66	10,532,820	79	9,573,985	62	8,963,963	65	8,846,600	87
Lawrence	108,359	19	89,760	13	88,723	87				
Lawrenceville and Evergreen	2,170	05	3,468	48	2,919	32	3,120	48	2,731	39
Lehigh and Lackawanna	25,708	09	27,948	38	23,568	25	23,562	64	23,005	41
Lehigh and Susquebanna	1,308,020	35	1,717,898	61	1,279,563	30	1,048,615	35	912,473	99
Lehigh Valley	3,471,418	86	3,232,861	97	3,842,750	04	3,341,568	68		
Little Saw Mill Run	46,666	64	30,037	23	17,832	98	21,675	76	20,203	80
Littlestown	14,849	38					16,235	64	16,215	05
Little Schuylkill Navigation							77,788	84	218,471	66
Lykens Valley							1,541	77	1,701	61
McKean and Buffalo			25,208	78	28,994	71	21,946	38	4,774	78
Monongahela Inclined Plane			11,334	02	10,490	62	8,580	87	7,843	51
Mont Alto	4,932	07	7,340	82	7,332	94	8,289	89	7,366	08
Montrose			13,751	48	16,162	13	14,762	78	14,127	68
Mount Oliver Inclined Plane	9,634	46	5,632	53	7,821	99	5,833	38	5,541	83
Muncy Creek	7,983	57			6,687	40	6,041	80	7,907	31
New Castle and Bear Valley	129,855	20	138,973	73	132,656	37	10,544	20	16,445	31
New Castle and Franklin	11,521	15	25,716	11	22,801	20	30,363	30	27,207	92
Northern Central	2,081,381	59	2,092,661	75	2,048,110	92				
North-East Pennsylvania	527	33					5,494	85	4,459	06
North Pennsylvania	829,725	63	905,542	27	889,346	78	1,052,753	08	887,862	49
Olean, Bradford and Warren							595	08		
Parker and Karns City			49,669	33			87,099	06		
Peach Bottom							31,615	69	6,777	26
Pennsylvania	18,245,447	07	11,749,053	36	12,452,689	23				
Pennsylvania Coal	526,200	00	559,000	00	276,500	00			6,300	00
Pennsylvania Company									87,167	99
Pennsylvania and New York Canal and Peoples'	761,810	52	941,111	18	1,069,972	08	921,033	29		
Perkiomen			15,651	34	8,894	68				
Philadelphia and Baltimore Central			184,796	22	179,724	77	8,788	59	2,370	23
Philadelphia and Erie	2,431,416	89	2,228,483	68	2,188,415	92	215,618	66	171,021	34
Philadelphia and Reading	6,409,533	39	6,059,624	53	6,129,757	72	8,277,303	51	7,786,282	79
Philadelphia and Trenton	1,144,861	84	1,013,342	91	1,049,664	64				
Philadelphia, Wilmington and Baltimore	1,730,073	78	1,668,235	26	1,729,393	40			282,005	04
Pickering Valley							2,476	69	50	00
Pittsburgh and Castle Shannon			64,135	20	66,257	87	120,619	50	100,832	21

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SECRETARY OF INTERNAL AFFAIRS.

CXV

COMPARATIVE STATEMENT of Railroad Expenses, &c.—Continued.

CXVI

ANNUAL REPORT OF THE

[No. 26,

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Pittsburgh, Cincinnati and St. Louis, . . . . .	\$2,537,587	11	\$2,400,951	86	\$2,386,375	54				
Pittsburgh and Connellsville, . . . . .	1,276,234	37	1,322,924	44	1,129,300	05	\$982,015	58	\$964,441	47
Pittsburgh, Fort Wayne and Chicago, . . . . .	5,058,498	13	4,586,097	93	4,798,624	50			4,138,137	01
Pittsburgh, Virginia and Charlestown, . . . . .	75,821	18	87,750	51	87,393	15				
Pittsburgh, Titusville and Buffalo, . . . . .	501,502	87	570,875	86	455,828	47	427,909	08	342,138	33
Pithole Valley, . . . . .	10,136	58								
Point Breeze, . . . . .									180	75
Reading and Columbia, . . . . .	201,547	59	220,637	21	172,160	16	181,787	27	181,139	98
Salisbury, . . . . .					3,449	37	7,459	84	5,821	51
Shamokin Valley and Pottsville, . . . . .	186,361	74	204,726	72	151,449	97	118,757	87		
Sharpsville, Wheatland, Sharon & Greenfield, . . . . .					1,832	97				
Shenango and Allegheny, . . . . .	100,859	51	86,341	15	116,929	77				
Somerset and Mineral Point, . . . . .	8,183	63	4,751	63	4,362	56	5,046	10		
South Mountain Iron Company's, . . . . .	24,017	17	13,589	77	6,974	65	4,873	90		
Southern Pennsylvania Railway & Mining Co., . . . . .	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	47,089	36
Stony Creek, . . . . .			18,996	59			6,492	38	5,558	29
Sullivan and Erie, . . . . .	75,282	53								
Summit Branch, . . . . .	22,897	12	92,575	12	147,228	95			118,440	37
Sunbury and Lewistown, . . . . .	110,240	59								
Tloga, . . . . .	201,450	15	172,490	70	190,997	82	207,469	44	179,918	94
Waynesburg and Washington, . . . . .									26,122	42
West Chester and Philadelphia, . . . . .	185,507	18	193,465	52	188,571	01	188,295	56	166,359	41
Western Maryland, . . . . .			264,735	81	206,219	56	219,940	57	2,7,275	43
Wheeling, Pittsburgh and Baltimore, . . . . .	48,441	25	47,784	96	45,646	40	42,845	92	36,162	82
Wilmington and Reading, now } . . . . .	186,018	58	147,762	35	138,662	80	1,566	74		
Wilmington and Northern, . . . . .	30,008	39	35,543	63	87,501	69	126,714	15	147,909	68
Total, . . . . .	\$82,236,675	83	\$77,855,731	27	\$75,723,845	58	\$33,953,155	60	\$34,547,382	44

COMPARATIVE STATEMENT of Railroad Receipts for Five Years.

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Allegheny Valley, . . . . .	\$2,479,166	78	\$2,892,341	25	\$2,438,254	50			\$2,012,273	97
Allentown, . . . . .	3,022	39	2,581	85	2,348	26	\$3,419	21	1,410	52
Atlantic and Great Western, . . . . .	4,838,257	08	3,913,649	68	3,661,206	48	3,961,506	66	3,844,290	38
Bachman Valley, . . . . .	11,431	21	6,021	29	3,674	11	2,562	06	2,619	72
Barclay Coal Company, . . . . .	46,060	96	48,220	58	56,011	88	47,773	23		
Bellefonte and Snow Shoe, . . . . .	274,398	14	246,676	57	204,680	57	48,655	34	37,096	12
Bell's Gap, . . . . .	42,415	71	38,146	42	44,031	77	41,963	89	41,570	11
Berlin, . . . . .							2,184	09	3,011	33
Buffalo, New York and Philadelphia, . . . . .	580,665	96	613,176	55	656,513	75	665,388	73	864,868	59
Buffalo Valley, . . . . .							3,523	33	3,065	14
Catasauqua and Fogelsville, . . . . .	90,539	40	80,229	46	83,802	85	90,658	55	112,369	94
Catawissa, . . . . .							226,000	00	226,000	00
Chartiers, . . . . .	71,086	27	72,148	78	77,176	08			84,487	38
Chester Creek, . . . . .							11,100	00	11,100	00
Chester and Delaware River, . . . . .			3,422	74						
Chestnut Hill, . . . . .							14,478	00	14,478	00
Cleveland and Pittsburgh, . . . . .	2,887,554	23	2,629,037	15	2,474,861	52				
Colebrookdale, . . . . .	9,415	31	9,190	28	11,808	06	8,874	88	7,888	54
Columbia and Port Deposit, . . . . .					7,417	43				
Corning, Cowanesque and Antrim, . . . . .	412,581	90	316,696	26	341,082	14	312,277	33	404,664	87
Cornwall, . . . . .	56,815	15	47,438	01	70,612	77	84,070	69	87,884	82
Cumberland Valley, . . . . .	603,310	05	526,076	14	547,993	65	519,851	37	512,121	03
Delaware and Hudson Canal Company, . . . . .	120,549	49	1,050,686	25	907,536	24	721,526	32	872,428	85
Delaware, Lackawanna and Western, . . . . .	5,347,725	51	6,282,107	90	4,051,285	93	3,617,659	35	3,699,600	85
Delaware Western, . . . . .							45,346	06	43,291	36
Dillsburg and Mechanicsburg, . . . . .	16,113	93	20,659	65	22,573	44	19,324	31		
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	358,457	43	350,147	21	398,636	25	342,272	48	331,798	18
East Broad Top, . . . . .			67,618	63	94,589	37	79,591	48	90,808	05
East Mahanoy, . . . . .	25,298	74			25,604	35				
Edgewood, . . . . .			3,409	38	1,360	13	2,611	15	1,899	42
Elmira and Williamsport, . . . . .	623,003	87	649,160	00	633,316	40	218,002	60	165,000	00
Erie, . . . . .	18,598,898	76	17,677,746	49	16,539,765	33				
Erie and Pittsburgh, . . . . .	870,703	00	519,313	52	539,315	93			531,297	36
Foxburg, St. Petersburg and Clarion, . . . . .							6,655	39	30,432	76
Fayette County, . . . . .									9,000	00
Frankford and Holmesburg, . . . . .							5,998	41		
Greenlick Narrow Gauge, . . . . .					6,976	24	6,849	61	3,491	89

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SECRETARY OF INTERNAL AFFAIRS.

CXVII

COMPARATIVE STATEMENT of Railroad Receipts for Five Years—Continued.

CXVIII

ANNUAL REPORT OF THE

[No. 36,

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Hanover Junction, Hanover and Gettysburg, . . . . .			\$79,808	25	\$59,622	58	\$55,955	69	\$54,087	70
Hanover and York, . . . . .					64,468	85	64,468	85	55,849	15
Harrisburg and Potomac, . . . . .			9,822	96	11,671	99	11,552	80	10,756	85
Huntingdon and Broad Top Mountain, . . . . .	\$284,720	08	825,011	86	272,455	22	261,410	25	240,041	47
Ironton, . . . . .	38,200	70	28,998	09	27,290	85	29,195	68	34,702	08
Jamestown and Franklin, . . . . .	228,892	11	228,847	11	225,102	97	218,440	05	205,086	55
Junction, . . . . .	146,623	12	168,200	83	228,435	99			186,525	94
Karns City and Butler, . . . . .							115,111	20		
Lake Shore and Michigan Southern, . . . . .	17,146,180	76	14,484,198	76	18,948,585	83			18,979,766	42
Lawrence, . . . . .	174,408	83	174,257	13	178,172	83				
Lawrenceville and Evergreen, . . . . .	2,383	87	3,504	55	4,941	12	2,461	72	2,954	69
Lehigh and Lackawanna, . . . . .	43,839	18	39,873	96	33,191	04	30,899	45	27,838	07
Lehigh and Susquehanna, . . . . .	3,385,301	47	3,178,646	00	2,769,825	94	1,939,534	05	1,674,052	70
Lehigh Valley, . . . . .	6,759,391	02	6,046,495	44	7,049,646	56	6,488,068	62		
Ligonier Valley, . . . . .									9,145	40
Little Saw Mill Run, . . . . .	100,654	25	43,247	34	36,619	96	28,081	69	28,629	14
Littlestown, . . . . .	16,763	95					16,706	54	16,720	99
Little Schuylkill Navigation, . . . . .					242,703	81	247,282	88	227,672	43
Lykens Valley, . . . . .					62,843	42	62,882	03	62,997	39
McKean and Buffalo, . . . . .			25,819	19	57,219	39	51,267	89	60,620	57
Mine Hill and Schuylkill Haven, . . . . .							321,800	00		
Monongahela Inclined Plane, . . . . .			24,721	72	18,808	54	15,482	18	15,135	88
Mont Alto, . . . . .	8,109	94	11,444	62	8,216	50	9,050	08	7,755	20
Montrose, . . . . .			22,449	54	25,559	59	19,161	72	27,895	69
Mount Carbon and Port Carbon, . . . . .							36,250	00	36,250	00
Mount Oliver Inclined Plane, . . . . .	12,833	36	9,353	20	9,476	05	8,905	59	9,644	45
Muncy Creek, . . . . .	10,291	54			8,305	26	8,305	70	9,104	23
Newquhonung Valley, . . . . .							180,000	00	180,000	00
New Castle and Beaver Valley, . . . . .	358,073	18	357,181	45	306,897	49	101,267	22	122,675	88
New Castle and Franklin, . . . . .	19,093	27	39,925	70	39,943	98	52,005	71	43,617	74
Northern Central, . . . . .	3,266,970	99	3,246,348	45	2,889,074	35				
North-East Pennsylvania, . . . . .	18,149	62	24,645	00	27,706	98	22,855	71	19,904	61
North Pennsylvania, . . . . .	1,424,403	18	1,417,734	61	1,676,865	91	1,482,705	20	1,460,923	72
Olean, Bradford and Warren, . . . . .							883	00		
Oil Creek and Allegheny River, . . . . .	846,851	72	809,796	01						
Parker and Karns City, . . . . .			102,332	92					170,098	87
Peach Bottom, . . . . .					52,715	19	46,983	24	43,160	57

Pennsylvania, . . . . .	22,042,871	85	20,498,251	97	20,788,075	62			1,000,176	21
Pennsylvania Company, . . . . .								8,504	7,220	07
Pennsylvania Coal, . . . . .	28,704	20	22,119	85	15,661	31				
Pennsylvania and New York Canal and Peoples', . . . . .	1,481,251	39	1,480,269	67	1,777,706	19	1,562,385			
Perkiomen, . . . . .	17,807	89	15,296	58	14,284	40	9,654		7,897	40
Philadelphia and Baltimore Central, . . . . .	296,614	56	22,297	05	66,388	89	67,134		72,773	10
Philadelphia and Erie, . . . . .	3,506,919	28	284,027	84	304,425	54	275,672		257,870	48
Philadelphia, Germantown and Norristown, . . . . .	331,324	29	3,365,897	24	3,352,979	15				
Philadelphia, Newtown and New York, . . . . .			278,073	66	277,923	34			278,495	86
Philadelphia and Reading, . . . . .	14,452,121	18			3,038	82				
Philadelphia and Trenton, . . . . .	1,914,346	16	15,002,817	81	12,328,835	71	13,004,419		12,251,675	15
Philadelphia, Wilmington and Baltimore, . . . . .	2,801,634	89	1,942,922	40	3,076,343	81				
Pickering Valley, . . . . .	4,943	84	2,819,553	60	3,305,437	87			2,660,445	85
Pittsburgh and Castle Shannon, . . . . .			4,503	45	5,167	04	4,151		3,776	88
Pittsburgh, Cincinnati and St. Louis, . . . . .	3,573,316	41	375,930	47	390,582	07	123,454		106,317	37
Pittsburgh and Connellsville, . . . . .	1,526,124	80	3,175,970	00	3,282,705	50				
Pittsburgh, Fort Wayne and Chicago, . . . . .	8,597,463	90	1,480,784	66	1,658,974	35	1,388,434		1,542,753	75
Pittsburgh, Virginia and Charlestown, . . . . .	127,701	29	7,925,830	80	7,866,316	04			7,871,294	97
Pittsburgh, Titusville and Buffalo, . . . . .			123,593	80	127,738	70				
Reading and Columbia, . . . . .	309,251	32			706,019	20	687,073		526,701	04
Salisbury, . . . . .			290,299	68	275,412	79	255,074		254,764	44
Schuylkill Valley Navigation and Railroad, . . . . .					3,588	00	8,393		7,563	69
Shamokin Valley and Pottsville, . . . . .	324,266	69							29,450	00
Sharpsville, Wheatland, Sharon and Greenfield, . . . . .			410,022	98	280,885	16				
Shenango and Allegheny, . . . . .	228,429	85	2,025	85						
Somerset and Mineral Point, . . . . .	12,847	08	201,039	88	188,809	23	254,038			
South Mountain Iron Company's, . . . . .	29,300	89	12,671	94	11,169	94	9,327			
Southern Pennsylvania Railway and Mining Co., . . . . .	33,701	89	15,146	01	12,274	71				
State Line and Sullivan, . . . . .			23,231	17	18,422	40	16,490			
Stony Creek, . . . . .	16,632	35			21,695	39	28,146		65,113	62
Summit Branch, . . . . .	310,036	43	15,970	42	17,006	12	15,898		17,943	57
Susquehanna, Gettysburg and Potomac, . . . . .	33,320	46	349,117	30	244,469	08			131,412	87
Tioga, . . . . .	388,464	37	286,660	28	298,771	54	334,076		325,446	22
Waynesburg and Washington, . . . . .									20,763	11
West Chester and Philadelphia, . . . . .	850,164	26	350,540	92	369,544	90	332,274		312,486	64
Western Maryland, . . . . .			293,718	04	311,902	55	332,085		347,201	68
Wheeling, Pittsburgh and Baltimore, . . . . .	49,888	96	48,321	48	50,880	18	42,934		40,984	25
Wilmington and Reading, now } . . . . .	193,825	62	197,776	39	157,791	84	2,914			
Wilmington and Northern, . . . . .	81,871	15	40,277	25	46,109	31	135,934		129,681	44
Total, . . . . .	\$136,259,290	77	\$131,798,375	69	\$125,789,841	57	\$42,078,109	36	\$61,448,962	53

COMPARATIVE STATEMENT of Accidents for Five Years.

CXX

ANNUAL REPORT OF THE

[No. 26,

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allegheny Valley, . . . . .	19	32	10	39	19	30			17	22
Atlantic and Great Western, . . . . .	11	19	5	29	3	15	8	14	9	7
Barclay Coal Company, . . . . .		12		1	1		1			
Bellefonte and Snow Shoe, . . . . .					1	1		2	1	6
Bell's Gap, . . . . .		2	1	1						
Buffalo, New York and Philadelphia, . . . . .	8	3			4	2	3	2	4	
Buffalo Valley, . . . . .								1		
Catawauqua and Fogelsville, . . . . .					1					
Catawissa, . . . . .										2
Chartiers, . . . . .			2	1		2				
Cleveland and Pittsburgh, . . . . .	1	5	11	3	1	6				
Corning, Cowanesque and Antrim, . . . . .	2	1	1				3		1	
Cumberland Valley, . . . . .		2	2	1	1	1		1	1	1
Delaware and Hudson Canal Company, . . . . .	15	12	12	15	5	7	3	1	1	3
Delaware, Lackawanna and Western, . . . . .	16	7	22	17	19	36	20	6	14	11
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .			4	6			1	8	2	3
East Broad Top, . . . . .				3	1	5				
Elmira and Williamsport, . . . . .	3	8	3	15	3	8				
Emlenton, Shippenville and Clarion, . . . . .							1	1		2
Erie, . . . . .	98	345	106	203	101	169				
Erie and Pittsburgh, . . . . .	5	11	1	6	1	4			6	8
Foxburg, St. Petersburg and Clarion, . . . . .									1	1
Greenlick Narrow Gauge, . . . . .						1				
Hanover Junction, Hanover and Gettysburg, . . . . .		3		1						
Harrisburg and Potomac, . . . . .					1					
Huntingdon and Broad Top Mountain, . . . . .	1	6	1				1	3		6
Ironton, . . . . .		1								
Jamestown and Franklin, . . . . .	1	4				4				
Jefferson, . . . . .			1	3					1	2



Junction, . . . . .			3							2	
Karns City and Butler, . . . . .	8	20	7	7	4	18		1	2	8	12
Lake Shore and Michigan Southern, Lawrence, . . . . .	1			1							
Lawrenceville and Evergreen, . . . . .			1		1						
Lehigh and Lackawanna, . . . . .	15	5	12	7	18	18	5	4	9	8	
Lehigh and Susquehanna, . . . . .	28	31	28	25	34	71	30	27			
Lehigh Valley, . . . . .				1							
Lewisburg, Centre and Spruce Creek, Little Saw Mill Run, . . . . .					1					1	
McKean and Buffalo, . . . . .					1						
Mine Hill and Schuylkill Haven, . . . . .											
Monongahela Inclined Plane, . . . . .											1
New Castle and Beaver Valley, . . . . .	2	6	2	7		3					5
New Castle and Franklin, . . . . .		1	1	2	1						
Northern Central, . . . . .	14	30	17	34	13	28					
North Pennsylvania, . . . . .	10	5	9	2	10	14	21	23	10	12	
Oil Creek and Allegheny River, Parker and Karns City, . . . . .	7	9	3	19							
Peach Bottom, . . . . .				1			1	1			
Pennsylvania, . . . . .	129	293	119	359	150	446	2	10			
Pennsylvania Coal, . . . . .	2	2	9	9	7	8	9	8	3	8	
Pennsylvania and New York Canal and, Philadelphia and Baltimore Central, Philadelphia and Erie, . . . . .	6	11	5	17	9	14	4	31	2	4	
Philadelphia and Reading, Philadelphia and Trenton, Philadelphia, Wilmington and Baltimore, Pittsburgh and Castle Shannon, . . . . .	1	3	3				1	3	2		
Pittsburgh, Cincinnati and St. Louis, Pittsburgh and Connellsville, Pittsburgh, Fort Wayne and Chicago, Pittsburgh, Virginia and Charlestown, Pittsburgh, Titusville and Buffalo, . . . . .	9	59	18	50	17	74					
Reading and Columbia, . . . . .	42	60	52	81	62	79	98	110	73	88	
Shamokin Valley and Pottsville, . . . . .	13	36	19	37	19	17					
Shenango and Allegheny, . . . . .	15	11	13	10	22	12			22	12	
Somerset and Mineral Point, Summit Branch, . . . . .	2				1		2	1	1		
Susquehanna, Gettysburg and Potomac, State Line and Sullivan, . . . . .	15	9	10	13	14	25					
Tioga, . . . . .	18	36	15	20	21	9	11	12	17	9	
West Chester and Philadelphia, . . . . .	14	33	26	40	15	31					
	1				1					8	39
	3	1		2	4	27	2	9	2	18	5
	1	6		13	1	6				5	
	1	2	1	4							
						1					
		1	1	2		3			2		
		1								1	1
							1		3		1
	2		3		2	2	4	2	1		

COMPARATIVE STATEMENT of Railroad Expenses for Five Years.

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Allegheny Valley, . . . . .	\$1,629,720	70	\$1,395,617	40	\$1,353,158	77			1,042,991	15
Allentown, . . . . .							\$1,038	25	757	10
Atlantic and Great Western, . . . . .	3,768,152	41	3,241,094	87	2,954,391	81	3,043,831	94	3,026,524	08
Bachman Valley, . . . . .	7,450	19	2,532	91	1,389	96	2,536	05	2,630	53
Barclay Coal Company, . . . . .	82,478	31	93,223	53	86,690	64	75,767	98		
Bellefonte and Snow Shoe, . . . . .	53,358	88	59,510	32	51,200	03	39,851	22	50,237	50
Bell's Gap, . . . . .	28,091	74	18,504	85	17,013	46	14,601	39	19,424	95
Berlin, . . . . .							865	11	425	83
Buffalo, New York and Philadelphia, . . . . .	35,654	17	334,797	38	427,982	82	328,793	93	414,419	64
Buffalo Valley, . . . . .							3,523	23	3,216	69
Catasauqua and Fogelsville, . . . . .	49,969	39	52,212	22	46,084	40	47,889	09	50,878	30
Chartiers, . . . . .	52,571	77	36,897	84	32,944	31				
Chester and Delaware River, . . . . .			6,198	82						
Cleveland and Pittsburgh, . . . . .	1,388,464	41	1,287,131	83	1,292,683	56				
Colebrookdale, . . . . .							406	52	36,304	63
Columbia and Port Deposit, . . . . .					5,429	48				
Corning, Cowanesque and Antrim, . . . . .	285,748	88	185,600	89	172,276	11	192,016	90	291,310	82
Cornwall, . . . . .	28,133	98	17,699	54	23,153	50	32,071	72	35,477	84
Cumberland Valley, . . . . .	274,260	87	265,481	84	249,892	46	265,598	29	812,560	73
Delaware and Hudson Canal Company, . . . . .	840,398	96	770,454	99	623,342	52	473,775	35	474,210	13
Delaware, Lackawanna and Western, . . . . .	2,126,818	40	1,822,184	90	1,190,422	51	1,512,318	29	1,379,119	43
Delaware Western, . . . . .							35,366	98	34,787	98
Dillsburg and Mechanicsburg, . . . . .							10,092	15		
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	288,071	73	344,772	95	343,412	41	365,113	02	332,423	47
East Broad Top, . . . . .			39,708	71	52,274	34	44,202	77	52,685	14
Edgewood, . . . . .			5,044	63	924	76	1,285	04	1,899	42
Elmira and Williamsport, . . . . .	527,700	54	513,538	59	541,097	03				
Erie, . . . . .	13,563,738	32	12,679,180	95	12,231,201	78				
Emlenton, Shippenville and Clarion, . . . . .							91,618	50	70,139	07
Erie and Pittsburgh, . . . . .	487,325	49	380,060	99	355,966	26			381,017	24
Fayette County, . . . . .									465	76
Foxburg, St. Petersburg and Clarion, . . . . .							12,305	03	31,630	86
Frankford and Holmesburg, . . . . .							8,901	38		
Greenlick Narrow Gauge, . . . . .					4,436	91	3,834	89	3,610	28
Hanover Junction, Hanover and Gettysburg, . . . . .	55,685	22	47,820	55	33,718	76	42,931	59	38,879	48
Hanover Junction and Susquehanna, . . . . .							176,952	77		
Hanover and York, . . . . .					41,907	77	45,969	68	34,340	81

Harrisburg and Potomac								8,352	55	9,000	40
Huntingdon and Broad Top Mountain								51,833	02	125,032	50
Ironton	184,784	72	6,255	84	7,877	50		15,245	10	17,699	59
Jamestown and Franklin	14,550	85	150,250	59	125,332	87		12,150	60	124,967	17
Junction	187,335	26	17,881	19						98,562	65
Karns City and Butler			81,312	80							
Lake Shore and Michigan Southern	11,152,371	56	10,532,829	79	9,578,935	52		60,079	21	8,846,600	87
Lawrence	108,359	19	89,760	13	88,723	87		8,963,963	65		
Lawrenceville and Evergreen	2,170	05	3,468	48	2,919	32		3,120	48	2,731	39
Lehigh and Lackawanna	25,708	09	27,948	38	23,558	25		23,562	64	23,005	41
Lehigh and Susquehanna	1,308,020	85	1,717,898	61	1,279,563	30		1,048,615	35	912,473	99
Lehigh Valley	3,471,418	36	3,282,861	97	3,842,750	04		3,341,566	68		
Little Saw Mill Run	46,656	64	30,037	23	17,832	98		21,675	76	20,203	80
Littlestown	14,849	38						16,235	64	16,215	05
Little Schuylkill Navigation								77,788	84	218,471	66
Lykens Valley								1,541	77	1,701	61
McKean and Buffalo			25,208	78	28,994	71		21,946	38	4,774	78
Monongahela Inclined Plane			11,334	02	10,490	62		8,580	87	7,843	51
Mont Alto	4,932	07	7,310	82	7,332	94		8,289	89	7,366	08
Montrose			13,751	48	16,162	13		14,762	78	14,127	68
Mount Oliver Inclined Plane	9,634	46	5,632	53	7,821	99		5,863	38	5,541	83
Muncy Creek	7,983	57			6,687	40		6,041	80	7,907	31
New Castle and Bear Valley	129,855	20	138,973	73	132,656	37		10,544	20	16,445	31
New Castle and Franklin	11,521	15	25,716	11	22,801	20		30,363	30	27,207	92
Northern Central	2,081,381	59	2,092,661	75	2,048,110	92					
North-East Pennsylvania	527	33						5,494	85	4,459	06
North Pennsylvania	829,725	63	905,542	27	889,346	78		1,052,758	08	887,862	49
Olean, Bradford and Warren								595	08		
Parker and Karns City			49,669	33				87,099	06		
Peach Bottom								31,615	69	6,777	26
Pennsylvania	13,245,447	07	11,749,053	36	12,452,689	23					
Pennsylvania Coal	528,200	00	559,000	00	276,500	00				6,300	00
Pennsylvania Company										97,167	99
Pennsylvania and New York Canal and Peoples'	761,810	52	941,111	18	1,069,972	08		921,038	29		
Perkiomen			15,651	34	8,894	68					
Philadelphia and Baltimore Central			184,796	22	179,724	77		8,788	59	2,370	23
Philadelphia and Erie	2,431,416	89	2,228,483	68	2,188,415	92		215,618	66	171,021	34
Philadelphia and Reading	6,409,533	39	6,059,624	53	6,129,757	72		8,277,803	51	7,786,282	79
Philadelphia and Trenton	1,144,861	84	1,013,342	91	1,049,664	64					
Philadelphia, Wilmington and Baltimore	1,730,073	78	1,668,235	26	1,729,393	40				282,005	04
Pickering Valley								2,476	69	50	00
Pittsburgh and Castle Shannon			64,335	20	66,257	87		120,619	50	100,832	21

COMPARATIVE STATEMENT of Railroad Expenses, &c.—Continued.

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ANNUAL REPORT OF THE

[No. 26,

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
	\$		\$		\$		\$		\$	
Pittsburgh, Cincinnati and St. Louis	\$2,537,587	11	\$2,400,951	86	\$2,388,375	54				
Pittsburgh and Connellsville	1,276,234	37	1,322,924	44	1,129,300	05	\$982,015	58	\$964,441	47
Pittsburgh, Fort Wayne and Chicago	5,058,498	13	4,586,097	93	4,798,624	50			4,138,137	01
Pittsburgh, Virginia and Charlestown	75,821	18	87,750	51	87,393	15				
Pittsburgh, Titusville and Buffalo	501,502	87	570,875	86	455,828	47	427,909	08	342,138	33
Pithole Valley	10,136	58								
Point Breeze									180	75
Reading and Columbia	201,547	59	220,637	21	172,160	16	161,787	27	181,139	98
Salisbury					3,449	37	7,459	84	5,821	51
Shamokin Valley and Pottsville	186,361	74	204,728	72	151,449	97	118,767	87		
Sharpsville, Wheatland, Sharon & Greenfield					1,832	97				
Shenango and Allegheny	100,859	51	86,341	15	116,929	77				
Somerset and Mineral Point	8,183	63	4,751	63	4,362	56	5,046	10		
South Mountain Iron Company's	24,017	17	13,589	77	6,974	65	4,878	90		
Southern Pennsylvania Railway & Mining Co.	26,603	38	20,620	71			15,918	28		
Spring Brook	3,550	00								
State Line and Sullivan			53,376	91	26,983	18	45,560	36	47,089	36
Stony Creek			18,996	59			6,492	38	5,558	29
Sullivan and Erie	75,282	53								
Summit Branch	22,897	12	92,575	12	147,228	95			118,440	37
Sunbury and Lewistown	110,240	59								
Tioga	201,450	15	172,490	70	190,997	82	207,469	44	179,918	94
Waynesburg and Washington									26,122	42
West Chester and Philadelphia	185,507	18	193,465	52	188,571	01	188,295	56	166,359	41
Western Maryland			264,735	81	206,219	56	219,940	57	2,7,275	43
Wheeling, Pittsburgh and Baltimore	48,441	25	47,784	96	45,646	40	42,845	92	36,162	82
Wilmington and Reading, now }	186,018	58	147,762	35	138,662	80	1,566	74		
Wilmington and Northern, . . }	30,008	39	35,543	63	37,501	69	126,714	15	147,909	68
Total, . . . . .	\$82,236,675	83	\$77,855,731	57	\$75,723,845	58	\$33,953,155	60	\$34,547,382	44

COMPARATIVE STATEMENT of Railroad Receipts for Five Years.

Leg. Doc.]

SECRETARY OF INTERNAL AFFAIRS.

CXVII

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Allegheny Valley, . . . . .	\$2,479,166	78	\$2,892,841	25	\$2,488,254	50			\$2,012,273	97
Allentown, . . . . .	3,022	39	2,581	35	2,348	26	\$3,419	21	1,410	52
Atlantic and Great Western, . . . . .	4,888,257	08	3,913,649	68	3,661,206	48	3,961,506	66	3,844,290	38
Bachman Valley, . . . . .	11,431	21	8,021	29	3,674	11	2,562	06	2,619	72
Barclay Coal Company, . . . . .	48,060	96	48,220	58	56,011	88	47,773	23		
Bellefonte and Snow Shoe, . . . . .	274,398	14	246,676	57	204,680	57	48,655	84	37,096	12
Bell's Gap, . . . . .	42,415	71	38,146	42	44,031	77	41,963	89	41,570	11
Berlin, . . . . .							2,184	09	3,011	33
Buffalo, New York and Philadelphia, . . . . .	580,665	96	613,176	55	656,513	75	665,388	73	864,868	59
Buffalo Valley, . . . . .							3,523	33	3,065	14
Catawauqua and Fogelsville, . . . . .	90,539	40	80,229	46	83,802	85	90,658	55	112,869	94
Catawissa, . . . . .							226,000	00	226,000	00
Chartiers, . . . . .	71,086	27	72,148	78	77,176	06			84,487	38
Chester Creek, . . . . .							11,100	00	11,100	00
Chester and Delaware River, . . . . .			3,422	74						
Chestnut Hill, . . . . .							14,478	00	14,478	00
Cleveland and Pittsburgh, . . . . .	2,887,554	23	2,629,037	15	2,474,861	52				
Colebrookdale, . . . . .	9,415	81	9,190	28	11,808	06	8,374	88	7,888	54
Columbia and Port Deposit, . . . . .							7,417	43		
Corning, Cowanesque and Antrim, . . . . .	412,581	90	316,696	26	341,082	14	812,277	33	404,664	87
Cornwall, . . . . .	56,815	15	47,438	01	70,612	77	84,070	69	87,384	32
Cumberland Valley, . . . . .	603,310	05	526,076	14	547,993	65	519,851	37	512,121	03
Delaware and Hudson Canal Company, . . . . .	120,549	49	1,050,686	25	907,536	24	721,526	32	872,428	85
Delaware, Lackawanna and Western, . . . . .	5,347,725	51	6,282,107	90	4,051,285	93	3,617,659	35	3,699,600	85
Delaware Western, . . . . .							45,346	06	43,291	36
Dillsburg and Mechanicsburg, . . . . .	16,113	93	20,659	65	22,573	44	19,324	31		
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	358,457	43	350,147	21	398,636	25	342,272	48	331,798	18
East Broad Top, . . . . .			67,618	63	94,589	37	79,591	48	90,808	05
East Mahanoy, . . . . .	25,298	74			25,604	35				
Edgewood, . . . . .			3,409	38	1,360	13	2,611	15	1,899	42
Elmira and Williamsport, . . . . .	623,003	87	649,160	00	633,316	40	218,002	60	165,000	00
Erie, . . . . .	18,698,898	76	17,677,746	49	16,539,765	33				
Erie and Pittsburgh, . . . . .	870,708	00	519,313	52	539,315	93			531,297	36
Foxburg, St. Petersburg and Clarion, . . . . .							6,655	39	30,432	76
Fayette County, . . . . .									9,000	00
Frankford and Holmesburg, . . . . .							5,998	41		
Greenlick Narrow Gauge, . . . . .					6,976	24	6,849	61	3,491	89

COMPARATIVE STATEMENT of Railroad Receipts for Five Years—Continued.

CXVIII

ANNUAL REPORT OF THE

[No. 26,

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
Hanover Junction, Hanover and Gettysburg, . . . . .			\$79,808	25	\$59,622	53	\$55,955	69	\$54,037	70
Hanover and York, . . . . .							64,463	85	55,849	15
Harrisburg and Potomac, . . . . .			9,822	98	11,671	99	11,552	80	10,756	35
Huntingdon and Broad Top Mountain, . . . . .	\$284,720	68	325,011	86	272,455	22	261,410	25	240,041	47
Ironton, . . . . .	33,206	70	28,998	09	27,290	85	29,195	68	34,702	08
Jamestown and Franklin, . . . . .	228,892	11	228,847	11	225,102	97	218,440	05	205,036	55
Junction, . . . . .	146,623	12	168,200	83	228,435	99			186,525	94
Karns City and Butler, . . . . .							115,111	20		
Lake Shore and Michigan Southern, . . . . .	17,146,130	76	14,434,198	76	13,948,585	83			13,979,766	42
Lawrence, . . . . .	174,408	83	174,257	13	178,172	33				
Lawrenceville and Evergeen, . . . . .	2,383	87	3,504	55	4,941	12	2,461	72	2,954	69
Lehigh and Lackawanna, . . . . .	43,839	18	39,873	96	33,191	04	30,899	45	27,838	07
Lehigh and Susquehanna, . . . . .	3,385,301	47	3,178,646	00	2,769,825	94	1,939,534	05	1,874,052	70
Lehigh Valley, . . . . .	6,759,391	02	6,046,495	44	7,049,646	56	6,488,068	62		
Ligonier Valley, . . . . .									9,145	40
Little Saw Mill Run, . . . . .	100,654	25	43,247	34	36,619	96	28,681	69	23,629	14
Littlestown, . . . . .	16,763	95					16,706	54	16,720	99
Little Schuylkill Navigation, . . . . .					242,703	81	267,282	88	227,672	43
Lykens Valley, . . . . .					62,843	42	62,882	03	62,997	39
McKean and Buffalo, . . . . .			25,819	19	57,219	39	51,267	89	60,620	87
Mine Hill and Schuylkill Haven, . . . . .							321,800	00		
Monongahela Inclined Plane, . . . . .			24,721	72	18,808	54	15,482	13	15,135	88
Mont Alto, . . . . .	8,109	94	11,444	62	8,216	59	9,050	08	7,755	20
Montrose, . . . . .			22,449	54	25,559	59	19,161	72	27,895	69
Mount Carbon and Port Carbon, . . . . .							36,250	00	36,250	00
Mount Oliver Inclined Plane, . . . . .	12,833	36	9,353	20	9,476	05	8,905	59	9,644	45
Muncy Creek, . . . . .	10,291	54			8,305	26	8,569	70	9,104	23
Nesquehoning Valley, . . . . .							130,000	00	130,000	00
New Castle and Beaver Valley, . . . . .	353,073	18	357,181	45	306,897	49	101,267	22	122,675	88
New Castle and Franklin, . . . . .	19,093	27	39,925	70	39,943	98	52,005	71	43,617	74
Northern Central, . . . . .	3,266,970	99	3,246,348	45	2,889,074	35				
North-East Pennsylvania, . . . . .	18,149	62	24,645	00	27,706	93	22,855	71	19,904	61
North Pennsylvania, . . . . .	1,424,463	18	1,417,734	61	1,676,865	91	1,482,705	20	1,460,923	72
Olean, Bradford and Warren, . . . . .							833	00		
Oil Creek and Allegheny River, . . . . .	846,851	72	809,796	01						
Parker and Karns City, . . . . .			102,332	92						
Peach Bottom, . . . . .					52,715	19	170,098	87		
							46,983	24	43,160	57

Pennsylvania	22,042,871	85	20,493,251	97	20,788,075	62			1,000,176	21
Pennsylvania Company					15,661	81	8,564	65	7,229	07
Pennsylvania Coal	23,704	20	22,119	35						
Pennsylvania and New York Canal and Peoples'	1,481,251	39	1,480,269	67	1,777,706	19	1,562,385	27		40
Perkiomen	17,607	89	16,296	58	14,284	40	9,654	05	7,897	10
Philadelphia and Baltimore Central	296,614	56	22,297	05	66,838	89	67,134	21	72,773	46
Philadelphia and Erie	3,506,919	28	284,027	84	304,425	54	275,672	23	257,870	
Philadelphia, Germantown and Norristown	331,324	29	3,365,897	24	3,352,979	15			278,495	86
Philadelphia, Newtown and New York			277,923	66	277,923	84				
Philadelphia and Reading	14,452,121	18	3,038	82	3,038	82				
Philadelphia and Trenton	1,914,346	16	15,002,817	81	12,328,835	71	13,004,419	51	12,251,675	15
Philadelphia, Wilmington and Baltimore	2,801,634	89	1,942,922	40	3,076,343	81				
Pickering Valley	4,943	84	2,849,553	60	3,305,437	87			2,600,445	85
Pittsburgh and Castle Shannon			4,503	45	5,167	04	4,151	97	8,776	88
Pittsburgh, Cincinnati and St. Louis	3,573,316	41	375,930	47	390,582	07	123,454	83	106,817	37
Pittsburgh and Connellsville	1,526,124	80	3,175,970	00	3,282,705	50				
Pittsburgh, Fort Wayne and Chicago	8,597,463	90	1,480,734	68	1,658,974	85	1,388,434	22	1,542,758	75
Pittsburgh, Virginia and Charlestown	127,701	29	7,925,830	80	7,866,316	04			7,871,294	97
Pittsburgh, Titusville and Buffalo			123,593	80	127,788	70				
Reading and Columbia	309,251	32			706,019	20	687,073	18	526,701	04
Salisbury			290,299	68	275,412	79	255,074	33	254,764	44
Schuylkill Valley Navigation and Railroad					3,588	00	8,393	81	7,563	69
Shamokin Valley and Pottsville	324,266	69							29,450	00
Sharpville, Wheatland, Sharon and Greenfield			410,022	98	280,885	16				
Shenango and Allegheny	228,429	85	2,025	85						
Somerset and Mineral Point	12,847	08	201,039	88	188,809	23	254,038	62		
South Mountain Iron Company's	29,300	89	12,671	94	11,169	94	9,327	85		
Southern Pennsylvania Railway and Mining Co.	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	28,146	22	65,113	62
Summit Branch	310,036	43	15,970	42	17,006	12	15,898	64	17,943	57
Susquehanna, Gettysburg and Potomac	33,320	46	349,117	30	244,469	06			131,412	87
Tioga	388,464	37			298,771	54	334,076	96	325,446	22
Waynesburg and Washington			286,660	28					20,763	11
West Chester and Philadelphia	350,164	26							312,486	64
Western Maryland			350,540	92	369,544	90	332,274	41	347,201	63
Wheeling, Pittsburgh and Baltimore	49,888	96	293,718	04	311,902	55	332,085	87	40,984	25
Wilmington and Reading, now } Wilmington and Northern. . . }	193,825 31,871	62 15	48,321 197,776 40,277	39 25	50,880 157,791 46,109	18 84 31	42,934 2,914 135,934	65 24 39		
Total	\$136,259,290	77	\$131,798,375	69	\$125,789,841	57	\$42,078,109	36	\$61,448,962	53

COMPARATIVE STATEMENT of Accidents for Five Years.

033

ANNUAL REPORT OF THE

[No. 26,

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allegheny Valley, . . . . .	19	32	10	39	19	30	..	..	17	23
Atlantic and Great Western, . . . . .	11	19	5	29	3	15	8	14	9	7
Barclay Coal Company, . . . . .	..	12	..	1	1	..	1	..	..	..
Bellefonte and Snow Shoe, . . . . .	..	..	..	..	1	1	..	2	1	6
Bell's Gap, . . . . .	..	2	1	1	..	..	..	..	..	..
Buffalo, New York and Philadelphia, . . . . .	8	3	..	..	4	2	3	2	4	..
Buffalo Valley, . . . . .	..	..	..	..	..	..	..	1	..	..
Catasauqua and Fogelsville, . . . . .	..	..	..	..	1	..	..	..	..	..
Catawissa, . . . . .	..	..	..	..	..	..	..	..	..	2
Chartiers, . . . . .	..	..	2	1	..	2	..	..	..	..
Cleveland and Pittsburgh, . . . . .	1	5	11	3	1	6	..	..	..	..
Corning, Cowanesque and Antrim, . . . . .	2	1	1	..	..	..	3	..	1	..
Cumberland Valley, . . . . .	..	2	2	1	1	1	..	1	1	1
Delaware and Hudson Canal Company, . . . . .	15	12	12	15	5	7	3	1	1	3
Delaware, Lackawanna and Western, . . . . .	16	7	23	17	19	38	20	6	14	11
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	..	..	4	6	..	..	1	8	2	3
East Broad Top, . . . . .	..	..	..	3	1	5	..	..	..	..
Elmira and Williamsport, . . . . .	3	8	3	15	3	8	..	..	..	..
Emlenton, Shippenville and Clarion, . . . . .	..	..	..	..	..	..	1	1	..	2
Erie, . . . . .	93	345	106	203	101	169	..	..	..	..
Erie and Pittsburgh, . . . . .	5	11	1	6	1	4	..	..	6	8
Foxburg, St. Petersburg and Clarion, . . . . .	..	..	1	..	..	..	..	1	1	..
Greenlick Narrow Gauge, . . . . .	..	..	..	..	..	1	..	..	..	..
Hanover Junction, Hanover and Gettysburg, . . . . .	..	3	..	1	..	..	..	..	..	..
Harrisburg and Potomac, . . . . .	..	..	..	..	1	..	..	..	..	..
Huntingdon and Broad Top Mountain, . . . . .	1	6	1	..	..	..	1	3	..	6
Ironton, . . . . .	..	1	..	..	..	..	..	..	..	..
Jamestown and Franklin, . . . . .	1	4	..	..	..	4	..	..	..	..
Jefferson, . . . . .	..	..	1	3	..	..	..	..	1	2



Junction,			2											
Karns City and Butler,														
Lake Shore and Michigan Southern,														
Lawrence,	8	20	7	7	4	13	1	2		8	12			
Lawrenceville and Evergreen,	1			1										
Lehigh and Lackawanna,			1		1									
Lehigh and Susquehanna,	15	5	12	7	13	13	5	4		9	3			
Lehigh Valley,	28	31	28	25	34	71	30	27						
Lewisburg, Centre and Spruce Creek,				1										
Little Saw Mill Run,					1								1	
McKean and Buffalo,										1				
Mine Hill and Schuylkill Haven,					1									
Monongahela Inclined Plane,													1	
New Castle and Beaver Valley,	2	6	2	7		3							5	
New Castle and Franklin,		1	1	2	1									
Northern Central,	14	30	17	34	13	28								
North Pennsylvania,	10	5	9	2	10	14	21	23		10	12			
Oil Creek and Allegheny River,	7	9	3	19										
Parker and Karns City,				1			1	1						
Peach Bottom,							2	10						
Pennsylvania,	129	293	119	359	150	446								
Pennsylvania Coal,	2	2	9	9	7	8	9	8		3	8			
Pennsylvania and New York Canal and,	6	11	5	17	9	14	4	31						
Philadelphia and Baltimore Central,	1	3	3				1	3		2	4			
Philadelphia and Erie,	9	59	18	50	17	74								
Philadelphia and Reading,	42	60	52	81	62	79	98	110		73	88			
Philadelphia and Trenton,	13	36	19	37	19	17								
Philadelphia, Wilmington and Baltimore,	15	11	13	10	22	12				22	12			
Pittsburgh and Castle Shannon,	2				1		2	1		1				
Pittsburgh, Cincinnati and St. Louis,	15	9	10	13	14	25								
Pittsburgh and Connellsville,	18	36	15	20	21	9	11	12		17	9			
Pittsburgh, Fort Wayne and Chicago,	14	33	26	40	15	31								
Pittsburgh, Virginia and Charlestown,	1				1					8	39			
Pittsburgh, Titusville and Buffalo,					4	27	2	9		2	13			
Reading and Columbia,	3	1		2		4	6	3		5	5			
Shamokin Valley and Pottsville,	1	6		13	1	6								
Shenango and Allegheny,	1	2	1	4										
Somerset and Mineral Point,						1								
Summit Branch,		1	1	2		3				2				
Susquehanna, Gettysburg and Potomac,		1												
State Line and Sullivan,										1	1			
Tioga,					1		1			3	1			
West Chester and Philadelphia,	2		3		2	2	4	2		1				

**COMPARATIVE STATEMENT of Accidents—Continued.**

NAME OF COMPANY.	1874.		1875.		1876.		1877.		1878.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Western Maryland, . . . . .	2	. . .	2	. . .	3	. . .	2	. . .	1	. . .
Wheeling, Pittsburgh and Baltimore, . . . . .	. . .	. . .	1	. . .	. . .	. . .	. . .	. . .	. . .	. . .
Wilcox and Howard Hill Improvement Company, . . . . .	. . .	. . .	1	2	. . .	. . .	. . .	. . .	. . .	. . .
Wilmington and Reading, now } . . . . .	. . .	7	. . .	. . .	. . .	3	4	2	. . .	. . .
Wilmington and Northern, . . } . . . . .	. . .	. . .	. . .	. . .	. . .	. . .	. . .	1	. . .	1
Totals, . . . . .	586	1,151	562	1,109	589	1,202	247	283	230	291

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# REPORTS OF COMPANIES.

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# REPORTS OF COMPANIES.

## ALLENTOWN.

### Officers.

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

General offices at No. 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	00
Capital stock, amount subscribed, . . . . .	1,414,200	00
Capital stock, paid in by last report, . . . . .	568,884	47
Capital stock, total amount now paid in, . . . . .	1,268,884	47
Capital stock, number of shares, full paid, . . . . .	22,917	
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.			
None.			
Floating Debt.			
The amount now of floating debt, . . . . .		\$24,197	96
Total amount now of funded and floating debt, . . . . .		24,197	96
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, . . . . .	240,889	38
Average of same per mile of track laid and finished, 4.8, . . . . .	225,833	79

## Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Port Clinton to Allentown, . . . . .	35.8	
Length of main line, completed, Topton to Kutztown, . . . . .	4.5	
Length of single track, . . . . .	4.5	
Length of double main track, . . . . .	None.	
<b>Leased Roads.</b>		
Aggregate length of main line, . . . . .	4.5	
Aggregate length of sidings, and other track not above enumerated, . . . . .	.8	
Aggregate length of main line, sidings, and other tracks, . . . . .	4.8	

## Gauge.

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

## Track.

Miles of iron rails in use, miles of track, . . . . . 4.8

Miles of steel rails in use, . . . . . None.

Weight of rail per yard, iron, . . . . . 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 railroad crosses 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 at grade, at which there are neither gates nor flagmen, . . . . . 3

## Stations.

Number of stations on main road, passenger and freight, . . . . . 1

Number of engine houses and shops, . . . . . 1

Number of wood and water stations on main road. None.

Value of real estate held by the company, exclusive of roadway, . . . . . \$23,509 43

Number of tunnels, . . . . . None.  
 How is track laid, and on what foundation? Cross ties;  
 broken stone ballast.

Monthly Earnings for the Year, Operating Account.  
 From Transportation of Passengers, Operating Account.

MONTHS.	Through.	Local.	Total.
December, 1877, . . . . .			\$52 44
January, 1878, . . . . .			55 85
February, 1878, . . . . .			39 17
March, 1878, . . . . .			49 29
April, 1878, . . . . .			66 39
May, 1878, . . . . .			43 84
June, 1878, . . . . .			51 68
July, 1878, . . . . .			58 76
August, 1878, . . . . .			48 32
September, 1878, . . . . .			118 04
October, 1878, . . . . .			41 82
November, 1878, . . . . .			34 04
<b>Total, . . . . .</b>			<b>\$659 14</b>

From Transportation of Freight, Operating Account.

MONTHS.	Through.	Local.	Total.
December, 1877, . . . . .			\$60 72
January, . . . . .			23 60
February, 1878, . . . . .			23 55
March, 1878, . . . . .			26 85
April, 1878, . . . . .			56 46
May, 1878, . . . . .			46 93
June, 1878, . . . . .			32 58
July, 1878, . . . . .			32 06
August, 1878, . . . . .			50 53
September, 1878, . . . . .			51 37
October, 1878, . . . . .			36 33
November, 1878, . . . . .			53 11
<b>Total, . . . . .</b>			<b>\$494 09</b>

From all other Sources, Operating Account.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
December, 1877, . . . . .	\$4 91		\$18 27	\$23 18
January, 1878, . . . . .	4 90		26 80	31 70
February, 1878, . . . . .	4 91			4 91
March, 1878, . . . . .	4 90		5 13	10 03
April, 1878, . . . . .	4 91		16 89	21 80
May, 1878, . . . . .	4 90		12 80	17 70
June, 1878, . . . . .	11 38		23 78	35 16
July, 1878, . . . . .	5 45		12 82	18 27
August, 1878, . . . . .	5 45		22 80	28 25
September, 1878, . . . . .	5 44		28 96	34 40
October, 1878, . . . . .	4 36		3 52	7 88
November, 1878, . . . . .	5 17		18 84	24 01
<b>Total, . . . . .</b>	<b>\$66 68</b>		<b>\$190 61</b>	<b>\$257 29</b>

Total passenger earnings for the year, operating account, . . . . .	\$659	14
Total freight earnings for the year, operating account, . . . . .	494	09
Total earnings from all other sources, operating account, . . . . .	257	29
<b>Total earnings for the year, . . . . .</b>	<b>\$1,410</b>	<b>52</b>

**Earnings, Operating Account.**

Passenger transportation, local, . . . . .	\$659	14
Freight transportation, local, . . . . .	494	29
Mail service, . . . . .	66	68
All other sources of income, . . . . .	190	61
<b>Total, . . . . .</b>	<b>\$1,410</b>	<b>52</b>

**Expenses of Corporation.**

Contingent expenses, . . . . .	\$573	18
State tax on capital stock, . . . . .	183	92
<b>Total expenses, . . . . .</b>	<b>\$757</b>	<b>10</b>

**General Balance Sheet, November 30, 1878.**

DR.		
Construction, . . . . .	\$1,020,414	13
Real estate, . . . . .	23,509	43
Land damages, . . . . .	40,078	63
Cash, . . . . .	136	26
Sundry debtors, . . . . .	5,252	10
Profit and loss, income account, . . . . .	216,437	25
	<b>\$1,305,827</b>	<b>80</b>
CR.		
Capital stock, . . . . .	\$1,268,884	47
Unfunded debt, . . . . .	24,197	96
Sundry creditors, . . . . .	12,745	37
	<b>\$1,305,827</b>	<b>80</b>

**Stock and Dividends.**

Amount of common stock now outstanding, . . . . . \$1,268,884 47

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 our 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. 1878, according to the best of their knowledge and belief.

(Signed)

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

Sworn and subscribed before me, this 30th day of January, A. D. 1879.

J. Y. HUMPHREY, *Notary Public.*


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**ATLANTIC AND GREAT WESTERN.**


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**Officers.**

NAME.		Residence.	Salary.	
James F. Clark, . . . . .	President, . . . . .	Cleveland, O., . . .	None.	00
Thomas Warnock, . . . . .	Secretary, . . . . .	Meadville, Pa., . . .	\$500	10
F. E. Rittman, . . . . .	Treasurer, . . . . .	Meadville, Pa., . . .	850	00
W. H. Upson, . . . . .	General Solicitor, . . .	Akron, O.		

*Names of Directors.**Residence.*

James F. Clark, . . . . .	Cleveland, O.
John Tod, . . . . .	Cleveland, O.
Daniel P. Eells, . . . . .	Cleveland, O.
S. L. Mather, . . . . .	Cleveland, O.
William H. Upson, . . . . .	Akron, O.
George T. Perkins, . . . . .	Akron, O.
John Stambaugh, . . . . .	Youngstown, O.
Henry E. Parsons, . . . . .	Ashtabula, O.
James H. Hay, . . . . .	New York city.
J. Clinton Gray, . . . . .	New York city.
A. Hegewisch, . . . . .	New York city.
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	10
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., 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, . . . . .	412,000	00
Fractional certificates, . . . . .	5,631	59
Leased lines rental trust bonds of 1872, due 1st January, 1902 at 7 per cent., . . . . .	5,323,000	00
Leased lines rental trust bonds of 1873, due 1st January, 1903, at 7 per cent., . . . . .	3,006,000	00
Western extension certificates, due 1st July, 1876, at 8 per cent., . . . . .	2,059,000	00
Western extension bonds, at 7 per cent., . . . . .	1,748,500	00
<b>Total bonded debt, . . . . .</b>	<b>\$68,850,311</b>	<b>28</b>

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 have 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 books 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, Jas. F. Clark, president, and F. E. Rittman, treasurer of the Atlantic and Great 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 30th September, A. D. 1878, according to the best of their knowledge and belief.

JAS. F. CLARK, *President.*

F. E. RITTMAN, *Treasurer.*

Sworn and subscribed before me, by F. E. Rittman, this 28th day of December, A. D. 1878.

GEO. W. ADAMS, *Notary Public.*

STATE OF OHIO, }  
Cuyahoga county. } ss :

Sworn and subscribed before me, by Jas. F. Clark, this 31st day of December, A. D. 1878.

J. T. WANN, *Notary Public.*

REPORT OF J. H. DEVEREAUX, RECEIVER.

General offices at Meadville, Pa.

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, . . . . .	387.50	92.42
<b>Branches.</b>		
Franklin branch, from junction with main line west of Meadville to Oil City, . . . . .	Length of branch, . . . . . Length of single track, . . . . .	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
<b>Leased Roads.</b>		
Cleveland and Mahoning R. R. Branch, from Cleveland, Ohio, to Pennsylvania State line, . . . . .	Length of road, . . . . . Length of single track, . . . . . Length of double track, . . . . .	80.00 80.00
Westerman Railroad Branch, from Pennsylvania State line to Sharon, Pa., . . . . .	Length of road, . . . . . Length of single track, . . . . . Length of double track, . . . . .	1.50 1.50
Sharon Railway Branch, Sharon Pa., to A. and G. W. main line, . . . . .	Length of road, . . . . . Length of single track, . . . . . Length of double track, . . . . .	7.73 7.73
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, . . . . .	*219.03	†42.03
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	731.09	177.46

\* Of this amount, (219.03,) 151.17 miles are sidings, and 67.86 miles are double guage track.

† This includes 5.5 miles of double guage track.

Gauge.

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

Track.

Miles of iron rail track in use, . . . . .	*502.46
Miles of steel rail track in use, including steel-capped rail, . . . . .	228.63
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? Have not completed any investigation since last report, and see no reason to change it. Least proportion of durability seven to 1 in favor of steel, and greatest twenty to one. The use of steel is entirely

\* This 502.46 miles includes 151.17 miles of sidings, and 67.86 miles of double guage track.

practicable, and cheaper than iron. The breakage of the steel is about one third that of iron. We have both English and American.

*Bridges and Trestles erected in Pennsylvania during the Year.*

There was considerable temporary trestle built to overcome the breaches caused by the violent storm of September 13, 1878, all of which, however, has been replaced with permanent masonry, except as below :

LOCATION.	Kind.	Whether wood stone or iron.	Length in feet.	When completed.
Near the Penn'a State line, on the Westerman R. R.,	Pile trestle,	Wood,	100	October, 1878.

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.

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

**Crossings.**

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

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

Number of crossings of highways, at grade, in this Commonwealth, . . . . .	142
Number of crossings of highways over railroad, . . . . .	None.
Number of crossings of highways under railroad, . . . . .	8
Number of crossings at which gates or flagmen are maintained, . . . . .	7
Number of crossings at which there are neither gates nor flagmen, . . . . .	138

What regulations govern your employés in regard to these crossings? 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 at all crossings where flagmen are not stationed, and ring the bell at all crossings.

**Stations.**

Number of stations on main road: Passenger, 12 ; passenger and freight, 42 ; freight, 12, total, . . . . .	66
Number of stations on branches: Passenger, 1 ; passenger and freight, 5 ; freight, 1, total, . . . . .	7

Number of stations on leased roads: Passenger, 5; passenger and freight, 13; freight 2, . . . . .	20
Number of engine houses and shops in Pennsylvania, 2; total number entire road, . . . . .	13
Number of wood and water stations on main road: 22 wood, and 43 water, . . . . .	65
Number of wood and water stations on branches: 1 wood, and 2 water, . . . . .	3
Number of wood and water stations on leased roads, . . . . .	8
Value of real estate held by the company, exclusive of roadway, . . . . .	Cannot be given.
Number of tunnels, . . . . .	None.

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

Equipment.	Number.	Average 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 second class passenger cars, . . . . .	28	
Number of baggage, mail, and express cars, (including postal cars.)	32	
Number of freight cars: House cars, 886; trucks, 1,598; total, . . . . .	2,484	
Number of wrecking, tool, and supply cars, 15; president's and paymaster's, 2, . . . . .	17	
Number of caboose cars, . . . . .	97	

What kind of train brake is used on your road? Hand brake, except on one or two trains on the Mahoning division, which are equipped with Gardner & Ransom air-brake.

Average number of cars in passenger trains, including baggage cars, . . . . .	4 <sup>59</sup> / <sub>100</sub> cars.
Average number of cars in freight trains, . . . . .	16 <sup>37</sup> / <sub>100</sub> cars.
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	151 <sup>15</sup> / <sub>100</sub> tons.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	221 <sup>30</sup> / <sub>100</sub> tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	3,686
Same in Pennsylvania, . . . . .	975

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	1,029,540
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Number of miles run by freight trains, including coal trains, . . . . .	3,326,642
Number of through passengers for the year on main road, . . . . .	118,934
Number of passengers (all classes) carried in cars, . . . . .	902,302
Number of passengers carried one mile, . . . . .	36,264,145
Number of passengers carried one mile in Pennsylvania, . . . . .	10,755,531
Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	1,360,483
Number of tons of freight carried one mile, . . . . .	327,792,474
Number of tons of freight carried one mile in Pennsylvania, . . . . .	81,756,549
Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . .	2,647,146
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,) . . . . .	10

**Monthly Statement of Passengers, all classes, Carried in Cars.**

October, 1877, . . . . .	78,529	April, 1878, . . . . .	73,195
November, 1877, . . . . .	71,372	May, 1878, . . . . .	73,827
December, 1877, . . . . .	77,677	June, 1878, . . . . .	75,201
January, 1878, . . . . .	48,770	July, 1878, . . . . .	85,832
February, 1878, . . . . .	59,027	August, 1878, . . . . .	98,732
March, 1878, . . . . .	76,253	September, 1878, . . . . .	83,687

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

Anthracite coal, . . . . .	41,871	Stone and lime, . . . . .	32,346
Bituminous coal, . . . . .	662,790	Agricultural products . . . . .	329,703
Petroleum and other oils, . . . . .	349,489	Merchandise and manufactures, . . . . .	331,378
Pig iron, . . . . .	69,425	Live stock, . . . . .	26,994
Other iron or castings, . . . . .	113,179	Lumber, . . . . .	79,326
Iron and other ores, . . . . .	257,877	Other articles, . . . . .	352,768

**The Rate of Fare for Passengers charged for the respective Classes per Mile, as follows:**

For first class through passengers, . . . . .	2 to 2 $\frac{3}{4}$ cents.
For first class way passengers, . . . . .	3 cents.
For second class through passengers, . . . . .	1 $\frac{1}{2}$ to 2 $\frac{1}{2}$ cents.
For second class way passengers, . . . . .	No rate.

**The rate per Ton, of 2,000 lbs., 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 1 $\frac{1}{2}$ cents.
For local freight, per ton per mile, . . . . .	1 $\frac{1}{2}$ to 5 cents.
For local coal, per ton per mile, . . . . .	1 $\frac{1}{3}$ to 3 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
October, 1877, . . . . .	\$31,363	06	\$48,080	06	\$79,443	12
November, 1877, . . . . .	27,282	29	41,582	83	68,865	12
December, 1877, . . . . .	23,194	59	43,007	06	66,201	65
January, 1878, . . . . .	18,932	61	38,005	54	56,938	15
February, 1878, . . . . .	17,428	59	33,048	99	50,477	58
March, 1878, . . . . .	20,722	29	42,916	54	63,638	83
April, 1878, . . . . .	26,859	00	41,875	72	68,734	72
May, 1878, . . . . .	25,318	19	41,776	64	67,094	83
June, 1878, . . . . .	25,917	53	42,139	73	68,057	26
July, 1878, . . . . .	29,030	82	47,614	66	76,645	48
August, 1878, . . . . .	41,115	55	50,143	98	91,259	53
September, 1878, . . . . .	35,341	98	45,842	90	81,184	88
Total, . . . . .	\$322,506	50	\$516,034	65	\$838,541	15

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
October, 1877, . . . . .	\$219,026	85	\$114,910	68	\$333,937	53
November, 1877, . . . . .	188,330	28	104,233	82	292,564	10
December, 1877, . . . . .	150,890	65	74,126	87	225,017	52
January, 1878, . . . . .	145,819	61	83,942	04	229,761	65
February, 1878, . . . . .	119,578	16	74,149	61	193,727	77
March, 1878, . . . . .	115,444	36	72,583	90	188,028	26
April, 1878, . . . . .	115,789	57	84,001	28	199,790	85
May, 1878, . . . . .	118,764	79	88,885	09	207,649	88
June, 1878, . . . . .	147,422	40	79,761	25	227,183	65
July, 1878, . . . . .	145,983	34	70,205	48	216,188	82
August, 1878, . . . . .	175,834	95	102,282	15	278,117	10
September, 1878, . . . . .	157,883	43	88,638	81	246,522	24
Total, . . . . .	\$1,800,768	39	\$1,037,720	98	\$2,838,489	37

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
October, 1877, . . . . .	\$3,474	69	\$4,265	46	\$2,955	75	\$10,695	90
November, 1877, . . . . .	3,498	69	5,110	15	7,591	09	16,199	93
December, 1877, . . . . .	3,483	69	5,636	65	7,583	06	16,703	40
January, 1878, . . . . .	3,483	69	3,297	38	5,495	61	12,276	68
February, 1878, . . . . .	3,483	69	2,313	05	5,876	55	11,673	29
March, 1878, . . . . .	3,481	69	3,052	77	5,407	76	11,942	22
April, 1878, . . . . .	3,481	69	4,036	12	5,610	74	13,128	55
May, 1878, . . . . .	3,481	69	4,931	42	4,259	21	12,672	32
June, 1878, . . . . .	3,481	69	4,459	60	5,954	03	13,895	32
July, 1878, . . . . .	3,188	43	3,898	46	4,361	67	11,448	56
August, 1878, . . . . .	1,775	64	4,521	79	4,685	19	10,982	62
September, 1878, . . . . .	3,183	43	3,902	57	5,355	91	12,441	91
Total, . . . . .	\$39,498	71	\$49,425	42	\$65,136	57	\$154,060	70

Total passenger earnings for the year, . . . . .	\$838,541	15
Total freight earnings for the year, . . . . .	2,838,489	37
Total earnings from all other sources, . . . . .	154,060	70
Total earnings for the year, . . . . .	\$3,831,091	22
Total receipts from all sources on whole length of line, . . . . .	\$3,844,290	38
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	1,016,737	92

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

Extension or alteration of road, . . . . .	\$23,447	67
Land or land damages, . . . . .	1,458	21
Passenger and freight houses, . . . . .	22,141	61
Engine houses, car sheds, wood and coal sheds, and water tanks, . . . . .	5,336	49
New mail and baggage cars, . . . . .	59	42
New freight cars, . . . . .	7,814	09
New machine shops, machinery and tools, . . . . .	5,531	93
Any other expenditures chargeable to this account, . . . . .	3,892	50
Total, . . . . .	\$69,181	92
Proportion for Pennsylvania, . . . . .	18,297	23

#### Expenditures for Operating during the Year.

##### Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$520,575	19
New iron rails, number of tons, 2,684, . . . . .	56,187	27
New steel rails, number of tons, 4,935 <sup>680</sup> <sub>2240</sub> , . . . . .	117,629	90
Repairs of bridges, . . . . .	19,108	95
Repairs of buildings and fixtures, . . . . .	45,086	09
Repairs of fences, . . . . .	20,775	66
Total for maintenance of way, . . . . .	\$779,368	06
Cost per mile of road kept in repair, . . . . .	1,522	01
Proportion for Pennsylvania, . . . . .	206,125	81

##### Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$243,679	98
Repairs of machinery, . . . . .	20,341	43
Repairs of passenger, baggage, and mail cars, . . . . .	60,189	01
Repairs of freight cars, . . . . .	220,240	25
All other expenses for maintenance of motive power and cars, . . . . .	83,994	65
Total for maintenance of motive power and cars, . . . . .	\$628,395	32
Cost per mile of road operated, . . . . .	1,227	19
Proportion for Pennsylvania, . . . . .	166,198	34



Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$223,214	36
Salaries, wages, and incidentals chargeable to freight department,	840,604	51
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	30,088	53
Fuel—number of cords of wood, 6,424½, (used by passenger and freight engines,) cost,	18,264	74
Fuel—number of tons of coal, 106,835 <sup>430</sup> / <sub>2000</sub> , (used by passenger and freight engines,) cost,	194,083	80
Oil and waste,	30,867	04
Damages for injuries to persons,	5,093	85
Damages for cattle killed or injured,	1,274	75
Damages for loss of goods and baggage,	5,999	26
Damages to property, including damages by fire,	298	96
Taxes,	94,500	00
Telegraph expenses,	54,576	67
General salaries and office expenses, and all other expenses, (except interest,) not included in any of the above items,	119,899	23
<b>Total miscellaneous,</b>	<b>\$1,618,765</b>	<b>70</b>
Amount per mile of road operated,	\$3,161	28
Proportion for Pennsylvania,	428,132	15
Total expenditures for operating the road,	3,026,524	08
Total charged to road and equipment,	69,181	92
Expenses per mile of the road operated,	5,910	48
Expenses per train mile,	69	47
Proportion for Pennsylvania,	800,456	30

Earnings.

Passenger transportation, local,	\$518,034 65	} Total,	\$838,541	15
Passenger transportation, through,	322,506 50			
Freight transportation, local,	1,037,720 98	} Total,	2,838,489	37
Freight transportation, through,	1,800,768 89			
Mail service,			39,498	71
Express service,			49,425	42
Rents,			1,355	66
All other sources of income,			76,980	07
<b>Total,</b>			<b>\$3,844,290</b>	<b>38</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings,	\$779,868 06			
Maintenance of motive power and cars,	628,895 32			
Miscellaneous,	1,618,765 70			
<b>Total operating expenses, being 78.72 per cent. of earnings,</b>			<b>3,026,524</b>	<b>08</b>
<b>Net earnings,</b>			<b>\$817,766</b>	<b>30</b>
Earnings per mile of road operated,	\$7,507			49
Expenses per mile of road operated,	5,910			48
Net earnings,	1,597			01

## General Balance Sheet, September 30, 1878.

DR.			
Liabilities of the Atlantic and Great Western Railroad Company,			
paid by the receiver, . . . . .	\$1,378,422		32
Additions, (construction,) . . . . .	314,602		22
Meadville hotel and dining-room, . . . . .	125		00
Supplies on hand, . . . . .	248,664		97
Cash on hand, and in transit, . . . . .	151,266		90
Due by agents, . . . . .	50,601		67
Due by United States Express Company, . . . . .	4,001		50
Due by United States Post Office Department, . . . . .	10,350		00
Due by sundry companies and individuals, . . . . .	267,597		89
		\$2,425,632	47
CR.			
Assets of Atlantic and Great Western Railroad Company, which have			
come into possession of the receiver, . . . . .	694,792		89
Due to companies and individuals, . . . . .	1,394,779		82
Profit and loss, . . . . .	336,059		76
		\$2,425,632	47

## 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, which pays the receiver about double first class rates on west bound, and double second class 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, &c.? 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.

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? The current car mileage of the country is paid for cars running over this road, whether owned by connecting railroads or individuals. The largest amount of car rental paid, is to the 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, No. 27 Pine 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; sections, \$4; double berths, \$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 amount paid Pullman Palace Car Company for mileage, \$19,211 64.

**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? \$39,951.

**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, . . . . .	1		4	5	5	5
Others, . . . . .	1	1	2	1	3	2
<b>Total, . . . . .</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>6</b>	<b>9</b>	<b>7</b>

## Statement of Each Accident.

October 17, 1877. Crosly's; man and woman; Columbus, Pennsylvania. Woman killed, and man slightly injured. Horse frightened by pop of engine going off; and run away, and threw them out.

November 6, 1877. Charles Taylor, brakeman, Saegertown, Pennsylvania. Injured, fingers of left hand crushed, coupling cars. Want of caution.

November 19, 1877. Toney Duall, switchman, Meadville, Pennsylvania, yard. Injured; arm run over; foot caught in guard rail; making coupling; knocked down and run over. Want of caution.

November 21, 1877. James Welsh, call boy, Meadville, Pennsylvania. Fatally injured; jumped from yard engine in front of another engine with cars; men on cars saw him and hallooed to him. His own fault.

November 23, 1877. J. E. Smith, Meadville, Pennsylvania, switchman. Injured; two fingers of right hand taken off; coupling; was not using stick, as rules require.

January 8, 1878. L. A. Rose, brakeman, Shenango. Injured; left hand crushed; coupling; entered link with a pin. Want of caution.

January 26, 1878. Edward McElway, Franklin, Pennsylvania, citizen. Injured; leg run over; amputated; attempted to get on train in motion. His own fault.

April 28, 1878. M. Nugant, brakeman, Meadville, Pennsylvania yard. Killed. Crushed between two cabooses while trying to couple them; thought to have been intoxicated. His own fault.

June 26, 1878. John Quimly, switchman, Meadville, Pennsylvania. Killed. Stumbled on switch rail while pulling pin; fell and was run over. Want of caution.

June 28, 1878. Dennis Cassidy, citizen, Sharon, Pennsylvania. Killed. Stepped on track ahead of train. "Coroner's verdict" exonerates employés.

July 1, 1878. Alfred Taylor, section man, Pine Valley. Killed. Riding home on hand-car, and was run into by a train that was late and unlooked for.

July 4, 1878. Alfred Boehm, passenger, Saegertown. Killed. Jumped from train. "Coroner's verdict" jumped from or fell from train, and was accidentally killed.

August 7, 1878. J. Muhaney, citizen, Meadville. Killed while laying on track intoxicated. Coroner's verdict to that effect.

August 14, 1878. C. O. Clough, brakeman, Meadville. Injured, fingers smashed; ends taken off making uncoupling. Want of caution.

September 28, 1878. E. H. Kibbons, brakeman, Miller's. Killed. Supposed to have fallen between cars of train. Circumstances unknown; not missed until train arrived at Union City.

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

Personally appeared before me John 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. 1878, according to the best of their knowledge and belief.

(Signed)

JOHN H. DEVEREUX, Receiver.

F. E. RITTMAN, Treasurer.

Sworn and subscribed before me, by F. E. Rittman, this 28th day of December, A. D. 1878.

GEORGE W. ADAMS, Notary Public.

STATE OF OHIO, }  
Cuyahoga County, } ss:

Sworn and subscribed before me, by J. H. Devereux, this 30th day of December, A. D. 1878.

J. T. WANN, Notary Public.

BACHMAN VALLEY.

Officers.

NAMES.		Residence.	Salary.
A. W. Eichelberger, . . .	President, . . . . .	Hanover.	
C. W. Forney, . . . . .	Secretary, . . . . .	}	\$50 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.
- Henry Shue, . . . . . Glenville, York county.
- A. S. Warner, . . . . . 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.

<b>Funded Debt.</b>		
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.	
Fourth mortgage bonds, . . . . .	None.	
Total amount now of funded debt, . . . . .	\$45,000	00
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . . \$9,241 50		
Operating road H. to H. J. H. and G. R. R. Company, . . . . . 3,848 74		
The amount now of floating debt, . . . . .	13,090	24
Total amount now of floating and funded debt, . . . . .	\$58,090	24
Funded debt as per last report, . . . . .	\$45,000	00
Floating debt as per last report, . . . . .	6,264	62

## 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, . . . . .	199 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.

**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 roadway, . . . . .	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.**

No account. These items will be furnished by the Hanover Junction, Hanover and Gettysburg Railroad Company, if desired.

**Monthly Statement of Passengers, all classes, carried in Cars.**

No account. These items can be furnished by the Hanover Junction, Hanover and Gettysburg Railroad Company.

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

Not reported.

**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 <sup>9</sup> / <sub>10</sub> 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.

MONTHS.	Through.	Local.	Total.	
December, 1877, . . . . .			\$25	99
January, 1878, . . . . .			23	59
February, 1878, . . . . .			30	86
March, 1878, . . . . .			33	06
April, 1878, . . . . .			25	97
May, 1878, . . . . .			63	49
June, 1878, . . . . .			33	41
July, 1878, . . . . .			58	62
August, 1878, . . . . .			28	02
September, 1878, . . . . .			21	11
October, 1878, . . . . .			51	56
November, 1878, . . . . .			25	03
December, 1878, . . . . .			25	71
Total, . . . . .			\$446	42

Through and local not kept separate.

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.	
December, 1877, . . . . .			\$91	74
January, 1878, . . . . .			148	44
February, 1878, . . . . .			106	87
March, 1878, . . . . .			185	25
April, 1878, . . . . .			294	16
May, 1878, . . . . .			185	37
June, 1878, . . . . .			83	21
July, 1878, . . . . .			70	65
August, 1878, . . . . .			179	20
September, 1878, . . . . .			155	91
October, 1878, . . . . .			169	48
November, 1878, . . . . .			91	34
December, 1888, . . . . .			84	91
Total, . . . . .			1,796	53

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
December, 1877, . . . . .	} \$376	} 77		
January, 1878, . . . . .				
February, 1878, . . . . .				
March, 1878, . . . . .				
April, 1878, . . . . .				
May, 1878, . . . . .				
June, 1878, . . . . .				
July, 1878, . . . . .				
August, 1878, . . . . .				
September, 1878, . . . . .				
October, 1878, . . . . .				
November, 1878, . . . . .				
December, 1878, . . . . .				
Total, . . . . .	\$376	77		



Total passenger earnings for the year, 13 months, . . . . .	\$446	42
Total freight earnings for the year, 13 months, . . . . .	1,796	53
Total earnings from all other sources, . . . . .	376	77
<b>Total earnings for the year, 13 months, . . . . .</b>	<b>\$2,619</b>	<b>72</b>
<b>Total receipts from all sources on whole length of line, . . . . .</b>	<b>\$2,619</b>	<b>72</b>

**Expenditures for Operating during the Year.**

<b>Cost of Maintenance of Way and Buildings.</b>		
Repairs of roads, exclusive of bridges and new rails, . . . . .	\$934	18
<b>Total for maintenance of way, . . . . .</b>	<b>\$934</b>	<b>18</b>
<b>Cost of Maintenance of Motive Power and Cars.</b>		
Paid Hanover Junction, Hanover and Gettysburg Railroad Company for working road, . . . . .	\$1,137	60
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$1,137</b>	<b>60</b>

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	}	\$993	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, . . . . .			
Fuel—number of tons of 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, . . . . .		103	34
Contingent expenses, . . . . .		6	00
Telegraph expenses, . . . . .			
Amount paid for use of palace and sleeping cars, . . . . .			
Amount paid other corporations or individuals for use of all other cars, . . . . .		6	41
General salaries and office expenses, law expenses, and all other expenses, (except interest,) not included in any of the above items, . . . . .		50	00
<b>Total miscellaneous, . . . . .</b>		<b>\$558</b>	<b>75</b>
<b>Total expenditures for operating the road, . . . . .</b>		<b>\$2,630</b>	<b>53</b>

**Earnings.**

Passenger transportation, local, . . . . .	} Total,	\$446	42
Passenger transportation, through, . . . . .			
Freight transportation, local, . . . . .	} Total,	1,796	53
Freight transportation, through, . . . . .			
Mail service, . . . . .		376	77
<b>Total, . . . . .</b>		<b>\$2,619</b>	<b>72</b>

## Operating Expenses.

Maintenance of way and buildings, . . . . .	\$934	18
Maintenance of motive power and cars, . . . . .	1,137	60
Miscellaneous, . . . . .	558	75
Total operating expenses, . . . . .	\$2,630	53
Deficit, . . . . .	\$10	81

The Baltimore and Hanover Railroad, at present in course of construction, connects with the Bachman Valley Railroad, at or near the Maryland line, and to intersect the Western Maryland Railroad, at or near Emory Grove, which, when completed, it is expected will greatly increase the business of this road.

## General Balance Sheet, January 1, 1879.

DR.			
To Bills receivable, . . . . .		\$37	31
Construction, . . . . .		112,412	29
Cash, . . . . .		643	47
Glenmore office, . . . . .			60
Summit office, . . . . .		109	27
Melrose office, . . . . .		109	02
Hanover office, . . . . .		51	26
South Branch office, . . . . .		112	54
Black Rock office, . . . . .		256	79
Falls Road office, . . . . .		1	60
Profit and loss, . . . . .		11,259	14
		\$124,993	29
CR.			
By Bond account, . . . . .		\$45,000	00
Stock, . . . . .		66,792	31
Bills payable, . . . . .		9,241	50
Coupon account, . . . . .		87	50
Freight proportion, Bachman Valley Railroad of Maryland, . . . . .		23	24
Hanover Junction, Hanover and Gettysburg Railroad Company, freight proportion, working expenses, and interest on notes, . . . . .		3,848	74
		\$124,993	29

## 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 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.*

C. W. FORNEY, *Treasurer.*

Sworn and subscribed before me, this 28th day of January, A. D. 1879.

A. N. MICHAEL, *Notary Public.*

**BALD EAGLE VALLEY.**

**Officers.**

NAMES.		Residence.	Salary.
L. A. Mackey, . . . . .	President, . . . . .	Lock Haven, Pa., . .	\$1,000 00
Edmund Blanchard, . . . . .	Secretary, . . . . .	Bellefonte, Pa., . .	100 00
S. S. Blair, . . . . .	Treasurer, . . . . .	Tyrone, Pa.	
	General Superintend't		

*Names of Directors.*

*Residences.*

Thomas A. Scott, . . . . .	Philadelphia, Pa.
Andrew G. Curtin, . . . . .	Bellefonte, Pa.
Charles A. Mayer, . . . . .	Lock Haven Pa.
Amos C. Noyes, . . . . .	Williamsport, Pa.
James Gamble, . . . . .	Williamsport, Pa.
William P. Wilson,* . . . . .	Bellefonte, Pa.

\* William P. Wilson, who was a director, is deceased, and the vacancy has not been filled.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$1,000,000 00
Capital stock authorized by votes of company, . . . . .	550,000 00
Capital stock, amount subscribed, . . . . .	550,000 00
Capital stock paid in by last report, . . . . .	550,000 00
Capital stock, total amount now paid in, . . . . .	550,000 00
Capital stock, number of shares issued, . . . . .	11,000 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, . . . . .	25 00

## Debt.

Funded Debt.		
First mortgage bonds, (due July 1, 1881, bear interest at 6 per cent., which is payable January 1 and July 1,) amount, . . . . .	\$300,900	00
Second mortgage bonds, (due July 1, 1884, bear interest at 7 per cent., which is payable January 1 and July 1,) amount, . . . . .	100,000	00
Total amount now of funded debt, . . . . .	\$400,900	00
Total amount now of floating and funded debt, . . . . .	\$400,900	00
Funded debt as per last report, . . . . .	\$405,900	00

## Cost.

Total cost of entire road to date, . . . . .	\$1,050,000	00
Average of same per mile of road laid, . . . . .	\$19,553	00

## Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lock Haven, Pa., to junction with Tyrone and Clearfield Railroad, near Tyrone, . . . . .	51 <sup>1,885</sup> / <sub>1,000</sub>	51 <sup>1,885</sup> / <sub>1,000</sub>
Length of single main track, . . . . .	51 <sup>1,000</sup> / <sub>1,000</sub>	51 <sup>1,000</sup> / <sub>1,000</sub>
Length of double main track, . . . . .	None.	
<b>Branches.</b>		
From Milesburg to Bellefonte, . . . . .	{ Length of branch, . . . . . 2 <sup>1</sup> / <sub>2</sub> { Length of single track, . . . . . 2 <sup>1</sup> / <sub>2</sub> { Length of double track, . . . . . None.	2 <sup>1</sup> / <sub>2</sub> 2 <sup>1</sup> / <sub>2</sub> None.
Aggregate length of main line and branches, . . . . .	53 <sup>885</sup> / <sub>1,000</sub>	53 <sup>885</sup> / <sub>1,000</sub>
Aggregate length of leased roads, . . . . .	None.	None.
Aggregate length of sidings and other track not above enumerated, . . . . .	4 <sup>81</sup> / <sub>100</sub>	4 <sup>81</sup> / <sub>100</sub>
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	58 <sup>1,065</sup> / <sub>1,000</sub>	58 <sup>1,065</sup> / <sub>1,000</sub>
Length of track laid, if not completed, . . . . .	None.	None.

## Gauge.

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

## Track.

Miles of iron rail in use, . . . . . 53<sup>885</sup>/<sub>1,000</sub>  
 Miles of steel rail in use, . . . . . None.  
 Weight of rail per yard, { Iron, . . . . . 45, 56, and 60 lbs.  
 { Steel, . . . . . None.

## Bridges and Trestles Erected in Pennsylvania during the Year.

Number of bridges and trestles on whole line: All wood,  
 Howe truss, . . . . . 5

Wooden bridges, number of, 5 ; aggregate length, . . .	2,735 feet.
Stone bridges, number of, . . . . .	None.
Iron bridges, number of, . . . . .	None.
Wooden trestles, number of, . . . . .	None.

**Crossings.**

Number of crossings of highways, at grade, in this Commonwealth: No record in this office.

**Stations.**

Number of stations on main road: Passenger and freight,	17
Number of engine houses and shops in Pennsylvania, .	None.
Number of wood and water stations on main road, . .	5
Number of wood and water stations on branches, . . .	None.
Number of wood and water stations on leased road, . .	None.
Value of real estate held by the company, exclusive of roadway, . . . . .	\$10,000
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? On oak cross-ties, ballasted with stone.

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

**Stock and Dividends.**

Number and per cent. of dividends: None in 1878.

Paid to sinking fund: \$5,000 in the bonds of the company.

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

Personally appeared before me, L. A. Mackey, president, and Edmund Blanchard, treasurer of the Bald Eagle 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. 1878, according to the best of their knowledge and belief.

(Signed,)

L. A. MACKAY, *President.*

EDMUND BLANCHARD, *Treasurer.*

Sworn and subscribed before me, this 6th day of January, A. D. 1879.

H. T. HARVEY, *Notary Public.*

## BARCLAY COAL.

### Officers.

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

General office at No. 154 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
I. V. Williamson, . . . . .	Philadelphia.
Edward Lewis, . . . . .	Philadelphia.
Charles W. Trotter, . . . . .	Philadelphia.
J. Raymond Claghorn, . . . . .	Philadelphia.
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 the 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, appraised value	25	00

### Debt.

Funded Debt.			
First mortgage bonds, (due 1882, bear interest at 7 per cent., which is payable March 1, and September 1,) amount, . . . . .	\$15,500	00	
Second mortgage bonds, (due 1887, bear interest at 7 per cent., which is payable April 1 and October 1,) 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, . . . . .	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, . . . . .	\$65,500	00	
Funded debt as per last report, . . . . .	\$65,500	00	
Floating debt as per last report, . . . . .	20,000	00	

Cost,

Total cost of entire road to date, including coal mines, &c., estimated,	\$622,600	00
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The Barclay Coal Company's railroad and coal mines are leased to the Towanda Coal Company for a term of twenty (20) years, 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, . . . . .	475,000	00	
To Long Valley Coal Company, stock account, . . . . .	125,000	00	
To Long Valley Coal Company, expense account, . . . . .	16,767	28	
To cash, . . . . .	5,925	17	
	\$1,072,692	43	
CR.			
By capital stock, . . . . .	\$1,000,000	00	
By funded debt, . . . . .	65,500	00	
By profit and loss, . . . . .	7,192	43	
	\$1,072,692	43	

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 15, 1878, . . . . . 75c. per share.  
 June 15, 1878, . . . . . 75c. per share.  
 September 16, 1878, . . . . . 62½c per share.  
 December 16, 1878, . . . . . 62½c. per share.

Number and per cent. of dividends, four—5½ per cent.		
Amount paid in dividends, . . . . .	\$55,000	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. 1878, according to the best of their knowledge and belief.

(Signed,)

EDWARD M. DAVIS, *President.*

HARVEY SHAW, *Treasurer.*

Affirmed and subscribed before me this twenty-fourth day of January, A. D. 1879.

A. H. MORGAN, *Notary Public.*

**BELLEFONTE AND SNOW SHOE.**

**Officers.**

NAMES.		Residence.	Salary.
R. H. Downing, . . . .	President, . . . . .	Philadelphia, . . . .	\$600 00
William Yarnall, . . . .	Secretary, . . . . .		200 00
Daniel Rhoads, . . . .	General Manager, Treas- urer, General Superin- tendent, . . . . .		3,000 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 authorized by votes of company, . . . . . 12,000		
Capital stock, amount subscribed, . . . . .	600,000	00
Capital stock, amount 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, . . . . .	8	00



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.			
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, . . . . .			Nothing.
Funded debt as per last report, . . . . .		\$99,000	00
Total cash realized from capital stock and debt for 1878, . . . . .			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 Pennsylvania.		
Total cost of entire equipment, . . . . .	134,890	23
Average cost of equipment per mile of road operated by company, . . . . .	5,620	46
Proportion of same for Pennsylvania, . . . . . All in Pennsylvania.		
Cost of road and equipment per mile, . . . . .	19,090	92
Proportion of same for Pennsylvania, . . . . . All in Pennsylvania.		

Characteristics of Road.

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

Gauge.

What is the gauge of your lines? . . . . . 4 ft. 8 <sup>1</sup>/<sub>2</sub> in.

Track.

Miles of iron rails in use, . . . . . 20 <sup>7</sup>/<sub>10</sub> miles.

Miles of steel rails in use, . . . . . 3 <sup>4</sup>/<sub>10</sub> miles.

Weight of rail per yard,  $\left\{ \begin{array}{l} \text{Iron, . . . . . 45 and 56 lbs. to yard.} \\ \text{Steel, . . . . . 50 and 56 lbs. to yard.} \end{array} \right.$

What is the relative durability, practicability of use, and value, as used on your road? We find the life of 45lb iron rails to vary from 7 to 10 years. Have had steel rails in use but a short time.

**Bridges and Trestles erected in Pennsylvania during the year.**

Not any.

Number of bridges and trestles on whole line, . . . . .	19
Wooden bridges, number of, 11; aggregate length, . . .	393 feet.
Stone bridges, number of, . . . . .	None.
Iron bridges, number of, . . . . .	None.
Wooden trestles, number of, 8; average length, . . . .	2,249 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, . . . .	Not any.
Number of crossings of highways, under railroad, . . . .	Not any.
Number of crossings at which gates or flagmen are maintained, . . . . .	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 bell rung while approaching the crossing.	

**Stations.**

Number of stations on main road: Passenger and freight,	7
Number of stations on branches: Passenger and freight,	2
Number of stations on leased roads: Passenger and freight,	2
Value of real estate held by the company, exclusive of roadway; assessed value, . . . . .	\$28,051 00
Value of real estate held by the company, exclusive of roadway in Pennsylvania: All.	
Number of tunnels, . . . . .	None.
How is track laid, and on what foundation? Oak cross-ties on stone ballast.	

Equipment.	Number.	Av'ge cost of each.
Number of locomotives of more than 30 tons weight, . . . . .	1	\$15,250 00
Number of locomotives of more than 20 tons weight, . . . . .	4	17,033 77
Number of passenger cars, . . . . .	2	3,500 00
Number of freight cars, { House cars, 3 8-wheel, cost, . . . . .		750 00
{ House cars, 3 4-wheel, cost, . . . . .		325 00
{ Trucks, 39 godolias, cost, . . . . .		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, . . . . .	3
Average number of cars in freight trains, . . . . .	10
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	60 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, . . . . .	56
Same in Pennsylvania, and an extra force of 100 men for 3 months.	

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger and freight trains, mixed, . . . . .	82,546
Number of miles run by coal trains, . . . . .	171,536
Number of through passengers for the year on main road, . . . . .	4,314
Number of passengers (all classes) carried in cars, . . . . .	11,721
Number of passengers carried one mile, . . . . .	143,451
Number of passengers carried one mile in Pennsylvania, . . . . .	143,451
Number of tons of 2,000lbs. of through freight for the year on main road, . . . . .	50,494
Number of tons of freight carried one mile, . . . . .	1,199,776
Number of tons of freight carried one mile in Pennsylvania, . . . . .	1,199,776
Gross amount of tonnage for the year, (2,000lbs. per ton,) . . . . .	54,562
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, . . . . .	10 miles.

## Monthly Statement of Passengers, all classes, carried in Cars.

January, 1878, . . . . .	790	July, 1878, . . . . .	1,272
February, 1878, . . . . .	614	August, 1878, . . . . .	1,687
March, 1878, . . . . .	1,057	September, 1878, . . . . .	1,180
April, 1878, . . . . .	1,011	October, 1878, . . . . .	858
May, 1878, . . . . .	982	November, 1878, . . . . .	887
June, 1878, . . . . .	566	December, 1878, . . . . .	817

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

Anthracite coal, . . . . .	81	Agricultural products, . . . . .	707
Bituminous coal, . . . . .	41,402	Merchandise and manufactures, . . . . .	361
Petroleum and other oils, . . . . .	21	Lumber, . . . . .	4,368
Other iron or castings, . . . . .	847	Other articles, . . . . .	6,140
Stone and lime, . . . . .	635		

## 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, . . . . .	7½ to 12½ cts.
For through coal and lumber, per ton per mile, . . . . .	2½ cts.
For local freight per ton per mile, . . . . .	7½ to 15 cts.

## Monthly Earnings for the Year.

## From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
January, 1878, . . . . .	\$215	95	\$96	23	\$312 18
February, 1878, . . . . .	145	35	80	75	226 10
March, 1878, . . . . .	354	40	114	07	468 47
April, 1878, . . . . .	301	00	103	67	404 67
May, 1878, . . . . .	319	16	88	67	407 83
June, 1878, . . . . .	123	60	91	90	215 49
July, 1878, . . . . .	280	95	133	52	414 47
August, 1878, . . . . .	468	40	208	53	676 93
September, 1878, . . . . .	357	90	124	82	482 72
October, 1878, . . . . .	218	00	104	67	322 67
November, 1878, . . . . .	179	55	106	95	286 50
December, 1878, . . . . .	171	20	104	66	275 86
Total, . . . . .	\$3,135	46	\$1,358	48	\$4,493 94

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .	\$3,323 29		\$3,323 29
February, 1878, . . . . .	3,120 06		3,120 06
March, 1878, . . . . .	2,487 80		2,487 80
April, 1878, . . . . .	3,148 74		3,148 74
May, 1878, . . . . .	2,907 23		2,907 23
June, 1878, . . . . .	1,205 11		1,205 11
July, 1878, . . . . .	2,319 57		2,319 57
August, 1878, . . . . .	2,467 22		2,467 22
September, 1878, . . . . .	2,334 51		2,334 51
October, 1878, . . . . .	3,085 94		3,085 94
November, 1878, . . . . .	3,494 92		3,494 92
December, 1878, . . . . .	2,578 87		2,578 87
Total, . . . . .	\$32,473 26		\$32,473 26

From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1878, . . . . .			\$28 92	\$28 92
February, 1878, . . . . .	\$25 00		17 00	42 00
March, 1878, . . . . .			18 50	18 50
April, 1878, . . . . .			10 40	10 40
May, 1878, . . . . .			12 35	12 35
June, 1878, . . . . .			4 65	4 65
July, 1878, . . . . .	25 00		5 10	30 10
August, 1878, . . . . .			2 00	2 00
September, 1878, . . . . .			7 00	7 00
October, 1878, . . . . .			9 00	9 00
November, 1878, . . . . .			8 00	8 00
December, 1878, . . . . .			6 00	6 00
Total, . . . . .	\$50 00		\$128 92	\$178 92

Total passenger earnings for the year, . . . . .	\$4,493 94
Total freight earnings for the year, . . . . .	32,473 26
Total earnings from all other sources, . . . . .	128 92
Total earnings for the year, . . . . .	\$37,096 12
Total receipts from all sources on whole length of line, . . . . .	\$37,096 12
Proportion of earnings in Pennsylvania to earnings of whole line, All in Pennsylvania.	

Expenditures for Operating During the Year.

Cost of Maintenance of Way and Buildings.

New iron rails, number of tons, 45 tons, @ \$35, . . . . .	\$1,575 00
New steel rails, number of tons, 102,270, @ \$43 50, . . . . .	4,562 74
Repairs of bridges, . . . . .	2,750 00
Repairs of buildings and fixtures, . . . . .	298 75
Repairs of fences, . . . . .	100 00
All other expenses for maintenance of way, . . . . .	15,661 66
Total for maintenance of way, . . . . .	24,946 15
Cost per mile of road kept in repair, . . . . .	1,039 44
Proportion for Pennsylvania, . . . . . All in Pennsylvania.	

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$5,561	21
Repairs of passenger, baggage, and mail cars, } . . . . .	2,588	79
Repairs of freight cars, . . . . . }		
Total for maintenance of motive power and cars, . . . . .	\$8,150	00
Cost per mile of road operated, . . . . .	\$339	58
Proportion for Pennsylvania, . . . . . All in Pennsylvania,		

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$3,130	29
Salaries, wages, and incidentals chargeable to freight department, . . . . .	5,907	91
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	444	00
Fuel, wood, . . . . .	88	67
Fuel, coal, . . . . .	1,117	22
Oil and waste, . . . . .	342	39
Damages for injuries to persons, (taking care of injured by railroad accidents,) . . . . .	646	42
Damages for cattle killed or injured, . . . . .	102	50
Damages for loss of goods or baggage, . . . . .	14	61
Taxes: Proportion of Commonwealth tax chargeable to operating road, . . . . .	323	94
Insurance, . . . . .	101	88
Telegraph expenses, . . . . .	110	67
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	4,810	85
Total miscellaneous, . . . . .	\$17,141	35
Amount per mile of road operated, . . . . .	\$714	22
Proportion for Pennsylvania, . . . . . All in Pennsylvania,		
Total expenditures for operating the road, . . . . .	50,237	50
Expenses per mile of the road operated, . . . . .	2,093	24
Expenses per mile of single track operated, not including sidings, . . . . .	2,093	24
Proportion for Pennsylvania, . . . . . All in Pennsylvania,		

## Earnings.

Passenger transportation, local, . . . . . \$1,358 48 } Total, . . . . .	\$4,493	94
Passenger transportation, through, . . . . . 3,135 46 }		
Freight transportation, through, . . . . .	32,473	26
Mail service, . . . . .	50	00
All other sources of income, pertaining to railroad business, . . . . .	255	28
Total, . . . . .	\$37,272	48
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . . \$24,946 15		
Maintenance of motive power and cars, . . . . . 8,150 00		
Miscellaneous, . . . . . 17,141 35		
Deficit, . . . . .	\$50,237	50
	12,965	02
Earnings per mile of road operated, . . . . .	1,553	02
Expenses per mile of road operated, . . . . .	2,093	24
Deficit, . . . . .	540	22

This company is engaged in the mining and selling of coal, and the manufacture and sale of coke and lumber. This branch of the business is kept separate from the railroad business, and is not included in this report.

General Balance Sheet, January 1, 1879.

DR.			
Real estate, purchased by the company, . . . . .	\$344,422	34	
Construction account—cost of constructing road, . . . . .	823,291	10	
Equipment account—cost of, . . . . .	134,890	23	
Material on hand,—coal, lumber, iron supplies, &c., . . . . .	39,968	91	
Cash, bills receivable, and collectable book accounts, . . . . .	40,397	21	
Sinking fund—in hands of trustees, . . . . .	29,807	82	
	\$912,777	61	
CR.			
Capital stock paid in, . . . . .	\$600,000	00	
First mortgage loan, . . . . .	99,000	00	
Accounts unsettled and due individuals, January 1, 1879, . . . . .	6,142	55	
Balance to profit and loss, . . . . .	207,635	06	
	\$912,777	61	

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.? 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 condition as to rates, use of track, machinery, repairs of cars, &c.? 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 nine hundred and ninety-nine years from the Tyrone and Lock Haven Railroad Company—now Bald Eagle Valley Railroad Company—that portion of the road between Bellefonte and Milesburg,  $2\frac{3}{8}$  miles in length, together with the right to use for the same period of nine hundred and ninety-nine years, that portion of their road between Milesburg and Snow Shoe Intersection,  $1\frac{3}{8}$  miles, free of cost; in consideration of which, this company pays an annual rental of \$1, and gives the Bald Eagle Valley Railroad Company the right to use track between Milesburg and Bellefonte free of cost. The road between Milesburg and Bellefonte was originally built by this company, under a contract with the Tyrone and

Lock Haven Railroad Company; payment on this contract to the Bellefonte and Snow Shoe Railroad Company was never made by the Tyrone and Lock Haven 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? 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 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: Twelve thousand shares.

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

Number and per cent. of dividends: One dividend in 1878; rate, 2 per cent.,		
Amount paid in dividends, 1878, . . . . .	\$12,000	00
Paid to sinking fund, 1878, . . . . .	12,000	00
Balance for the year, or deficit on the year's business, . . . . .	Nothing.	
	12,965	02

#### 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, . . . . .		6				6
Others, . . . . .						
Total, . . . . .	1	6			1	6

#### Statement of Each Accident.

On the 11th of June, the passenger train, consisting of engine, passenger, and three freight cars, while on its trip from Snow Shoe to Bellefonte, broke through Miller's Spring trestle, which spanned a ravine 650 feet wide, and 55 feet deep; about three quarters of the trestle was carried down with the train into the ravine below.

One passenger, William Holt, of Moshannon, was killed; James L.



Somerville, mine contractor, was injured about the head and body; his son, Harry, a boy of ten years old, had his leg broken; E. A. Nolan, conductor, injured about the head; William Temple, engineer, and R. O. Hinton, brakeman, about the body; Jacob Rapp, fireman, injured in back and ankles. The injured have all recovered, and are now performing their regular duties.

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 31, A. D. 1878, according to the best of their knowledge and belief.

(Signed,)

R. H. DOWNING, *President.*

DANIEL RHOADS, *Treasurer.*

Affirmed and subscribed before me, this 20th day of January, A. D. 1879.

J. H. WHEELER, *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, Junior, . . . . .	General Superintendent and Engineer, . . . . .	Bellwood, Blair co., Pa., . . . . .	1,500 00

General office at Philadelphia.

*Names of Directors.*

John H. Converse, . . . . .	Philadelphia.
Joseph N. DuBarry, . . . . .	Philadelphia.
Samuel G. Lewis, . . . . .	Philadelphia.
Charles S. Wurts, . . . . .	Philadelphia.
John Reilly, . . . . .	Altoona.

*Residences.*

## 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, . . . . . 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, . . . . . No sales.		

## Debt.

Funded Debt.		
First mortgage bonds, (due July 1, 1893, bear interest at 7 per cent., which is payable January 1 and July 1,) amount, . . . . .	\$200,000	00
Second mortgage bonds, . . . . . None.		
Third mortgage bonds, . . . . . None.		
Fourth mortgage bonds, . . . . . None.		
Total amount now of funded debt, . . . . .	\$200,000	00
Floating Debt.		
Unfunded debt, incurred for construction, &c., . . . . . 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, . . . . .	\$200,000	00
Total cash realized from capital stock and debt, . . . . . None.		

## 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, . . . . .	14,775	47
Average cost of equipment per mile of road operated by company, . . . . .	1,539	11
Proportion of same for Pennsylvania, . . . . . All.		
Cost of road and equipment per mile, . . . . .	22,512	72
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 Lloyd's, . . . . .	8.3	All.
Length of sidings, . . . . .	1.3	All.
<b>Branches.</b>		
None.		
Aggregate length of main line and branches, . . . . .	8.3	All.
Aggregate length of sidings and other track not above enumerated, . . . . .	1.3	All.
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	9.6	All.

Gauge.

What is the gauge of your lines? . . . . . 3 feet.

Track.

Miles of iron rail in use, . . . . . 9 <sup>6</sup>/<sub>10</sub>

Miles of steel rail in use, . . . . . None.

Weight of rail per yard: Iron, . . . . . 35 lbs.

Bridges and Trestles erected in Pennsylvania during the year.

None erected, but two trestles were removed, and embankment made—  
one 60 feet long, one 80 feet long.

Number of bridges and trestles on whole line, . . . . . 4

Wooden trestles, number of, 4; aggregate length, . . . . . 1,220 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?

The whistle must be sounded and the bell rung when approaching any crossing.

Stations.

Number of stations on main road: passenger and freight, . . . . . 5

Number of engine-houses and shops in Pennsylvania, 1;  
total number entire road, . . . . . 1

Number of wood and water stations on main road, . . . . . 1

Number of tunnels, . . . . . None.

How is track laid and on what foundation? Stone and gravel ballast;  
white oak cross-ties.

Equipment.	Number.	Av. cost of each.
Two seventeen ton engines, . . . . .	2	\$9,000 00
Number of first class passenger cars: observation car, seating seventy-five, . . . . .	1	412 00
Number of second class passenger cars, . . . . .	1	1,275 00
Number of baggage, mail, and express cars, and passenger combined, . . . . .	1	1,275 00
Number of freight cars: house cars, none; trucks, . . . . .	3	300 00
Number of coal, ore, and stone cars, . . . . .	1	125 00
Number of caboose cars, . . . . .	1	150 00

Average number of cars in passenger trains, including baggage cars: No-regular trains.

Average number of cars in freight trains, including passenger and baggage, . . . . .

19<sup>6</sup>/<sub>10</sub>

Average weight of freight trains, including locomotive and tender, in working order, { Empty cars, . . . . .  
Loaded cars, . . . . .

49 tons.  
107<sup>2</sup>/<sub>10</sub> tons.

Employees.

Average number of persons employed by company, including officials, . . . . .

26

Same in Pennsylvania, . . . . .

26

Doings of the Year.

Transportation and Total Miles Run.

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

27,380

Number of passengers (all classes) carried in cars, . . . . .

7,689

Number of passengers carried one mile, . . . . .

63,818

Number of passengers carried one mile in Pennsylvania, . . . . .

All.

Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .

88,605<sup>5</sup>/<sub>10</sub>

Number of tons of freight carried one mile, . . . . .

735,426

Number of tons of freight carried one mile in Pennsylvania, . . . . .

735,426

Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . .

88,605<sup>5</sup>/<sub>10</sub>

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

10

Monthly Statement of Passengers, all classes, carried in Cars.

December, 1877, . . . . .	476	July, 1878, . . . . .	1,175
January, 1878, . . . . .	247	August, 1878, . . . . .	2,354
February, 1878, . . . . .	166	September, 1878, . . . . .	710
March, 1878, . . . . .	270	October, 1878, . . . . .	463
April, 1878, . . . . .	261	November, 1878, . . . . .	307
May, 1878, . . . . .	440		
June, 1878, . . . . .	820	Total, . . . . .	7,689

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

Bituminous coal, . . . . .	97,588 <sup>7</sup> / <sub>10</sub>	Lumber, . . . . .	679 <sup>11</sup> / <sub>10</sub>
Merchandise and manufactures, . . . . .	290 <sup>1</sup> / <sub>10</sub>	Other articles, . . . . .	47 <sup>1</sup> / <sub>10</sub>

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, . . . . .	5.5 cents.
For excursions—average, . . . . .	1.5 cents.

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

For through freight, lumber, bark, &c., per ton per mile, 8.43 and 6 cents	
For through coal, per ton per mile, . . . . .	4.82 cents.
For local freight, first class per ton per mile, . . . . .	28.9 cents.
For local freight, second class per ton per mile, . . . . .	24.1 cents.
For local coal, per ton per mile, . . . . .	5.9 and 6 cents.

## Monthly Earnings for the Year.

## For Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
December, 1877, . . . . .	\$127	80	\$6	10	\$133	90
January, 1878, . . . . .	63	15	5	00	68	15
February, 1878, . . . . .	47	35	5	60	52	95
March, 1878, . . . . .	71	50	8	00	79	50
April, 1878, . . . . .	69	40	8	90	78	30
May, 1878, . . . . .	120	40	7	00	127	40
June, 1878, . . . . .	181	10	3	30	184	40
July, 1878, . . . . .	166	37	5	00	171	37
August, 1878, . . . . .	233	90	7	10	241	00
September, 1878, . . . . .	151	00	7	72	158	72
October, 1878, . . . . .	109	15	8	50	117	65
November, 1878, . . . . .	83	50	6	00	89	50
Total, . . . . .	\$1,424	62	\$78	22	\$1,502	84

## For Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
December, 1877, . . . . .	\$3,608	21	\$94	29	\$3,702	50
January, 1878, . . . . .	4,819	53	134	71	4,954	24
February, 1878, . . . . .	3,131	44	140	23	3,271	67
March, 1878, . . . . .	3,037	82	148	94	3,186	76
April, 1878, . . . . .	2,832	08	108	65	2,940	73
May, 1878, . . . . .	2,918	75	166	98	3,085	73
June, 1878, . . . . .	2,748	25	165	70	2,913	95
July, 1878, . . . . .	2,899	20	155	39	3,054	59
August, 1878, . . . . .	2,903	78	199	36	3,103	14
September, 1878, . . . . .	2,894	44	177	91	3,072	35
October, 1878, . . . . .	2,985	79	101	49	3,087	28
November, 1878, . . . . .	3,261	10	116	49	3,377	59
Total, . . . . .	\$38,040	39	\$1,710	14	\$39,750	53

## From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
December, 1877, . . .	\$28 52			
January, 1878, . . .	28 52			
February, 1878, . . .	28 52			
March, 1878, . . .	28 52			
April, 1878, . . .	28 52			
May, 1878, . . .	26 52			
June, 1878, . . .	26 52			
July, 1878, . . .	25 18			
August, 1878, . . .	25 18			
September, 1878, . . .	25 18			
October, 1878, . . .	25 18			
November, 1878, . . .	25 18		\$5 20	
Total, . . . . .	\$311 54		\$5 20	\$316 74
Total passenger earnings for the year, . . . . .				\$1,502 84
Total freight earnings for the year, . . . . .				39,636 55
Total earnings from all other sources, . . . . .				430 72
Total earnings for the year, . . . . .				\$41,570 11
Total receipts from all sources on whole length of line, . . . . .				\$41,570 11
Proportion of earnings in Pennsylvania to earnings on whole line, . . . . .				All.

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

Extension or alteration of road, . . . . .	\$808 50
New passenger cars—one excursion car, 37 feet long, . . . . .	412 38
Any other expenditures chargeable to this account—Telephone line, . . . . .	220 13
Total, . . . . .	\$1,439 01
Proportion in Pennsylvania, . . . . .	All.

## Expenditures for Operating during the Year.

## Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$3,462 27
Total for maintenance of way, . . . . .	\$3,462 27
Cost per mile of road kept in repair, . . . . .	\$360 63
Proportion in Pennsylvania, . . . . .	All.

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$1,881 33
Repairs of machinery, . . . . .	30 46
Repairs of passenger, baggage, and mail cars, . . . . .	57 53
Repairs of freight cars, . . . . .	2,402 04
All other expenses for maintenance of motive power and cars, . . . . .	420 27
Total for maintenance of motive power and cars, . . . . .	\$4,791 63
Cost per mile of road operated, . . . . .	\$499 13
Proportion for Pennsylvania, . . . . .	All.

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$638	19
Salaries, wages, and incidentals chargeable to freight department, . . .	7,949	45
Fuel, { Number of cords of wood, 23; cost, \$1 75 per cord, . . . . .	40	25
{ Number of tons of coal, 481.45; cost 70 cents, . . . . .	337	03
Oil, waste, and tallow, . . . . .	413	45
Taxes, . . . . .	22	06
Expenses—Telephone, . . . . .	44	33
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . . .	1,726	29
<b>Total miscellaneous, . . . . .</b>	<b>\$11,171</b>	<b>05</b>
<b>Amount per mile of road operated, . . . . .</b>	<b>\$1,163</b>	<b>65</b>
Proportion for Pennsylvania, . . . . . All.		
Total expenditures for operating the road, . . . . .	19,424	95
Total charged to road and equipment, . . . . .	1,439	00
Expenses per mile of road operated, . . . . .	2,023	43
Expenses per mile of single track operated, not including sidings, . . .	2,340	35
Expenses per train mile, . . . . .	70	95
Proportion for Pennsylvania, . . . . . All.		

Earnings.

Passenger transportation, local, . . . . . \$78 22	} Total,	\$1,502	84
Passenger transportation, through, . . . . . 1,424 62			
Freight transportation, miscellaneous, . . . . . 113 98	} Total,	39,750	53
Freight transportation, through, . . . . . 39,636 55			
Mail service, . . . . .		316	74
<b>Total, . . . . .</b>		<b>\$41,570</b>	<b>11</b>
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . . \$3,462 27			
Maintenance of motive power and cars, . . . . . 4,791 63			
Miscellaneous, . . . . . 11,171 05		\$19,424	95
<b>Total operating expenses, \$19,424 95, being 46.72 per cent. of earnings.</b>			
<b>Net earnings, . . . . .</b>		<b>\$22,145</b>	<b>16</b>
<b>Earnings per mile of road operated, 9¢</b>		<b>\$4,330</b>	<b>22</b>
<b>Expenses per mile of road operated, . . . . .</b>		<b>2,023</b>	<b>43</b>
<b>Net earnings, . . . . .</b>		<b>2,306</b>	<b>79</b>

## General Balance Sheet, December 1, 1878.

DR.			
Real estate and coal lands, . . . . .		\$170,005	45
Car account, . . . . .		5,399	12
Railroad construction, . . . . .		201,346	66
Locomotives, . . . . .		9,876	35
Workmen's houses and buildings, . . . . .		20,436	22
Due us for current receipts, . . . . .		9,616	78
Bills receivable, . . . . .		8,000	00
Cash in hands of treasurer, . . . . .		3,995	60
		\$428,176	18
CR.			
Capital stock, . . . . .		\$200,000	00
Seven per cent. mortgage bond, . . . . .		200,000	00
State tax, . . . . .		950	85
Due by us for current expenses, . . . . .		7,351	67
Profit and loss, . . . . .		19,873	76
		\$428,176	18

## 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.

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 discrimination made.

Does your company make any preferences in furnishing cars or motive power to persons desiring to ship freight over its road? Cars are furnished as applied for.

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? None run 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? \$311 54 per year for daily service, except Sundays—railroad company furnishing carriers. Rate, \$50 per mile, less two ten per cent. reductions.

## Stock and Dividends.

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

Amount of common stock now outstanding: \$200,000.

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, }  
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. 1878, according to the best of their knowledge and belief.

(Signed,)

ALEX. L. MASSEY, *President.*

J. G. CASSATT, *Treasurer.*

Affirmed, sworn, and subscribed before me, this 6th day of January, A. D. 1878.

GEO. W. THURSTON, *Notary Public.*

## BERLIN BRANCH.

## Officers.

NAMES.		Residence.	Salary.
A. W. Eichelberger, . . .	President, . . . . .	Hanover, . . . . .	None.
A. W. Storm, . . . . .	Secretary, . . . . .	East Berlin, . . . . .	\$25 00
Jacob Reaser, . . . . .	Treasurer, . . . . .	East Berlin, . . . . .	50 00
David Wills, . . . . .	General Solicitor, . . . . .	Gettysburg, . . . . .	50 00
Wesley Deck, . . . . .	Sup't of Repairs, . . . . .	Abbottstown, . . . . .	*26 00

\* Per month.

## General Offices at Abbottstown.

<i>Names of Directors.</i>	<i>Residences.</i>
William S. Hildebrand, . . . . .	East Berlin.
S. Meisenhelder, . . . . .	East Berlin.
A. W. Storm, . . . . .	East Berlin.
George W. Diehl, . . . . .	East Berlin.
Jacob Reaser, . . . . .	East Berlin.
Robert M. West, . . . . .	Hanover.
Stephen Keefer, . . . . .	Hanover.
Joseph Wolf, . . . . .	Abbottstown.
William Bittinger, . . . . .	Abbottstown.

## 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 paid in by last report, . . . . .	41,708	00
Capital stock, total amount now paid in, . . . . .	42,685	21
Capital stock, number of shares issued, . . . . . 855		
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.

<b>Funded Debt.</b>		
First mortgage bonds, (due . . . . , bear interest at 6 per cent., which is payable . . . ) amount, . . . . .	\$25,000	00
Second mortgage bonds, (due . . . . , bear interest at 7 per cent., which is payable . . . ) amount, . . . . . None.		
Total amount now of funded debt, . . . . .	\$25,000	
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . . \$7,000 00		
Debt incurred for any other purpose, and for what: For operating road, . . . . . 1,026 47		
The amount now of floating debt, . . . . .	8,026	47
Total cash realized from capital stock and debt, . . . . .	\$72,685	21

## Cost.

Total cost of entire road to date, . . . . .	\$73,887	91
Average of same per mile of road laid, . . . . .	10,555	41
Proportion of same for Pennsylvania, . . . . . All in Pennsylvania.		
Total cost of entire equipment, . . . . . No equipment.		

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line from Red Hill to East Berlin, . . . . .	7	7
Length of single main track, . . . . . One,		
Length of double main track, . . . . . None.		
<b>Leased Roads.</b>		
None.		

Gauge.

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

Track.

Miles of iron rail in use, . . . . . 7  
 Miles of steel rail in use, . . . . . None.  
 Weight of rail per yard, iron, . . . . . 50 and 56 lbs.

Bridges and Trestles Erected in Pennsylvania during the Year.

None.

Number of bridges and trestles on whole line, (no trestles,) . . . . . 2  
 Wooden bridges, number of, 2; aggregate length, . . . . . 80 feet.  
 Stone bridges, number of, . . . . . None.  
 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.

Stations.

Number of stations on main road: Passenger, and freight, 1 express, . . . . . 3  
 Number of wood and water stations on main road, . . . . . 1  
 Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . . \$82  
 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 Railroad Company.

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

Average number of cars in passenger trains, including baggage cars, . . . . . All mixed trains.  
 Average number of cars in freight trains, . . . . . All mixed trains.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . . 8

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . . 4,368  
 Number of passengers (all classes) carried in cars, . . . . . 5,743  
 Number of passengers carried one mile, . . . . . Not ascertained.  
 Number of passengers carried one mile in Pennsylvania, . . . . . Not ascertained.  
 Number of tons, of 2,000 lbs., of through freight for the year on main road, . . . . . 6,039<sup>234</sup>/<sub>2000</sub>  
 Number of tons of freight carried one mile, . . . . . 38,880<sup>1963</sup>/<sub>2000</sub>  
 Number of tons of freight carried one mile in Pennsylvania, . . . . . 38,880<sup>1963</sup>/<sub>2000</sub>  
 Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . . 6,039<sup>234</sup>/<sub>2000</sub>

**Monthly Statement of Passengers (all classes) Carried in Cars.**

January, 1878, . . . . .	267	July, 1878, . . . . .	764½
February, 1878, . . . . .	202	August, 1878, . . . . .	938½
March, 1878, . . . . .	216	September, 1878, . . . . .	812½
April, 1878, . . . . .	263	October, 1878, . . . . .	659½
May, 1878, . . . . .	534½	November, 1877, . . . . .	333
June, 1878, . . . . .	514	December, 1878, . . . . .	239½

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.
December, 1877, . . . . .	\$68 29		
January, 1878, . . . . .	63 09		
February, 1878, . . . . .	42 65		
March, 1878, . . . . .	47 88		
April, 1878, . . . . .	59 79		
May, 1878, . . . . .	120 23		
June, 1878, . . . . .	80 55		
July, 1878, . . . . .	124 64		
August, 1878, . . . . .	142 99		
September, 1878, . . . . .	117 05		
October, 1878, . . . . .	83 82		
November, 1878, . . . . .	65 75		
December, 1878, . . . . .	57 65		
<b>Total, . . . . .</b>	<b>\$1,074 38</b>		<b>\$1,074 38</b>

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
December, 1877, . . . . .	\$88	10				
January, 1878, . . . . .	121	07				
February, 1878, . . . . .	69	04				
March, 1878, . . . . .	146	37				
April, 1878, . . . . .	191	72				
May, 1878, . . . . .	152	19				
June, 1878, . . . . .	44	03				
July, 1878, . . . . .	126	98				
August, 1878, . . . . .	350	08				
September, 1878, . . . . .	143	65				
October, 1878, . . . . .	205	77				
November, 1878, . . . . .	138	54				
December, 1878, . . . . .	128	92				
<b>Total, . . . . .</b>	<b>\$1,906</b>	<b>41</b>			<b>\$1,906</b>	<b>41</b>

From all Other Sources.

Express, \*\$15 98. Miscellaneous, \$30 54.

\* Not paid over. Charged to bills receivable.

Total passenger earnings for the year, . . . . .	\$1,074	38
Total freight earnings for the year, . . . . .	1,906	41
Total earnings from all other sources, . . . . .	30	54
<b>Total earnings for the year, . . . . .</b>	<b>\$2,980</b>	<b>79</b>
<b>Total receipts from all sources on whole length of line, . . . . .</b>	<b>\$3,011</b>	<b>38</b>

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

Land or land damages, . . . . .	\$753	50
Engine houses, car sheds, wood and coal sheds, and water tanks, . .	40	87
<b>Total, . . . . .</b>	<b>\$794</b>	<b>87</b>

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$920	25
<b>Total for maintenance of way, . . . . .</b>	<b>\$920</b>	<b>25</b>
<b>Cost per mile of road kept in repair, . . . . .</b>	<b>\$31</b>	<b>46 2/3</b>

Cost of Maintenance of Motive Power and Cars.

None.

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$160	00
Damages for loss of goods and baggage, . . . . .	4	47
Taxes, . . . . .	86	55
General salaries and office expenses, law expenses, and all other expenses, (except interest,) not included in any of the above items,	112	50
Total expenditures for operating the road, . . . . .	1,747	20
Expenses per mile of the road operated, . . . . .	124	80
Expenses per train mile, . . . . .		40

## Earnings.

Passenger transportation, local and through, . . . . .	\$1,074	38
Freight transportation, local and through, . . . . .	1,906	41
Mail service. Not adjusted by Post Office Department.		
Express service. Not paid over; carried to bills receivable.		
All other sources of income, . . . . .	30	54
Total, . . . . .	\$3,011	33
<b>Operating Expenses.</b>		
Earnings per mile of road operated, . . . . .	\$425	82½
Expenses per mile of road operated, . . . . .	249	60
Net earnings, per mile, . . . . .	176	22½

## General Balance Sheet, January 1, 1879.

<b>DR.</b>		
Construction, . . . . .	\$73,887	91
Real estate, . . . . .	82	00
Cash and bills receivable, . . . . .	628	84
Profit and loss, . . . . .	3,831	05
	\$78,429	80
<b>CR.</b>		
Capital stock, . . . . .	\$42,685	21
Funded debt, . . . . .	25,000	00
Floating debt, . . . . .	8,026	47
Bills payable, . . . . .	2,718	12
	\$78,429	80

## 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. Adams express; rates not adjusted.

## 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 ascertained.

## Accidents to Persons.

No accidents of any kind.

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

Personally appeared before me, A. W. Eichelberger, president, and Jacob Reaser, 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 REESER, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1879.  
 C. W. FORNEY, *J. P.,*  
*Hanover, Pa.*

**BUFFALO, NEW YORK AND PHILADELPHIA.**

**Officers.**

NAMES.		Residence.	Salary.
Sherman S. Jewett, . . .	President, . . . . .	Buffalo, . . . . .	None.
George B. Gates, . . .	Vice President, . . .	Buffalo, . . . . .	None.
Franklin S. Buell, . . .	Secretary, . . . . .	Buffalo, . . . . .	\$1,500 00
	Treasurer, . . . . .		
George S. Gatchell, . . .	Chief Engineer, . . .	Buffalo, . . . . .	1,800 00
George B. Gates, . . .	General Manager, . . .	Buffalo, . . . . .	2,000 00
George S. Gatchell, . . .	Gen'l Superintendent, . . .	Buffalo, . . . . .	1,200 00
J. W. Watson, . . . . .	Ass't Superintendent, . . .	Buffalo, . . . . .	

*Names of Directors.*

*Residences.*

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

## Capital Stock.

Capital stock authorized by law, . . . . .	\$3,500,000	00
Capital stock authorized by votes of company, . . . . .	23,831	00
Capital stock, amount subscribed, . . . . .	2,383,100	00
Capital stock paid in by last report, . . . . .	1,944,650	00
Capital stock, total amount now paid in, . . . . .	1,968,950	00
Capital stock, number of shares issued, . . . . .	17,627	
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.

<b>Funded Debt.</b>		
First mortgage bonds, (due 1896, bear interest at six per cent., gold, which is payable January and July,) amount, . . . . .	\$3,000,000	00
Second mortgage bonds, (due 1893, bear interest at ten per cent., which which is payable January and July,) amount, . . . . .	807,500	00
Total amount now of funded debt, . . . . .	\$3,807,500	00
<b>Floating Debt.</b>		
Unfunded debt incurred for construction, equipment, or purchase of property, . . . . .	\$711,339	29
The amount now of floating debt, . . . . .	711,339	29
Total amount now of floating and funded debt, . . . . .	\$4,518,839	29
Funded debt as per last report, . . . . .	\$3,449,500	00
Floating debt as per last report, . . . . .	1,076,308	89
Total cash realized from capital stock and debt, . . . . .	\$6,487,789	29

## Cost.

Total cost of entire road to date, . . . . .	\$5,498,034	96
Average of same per mile of road laid, . . . . .	45,438	30
Proportion of same for Pennsylvania, . . . . .	1,903,864	77
Total cost of entire equipment, . . . . .	1,081,819	24
Average cost of equipment per mile of road operated by company, . . . . .	8,940	65
Proportion of same for Pennsylvania, . . . . .	374,613	23
Cost of road and equipment per mile, . . . . .	54,378	96
Proportion of same for Pennsylvania, . . . . .	2,278,478	42

## Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Buffalo to Emporium, Pa., . . . . .	120.55	41.90
Length of single main track, . . . . .	120.55	41.90
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

## Gauge.

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



**Track.**

Miles of iron rail in use, . . . . .	98.88
Miles of steel rail in use, . . . . .	40.00
Weight of rail per yard, { Iron, . . . . .	60 lbs.
{ Steel, . . . . .	60 lbs.
Number of bridges and trestles on whole line, . . . . .	53
Wooden bridges, number of, 13; aggregate length, . . . . .	1,288 feet.
Combination bridges, number of, 6; Aggregate length, . . . . .	741 feet.
Iron bridges, number of, 3; aggregate length, . . . . .	413 feet.
Wooden trestles, number of, 31; aggregate length, . . . . .	7,133 feet.

**Crossings.**

Number of crossings of highways, at grade, in this Commonwealth, . . . . .	15
Number of crossings of highways over railroad, . . . . .	1
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, } . . . . .	29
{ Freight, 29, }	
Number of engine-houses and shops in Pennsylvania, 1; total number entire road, . . . . .	4
Number of wood and water stations on main road, . . . . .	13
Value of real estate held by the company, exclusive of roadway, . . . . .	\$8,000 00
Number of tunnels, . . . . .	None.
How is track laid, and on what foundation? Fish-plates, hemlock and oak ties, and gravel ballast.	

Equipment.	Number.	Average cost of each.
Number of locomotives of more than forty tons weight, . . . . .	2	
Number of locomotives of more than thirty tons weight, . . . . .	23	
Number of first class passenger cars, . . . . .	12	\$5,000
Number of second class passenger cars, . . . . .	3	2,500
Number of baggage, mail, and express cars, . . . . .	5	3,000
Number of freight cars, { House cars, } . . . . .	386	750 to 500
{ Trucks, }		
Number of coal, ore, and stone cars, . . . . .	704	450
Number of caboose cars, . . . . .	9	1,000

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
Average number of cars in freight trains, . . . . .	30

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, . . . . .	280 tons.

**Doings of the Year.**

**Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	132,014
Number of miles run by freight trains, . . . . .	377,777
Number of miles run by coal trains, . . . . .	
Number of through passengers for the year on main road, . . . . .	927
Number of passengers (all classes) carried in cars, . . . . .	189,122
Number of passengers carried one mile, . . . . .	3,823,676
Number of passengers carried one mile in Pennsylvania, . . . . .	611,496
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	289,265 $\frac{129}{2000}$
Number of tons of freight carried one mile, . . . . .	60,122,768
Number of tons of freight carried one mile in Pennsylvania, . . . . .	23,044,249
Gross amount of tonnage for the year, (2,000lbs. per ton,) . . . . .	731,385 $\frac{223}{2000}$
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,) . . . . .	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, 1877, . . . . .	12,541	April, 1878, . . . . .	17,716
November, 1877, . . . . .	14,440	May, 1878, . . . . .	15,637
December, 1877, . . . . .	15,290	June, 1878, . . . . .	16,300
January, 1878, . . . . .	12,412	July, 1878, . . . . .	18,535
February, 1878, . . . . .	11,738	August, 1878, . . . . .	18,873
March, 1878, . . . . .	17,037	September, 1878, . . . . .	18,607

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

Anthracite coal, . . . . .	119,145 $\frac{187}{2000}$	Stone and lime, . . . . .	2,650 $\frac{888}{2000}$
Bituminous coal, . . . . .	227,469 $\frac{122}{2000}$	Agricultural products, . . . . .	27,997 $\frac{111}{2000}$
Petroleum and other oils, . . . . .	184,211 $\frac{130}{2000}$	Merchandise and manufactures, . . . . .	84,787 $\frac{111}{2000}$
Pig iron, . . . . .	50 $\frac{188}{2000}$	Live stock, . . . . .	4,643 $\frac{80}{2000}$
Railroad iron, . . . . .	1,715 $\frac{524}{2000}$	Lumber, . . . . .	90,100 $\frac{888}{2000}$
Other iron or castings, . . . . .	7,692 $\frac{700}{2000}$	Other articles, . . . . .	30,600 $\frac{100}{2000}$
Iron and other ores, . . . . .	321 $\frac{118}{2000}$		

**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 through passengers, New York, . . . . .	3 cents.
For first class way passengers, Pennsylvania, . . . . .	3 $\frac{1}{2}$ cents.

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

	1st	2d	3d	4th class.
For through freight, per ton per mile, . . . . .	1½	1	¾	½ cents.
For through coal, per ton per mile, . . . . .	1 <sup>8</sup> / <sub>10</sub>			
For local freight, per ton per mile, . . . . .	8	7	6	4 cents.
For local coal per, ton per mile, . . . . .	1½			

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.	
October, 1877, . . . . .			\$9,731	45
November, 1877, . . . . .			9,701	77
December, 1877, . . . . .			10,341	06
January, 1878, . . . . .			8,468	18
February, 1878, . . . . .			8,308	00
March, 1878, . . . . .			11,490	00
April, 1878, . . . . .			12,664	15
May, 1878, . . . . .			13,294	89
June, 1878, . . . . .			11,493	47
July, 1878, . . . . .			13,218	74
August, 1878, . . . . .			13,860	84
September, 1878, . . . . .			11,741	12
Total, . . . . .			\$134,313	17

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.	
October, 1877, . . . . .			\$60,431	82
November, 1877, . . . . .			60,913	87
December, 1877, . . . . .			69,189	54
January, 1878, . . . . .			44,560	68
February, 1878, . . . . .			43,040	54
March, 1878, . . . . .			55,653	97
April, 1878, . . . . .			48,901	11
May, 1878, . . . . .			54,577	18
June, 1878, . . . . .			60,373	37
July, 1878, . . . . .			60,428	94
August, 1878, . . . . .			66,336	05
September, 1878, . . . . .			79,850	01
Total, . . . . .			\$704,156	58

## From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
October, 1877, . . . . .	\$734 45	\$708 39	\$721 81	\$2,164 65
November, 1877, . . . . .	734 43	650 00	618 09	2,002 52
December, 1877, . . . . .	734 43	650 00	486 63	1,871 06
January, 1878, . . . . .	734 43	675 00	530 79	1,940 22
February, 1878, . . . . .	734 43	600 00	728 17	2,062 60
March, 1878, . . . . .	734 43	738 71	598 75	2,071 89
April, 1878, . . . . .	734 43	945 25	611 98	2,291 66
May, 1878, . . . . .	734 43	1,231 43	713 85	2,679 71
June, 1878, . . . . .	734 43	950 21	728 73	2,413 37
July, 1878, . . . . .	734 43	986 40	701 95	2,422 78
August, 1878, . . . . .	734 43	798 28	846 93	2,379 64
September, 1878, . . . . .	734 43	723 83	640 48	2,098 74
Total, . . . . .	\$8,813 18	8,657 50	7,928 16	26,398 84

Total passenger earnings for the year, . . . . .	\$134,313 17
Total freight earnings for the year, . . . . .	701,156 58
Total earnings from all other sources, . . . . .	26,398 84
Total earnings for the year, . . . . .	\$864,868 59
Total receipts from all sources on whole length of line, . . . . .	\$864,868 59
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	289,487 37

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

Extension or alteration of road, . . . . .	\$99,389 45
Land or land damages, . . . . .	24,741 01
Passenger or freight houses, . . . . .	8,157 09
Engine houses, car sheds, wood and coal sheds, and water tanks, . . . . .	3,582 97
New locomotives, . . . . .	28,661 65
New passenger cars, . . . . .	1,391 74
New freight cars, . . . . .	8,123 30
Any other expenditures chargeable to this account, . . . . .	2,580 82
Total, . . . . .	\$176,628 03
Proportion for Pennsylvania, . . . . .	\$61,162 68

## Expenditures for Operating during the Year.

## Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$85,698 83
New steel rails, . . . . .	69,965 54
Repairs of buildings and fixtures, . . . . .	1,993 32
Repairs of fences, . . . . .	614 34
Total for maintenance of way, . . . . .	\$148,262 03
Cost per mile of road kept in repair, . . . . .	\$1,225 30
Proportion for Pennsylvania, . . . . .	51,340 07

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$17,247	78
Repairs of machinery, . . . . .	1,488	14
Repairs of passenger, baggage, and mail cars, . . . . .	4,280	42
Repairs of freight cars, . . . . .	22,856	48
All other expenses for maintenance of motive power and cars, . . . . .	3,293	12
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$49,145</b>	<b>94</b>
<b>Cost per mile of road operated, . . . . .</b>	<b>\$406</b>	<b>16</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>17,018</b>	<b>10</b>

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$28,878	13
Salaries, wages, and incidentals chargeable to freight department, . . . . .	85,782	78
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	12,958	21
Fuel, . . . . .	37,161	33
Oil and waste, . . . . .	5,143	79
Damages for injuries to persons, . . . . .	80	00
Damages for cattle killed or injured, . . . . .	1,006	86
Damages for loss of goods and baggage, . . . . .		
Damages to property, including damages by fire, . . . . .		
Taxes, . . . . .	28,288	82
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	19,761	55
<b>Total miscellaneous, . . . . .</b>	<b>\$217,011</b>	<b>47</b>
<b>Amount per mile of road operated, . . . . .</b>	<b>\$1,793</b>	<b>48</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>75,146</b>	<b>81</b>
<b>Total expenditures for operating the road, . . . . .</b>	<b>414,419</b>	<b>44</b>
<b>Total charged to road and equipment, . . . . .</b>	<b>176,628</b>	<b>03</b>
<b>Expenses per mile of the road operated, . . . . .</b>	<b>3,424</b>	<b>95</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>143,505</b>	<b>40</b>

Earnings.

Passenger transportation, local, . . . . .	} \$134,318	17
Passenger transportation, through, . . . . .		
Freight transportation, local, . . . . .		
Freight transportation, through, . . . . .		
Mail service, . . . . .		
Express service, . . . . .	} 7,928	16
Rents, . . . . .		
All other sources of income, . . . . .		
<b>Total, . . . . .</b>	<b>\$864,868</b>	<b>59</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$148,262	03
Maintenance of motive power and cars, . . . . .	49,145	94
Miscellaneous, . . . . .	217,011	47
<b>Total operating expenses, being 47 2/3 per cent. of earnings, . . . . .</b>	<b>414,419</b>	<b>44</b>
<b>Net earnings, . . . . .</b>	<b>\$450,449</b>	<b>15</b>
<b>Earnings per mile of road operated, . . . . .</b>	<b>\$7,147</b>	<b>67</b>
<b>Expenses per mile of road operated, . . . . .</b>	<b>3,424</b>	<b>95</b>
<b>Net earnings, . . . . .</b>	<b>3,722</b>	<b>72</b>

## General Balance Sheet, December 1, 1878.

DR.			
Construction and equipment, . . . . .		\$6,579,904	20
Bills receivable, . . . . .		98,996	40
Balances due and collectable from other railroads and individuals, . . . . .		10,239	31
Cash on hand, . . . . .		129,322	84
		\$6,818,462	75
CR.			
Capital stock, . . . . .		\$1,971,450	00
Bonds and mortgages, account land, . . . . .		172,029	00
First mortgage bonds, . . . . .		3,000,000	00
Second mortgage bonds, . . . . .		807,500	00
Bills payable, . . . . .		516,410	29
Balances due railroads and individuals, . . . . .		12,639	11
Profit and loss, . . . . .		338,434	35
		\$6,818,462	75

## 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.? 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, &c.? 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 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, . . . . . \$1,762,700 00

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	2	.....	.....	.....	.....	.....
Employés, . . . . .	.....	.....	2	.....	.....	.....
Others, . . . . .	.....	.....	.....	.....	.....	.....
Total, . . . . .	2	.....	2	.....	4	.....

Statement of Each Accident.

March 14, 1878. Charles Swezey, brakeman; fell from his train in the night time, near Elma, N. Y., and was killed.

April 2, 1878. Frederick Moss, switchman; caught between cars in performance of his duty, at Buffalo, and killed.

April 13, 1878. Luke Kenney; stealing ride on freight train, and in jumping off was killed, Portville, N. Y.

August 10, 1878. Unknown man, intoxicated; fell under train and had both legs cut off; died from injuries, Olean, N. Y.

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

Personally appeared before me, George S. Gatchell, 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. 1878, according to the best of their knowledge and belief.

(Signed,) GEORGE S. GATCHELL, *Superintendent.*  
 FRANKLIN S. BUELL, *Treasurer.*

Sworn and subscribed before me this 31st day of January, A. D. 1879.  
 LYMAN P. PERKINS,  
*Commissioner for Pennsylvania in New York.*

## BUFFALO VALLEY.

### Officers.

NAMES.	Residence.	Salary.	
John O. Stoner, . . . . .	President, . . . . .	Berlin, Pa., . . . . .	Nothing.
D. A. Brubaker, . . . . .	Secretary, . . . . .	Berlin, Pa., . . . . .	Nothing.
George Johnson, . . . . .	Treasurer, . . . . .	Berlin, Pa., . . . . .	Nothing.
John H. Knepper, . . . . .	General Superintendent	Berlin, Pa., . . . . .	Nothing.

<i>Names of Directors.</i>	<i>Residences.</i>
Samuel Myers, . . . . .	Berlin, Pa.
Edward Kimmel, . . . . .	Berlin, Pa.
Samuel Musser, . . . . .	Berlin, Pa.
Samuel A. Philson, . . . . .	Berlin, Pa.
Jonathan Miller, . . . . .	Berlin, Pa.
Solomon Coleman, . . . . .	Berlin, Pa.
Henry N. Coleman, . . . . .	Berlin, Pa.
John R. Boose, . . . . .	Pine Hill, Pa.
Charles Krissinger, . . . . .	Berlin, Pa.
Peter Gumbert, . . . . .	Berlin, Pa.
George Johnson, . . . . .	Berlin, Pa.
D. A. Brubaker, . . . . .	Berlin, Pa.

### Capital Stock.

Capital stock authorized by law, . . . . .	\$100,000	00
Capital stock authorized by votes of the 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, . . . . .	Nonesold.	



Debt.

Funded Debt.			
First mortgage bonds, (date of maturity 1902, bear interest at 7 per cent., which is payable semi-annually,) amount, . . . . .		\$70,500	00
Second mortgage bonds, . . . . .	None.		
Third mortgage bonds, . . . . .	None.		
<b>Total amount now of funded debt, . . . . .</b>		<b>\$70,500</b>	<b>00</b>
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$10,500 00		
Debt incurred for any other purpose, and for what, car rent, repairing locomotive, labor, &c., . . . . .	2,262 81		
<b>The amount now of floating debt, . . . . .</b>		<b>12,762</b>	<b>81</b>
<b>Total amount now of floating and funded debt, . . . . .</b>		<b>\$83,262</b>	<b>81</b>
Funded debt as per last report, . . . . .	\$58,500 00		
Floating debt as per last report, . . . . .	10,500 00		
<b>Total cash realized from capital stock and debt, . . . . .</b>		<b>\$89,277</b>	<b>83</b>

Cost.

Total cost of entire road to date, . . . . .	No account kept.		
Average of same per mile of road laid, . . . . .	No account kept.		
Proportion of same for Pennsylvania, . . . . .	No account kept.		
<b>Total cost of entire equipment, . . . . .</b>		<b>\$8,875</b>	<b>00</b>
Average cost of equipment per mile of road operated by company, about, . . . . .		\$1,100	00
Proportion of same for Pennsylvania, . . . . .	All in Penna.		
Cost of road and equipment per mile, . . . . .	No account kept.		
Proportion of same for Pennsylvania, . . . . .	No account kept.		

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Berlin Station to Garrett, . . . . .	8 1/2	8 1/2
Length of single main track, . . . . .	8 1/2	8 1/2
Length of double main track, . . . . .	None.	
Branches.		
None.		
Leased Roads.		
None.		
Aggregate length of main line and branches, . . . . .	8 1/2	8 1/2
Aggregate length of leased roads, . . . . .	None.	
Length of track laid, if not completed, . . . . .	None.	

Gauge.

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

## Track.

Miles of iron rail in use, . . . . .	8 1/2
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? No comparison; iron only in use.

## 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 employés in regard to these crossings? Sounding steam whistle, or ringing locomotive bell.

## Stations.

Number of stations on main road: Passenger, 8; freight, 8; total, . . . . .	8
Number of stations on branches, . . . . .	None.
Number of stations on leased roads, . . . . .	None.
Number of engine houses and shops in Pennsylvania, . . . . .	1
Number of coal and water stations on main road, . . . . .	2
Number of coal and water stations on branches, . . . . .	None.
Number of coal and water stations on leased roads, . . . . .	None.
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . .	\$500 00
Number of tunnels, . . . . .	None.

How is track laid, and on what foundation? Cross ties resting on stone and gravel road bed.

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, . . .	1	\$8,375 00
Number of locomotives of more than ten tons weight, . . .	None.	
Number of first class passenger cars, . . .	None.	
Number of second class passenger cars, (car leased,) . . .	1	
Number of baggage, mail, and express cars, . . .	None.	
Number of freight cars, . . .	None.	
Number of coal, ore, and stone cars, (leased,) . . .	1	
Number of caboose cars, . . .	None.	

What kind of train brake is used 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, . . . . .	51½ tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	6
Same in Pennsylvania, . . . . .	6

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger, freight, and coal trains: Our trains are mixed—freight, coal, and passenger; about	10,000
Number of through passengers for the year on main road,	2,544
Number of passengers (all classes) carried in cars, . . .	3,368
Number of passengers carried one mile, . . . . .	22,672
Number of passengers carried one mile in Pennsylvania, .	22,672
Number of tons of 2,000 lbs. of through freight for the year on main road, number of tons of freight carried one mile, and number of tons of freight carried one mile in Pennsylvania: Through and local not kept separate,	6,243,188
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,) . . . . .	None.
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	15

Monthly Statement of Passengers, (all Classes,) Carried in Cars.

January, 1878, . . . . .	241	July, 1878, . . . . .	624
February, 1878, . . . . .	213	August, 1878, . . . . .	399
March, 1878, . . . . .	158	September, 1878, . . . . .	795
April, 1878, . . . . .	187	October, 1878, . . . . .	200
May, 1878, . . . . .	118	November, 1878, . . . . .	185
June, 1878, . . . . .	51	December, 1878, . . . . .	194

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

Anthracite coal, . . . . .	None.	Stone and lime, . . . . .	114 1/2
Bituminous coal, . . . . .	4,940 1/2	Agricultural products, . . . . .	378 1/2
Petroleum and other oils, . . . . .	14 1/2	Merchandise and manufactures, . . . . .	311 1/2
Pig iron, . . . . .	5 1/2	Live stock, . . . . .	5 1/2
Railroad iron, . . . . .	2 1/2	Lumber, . . . . .	432 1/2
Other iron or castings, . . . . .	30 2/3	Other articles, . . . . .	12 1/2
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.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .			\$72 50
February, 1878, . . . . .			57 30
March, 1878, . . . . .			42 65
April, 1878, . . . . .			51 50
May, 1878, . . . . .			35 80
June, 1878, . . . . .			16 50
July, 1878, . . . . .			133 68
August, 1878, . . . . .			86 85
September, 1878, . . . . .			167 05
October, 1878, . . . . .			63 70
November, 1878, . . . . .			54 65
December, 1878, . . . . .			53 60
Total, . . . . .			\$885 78

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .			\$168 53
February, 1878, . . . . .			160 89
March, 1878, . . . . .			220 87
April, 1878, . . . . .			256 32
May, 1878, . . . . .			121 70
June, 1878, . . . . .			52 74
July, 1878, . . . . .			68 99
August, 1878, . . . . .			73 94
September, 1878, . . . . .			194 22
October, 1878, . . . . .			232 50
November, 1878, . . . . .			130 89
December, 1878, . . . . .			173 54
Total, . . . . .			\$1,855 12

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1878, . . .	\$31 98 <sup>2</sup> / <sub>3</sub>			
February, 1878, . . .	31 98 <sup>2</sup> / <sub>3</sub>			
March, 1878, . . . .	31 98 <sup>2</sup> / <sub>3</sub>			
April, 1878, . . . .	31 98 <sup>2</sup> / <sub>3</sub>			
May, 1878, . . . . .	31 98 <sup>2</sup> / <sub>3</sub>			
June, 1878, . . . . .	31 98 <sup>2</sup> / <sub>3</sub>			
July, 1878, . . . . .	30 38 <sup>2</sup> / <sub>3</sub>			
August, 1878, . . . .	30 38 <sup>2</sup> / <sub>3</sub>			
September, 1878, . .	30 38 <sup>2</sup> / <sub>3</sub>			
October, 1878, . . . .	30 38 <sup>2</sup> / <sub>3</sub>			
November, 1878, . . .	30 38 <sup>2</sup> / <sub>3</sub>			
December, 1878, . . .	30 38 <sup>2</sup> / <sub>3</sub>			
<b>Total, . . . . .</b>	<b>\$374 24</b>			<b>\$374 24</b>
<b>Total passenger earnings for the year, . . . . .</b>				<b>\$835 78</b>
<b>Total freight earnings for the year, . . . . .</b>				<b>1,855 12</b>
<b>Total earnings from all other sources, mail, . . . . .</b>				<b>374 24</b>
<b>Total earnings for the year, . . . . .</b>				<b>\$3,065 14</b>
<b>Total receipts from all sources on whole length of line, . . . . .</b>				<b>\$3,065 14</b>
<b>Proportion of earnings in Pennsylvania to earnings of whole line: All in Pennsylvania.</b>				

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

None.

**Expenditures for Operating during the Year.**

Total for maintenance of way, . . . . . **\$3,216 69**

**Miscellaneous.**

Total expenditures for operating the road, . . . . . **\$3,216 69**

**Earnings.**

Passenger transportation, . . . . .	\$835	78
Freight transportation, . . . . .	1,855	12
Mail service, . . . . .	374	24
Express service, . . . . .	None.	
Rents, . . . . .	None.	
All other sources of income, . . . . .	None.	
<b>Total, . . . . .</b>	<b>\$3,065</b>	<b>14</b>
<b>Operating Expenses.</b>		
Total operating expenses, . . . . .	\$3,216	69
Net earnings, . . . . .	3,065	14
<b>Deficit, . . . . .</b>	<b>\$151</b>	<b>55</b>

## General Balance Sheet, January 1, 1879.

DR.			
Construction, . . . . .		\$98,165	14
Equipment, . . . . .		8,875	00
Deficit on bonds, . . . . .		27,275	00
		\$129,315	14
CR.			
Capital stock, . . . . .		\$46,052	33
Funded debt, . . . . .		70,600	00
Unfunded debt, . . . . .		12,762	81
		\$129,315	14

## 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 operating.

## 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 operating.

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? We have paid nothing; but we have obligated to pay \$544 25 to Berlin Car Company, S. A. Philson, president, Berlin, Pa.

## 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? \$374 24, once per day, round trip.

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued, . . . . .	None.
Amount of common stock now outstanding, . . . . .	46,052 33
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 Somerset, } ss:

Personally appeared before me, John O. Stoner, president, and George Johnson, treasurer, of the Buffalo 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. 1878, according to the best of their knowledge and belief.

(Signed,)

JOHN O. STONER, *President.*

GEORGE JOHNSON, *Treasurer.*

Sworn and subscribed before me, this 24th day of January, A. D. 1879.

I. P. PHILSON,

*Justice of the Peace.*

CATASAUQUA AND FOGELSVILLE.

Officers.

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

General offices at Catasauqua, Pa.

<i>Names of Directors.</i>	<i>Residence.</i>
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.
Samuel Dickson, . . . . .	Philadelphia, Pa.
John T. Morris, . . . . .	Philadelphia, Pa.
Charles E. Haven, . . . . .	Philadelphia, Pa.
John Thomas, . . . . .	Hokendauqua, Pa.

## Capital Stock.

Capital stock authorized by law, . . . . .	Unlimited.		
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		
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.

<b>Funded Debt.</b>			
None.			
<b>Floating Debt.</b>			
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$160,000 00		
The amount now of floating debt, . . . . .		\$160,000	00
Total amount now of floating and funded debt, . . . . .		\$160,000	00
Floating debt as per last report, . . . . .	\$161,029 36		
Total cash realized from capital stock and debt, . . . . .		\$586,900	00

## Cost.

Total cost of entire road to date, . . . . .	\$523,185	59
Average of same per mile of road laid, . . . . .	20,927	42
Proportion of same for 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.	
<b>Branches.</b>		
From Trexlertown to terminus, . . . . .	5	5
Aggregate length of main line and branches, . . . . .	25	25
Aggregate length of sidings and other track not above enumerated, . . . . .	8	8
Aggregate length of main line, branches, leased roads, sidings, and other tracks, . . . . .	33	33

## Gauge.

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



**Track.**

Miles of iron rails in use, . . . . .	24.50
Miles of steel rails in use, . . . . .	8.50
Weight of rail per yard, { Iron, . . . . .	50 lbs.
{ Steel, . . . . .	50 lbs.

**Bridges and Trestles erected in Pennsylvania during the Year.**

None erected during year.

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 railroad crosses 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 Pennsylvania branch of Philadelphia and Reading railroad, at Alburdis, 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, . . . . .	32
Number of stations on branches: Passenger, 2; freight, 3, . . . . .	5
Number of stations on leased roads, . . . . .	None.
Number of engine houses and shops in Pennsylvania, 2; total number entire road, . . . . .	2
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, . . . . .	\$15,000 00
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 thirty tons weight, . . .	5	\$14,000 00
Number of locomotives of more than twenty tons weight, . . .	1	14,000 00
Number of first class passenger cars, . . .	8	2,500 00
Number of baggage, mail and express cars, . . .	1	1,000 00
Number of freight cars, } House cars, . . .	2	1,000 00
} Trucks, . . .	25	700 00
Number of coal, ore, and stone cars, . . .	550	350 00

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, . . . . .	490
Number of passengers, all classes, carried in cars, . . . . .	7,183
Number of passengers carried one mile, . . . . .	46,851
Number of passengers carried one mile in Pennsylvania, . . . . .	46,851
Number of tons, of 2,000 lbs., of through freight for the year on main road, . . . . .	36,289.17
Number of tons of freight carried one mile, . . . . .	2,227,349.19
Number of tons of freight carried one mile in Pennsylvania, . . . . .	2,227,349.19
Gross amount of tonnage for the year, (2,000 lbs per ton,) . . . . .	318,192.17
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, . . . . .	No exp. trains.
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	12

Monthly Statement of Passengers, all Classes, Carried in Cars.

November, 1877, . . . . .	614	May, 1878, . . . . .	495
December, 1877, . . . . .	685	June, 1878, . . . . .	483
January, 1878, . . . . .	490	July, 1878, . . . . .	605
February, 1878, . . . . .	555	August, 1878, . . . . .	646
March, 1878, . . . . .	615	September, 1878, . . . . .	620
April, 1878, . . . . .	795	October, 1878, . . . . .	580

The amount of Freight, specifying the quantity in Tons of 2,240 lbs.

Anthracite coal, . . . . .	21,704.18	Agricultural products, . . . . .	879.11
Bituminous coal, . . . . .	8,280.17	Merchandise and manufactures, . . . . .	5,307.15
Petroleum and other oils, None.		Live stock, . . . . .	Don't carry.
Pig iron, . . . . .	18,779	Lumber and slats, . . . . .	2,679.11
Iron and other ores, . . . . .	151,872 $\frac{1}{2}$	Other articles, . . . . .	144.00
Stone and lime, . . . . .	108,344.08		

The rate per Ton (of 2,240 lbs.) per Mile charged for Freight.

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

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
	\$	cts	\$	cts	\$	cts
November, 1877, . . . . .	\$17	75	\$117	66	\$135	41
December, 1877, . . . . .	17	80	172	72	190	52
January, 1878, . . . . .	16	80	171	95	188	75
February, 1878, . . . . .	18	05	121	20	139	25
March, 1878, . . . . .	13	65	155	75	169	40
April, 1878, . . . . .	6.	90	133	15	140	05
May, 1878, . . . . .	12	45	133	73	146	18
June, 1878, . . . . .	13	85	126	86	140	71
July, 1878, . . . . .	14	45	119	64	134	09
August, 1878, . . . . .	12	25	306	50	318	75
September, 1878, . . . . .	12	40	103	44	115	84
October, 1877, . . . . .	15	80	106	13	121	93
<b>Total, . . . . .</b>	<b>\$172</b>	<b>15</b>	<b>\$1,788</b>	<b>73</b>	<b>\$1,940</b>	<b>88</b>

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
	\$	cts	\$	cts	\$	cts
November, 1877, . . . . .	\$2,326	48	\$6,426	50	\$8,752	98
December, 1877, . . . . .	3,374	54	6,701	96	10,076	50
January, 1878, . . . . .	2,329	21	8,400	45	10,729	66
February, 1878, . . . . .	1,229	34	7,430	93	8,660	27
March, 1878, . . . . .	1,878	21	8,770	51	10,648	72
April, 1878, . . . . .	2,185	95	7,701	76	9,887	71
May, 1878, . . . . .	2,723	79	8,234	73	10,958	52
June, 1878, . . . . .	1,665	11	7,126	09	8,791	20
July, 1878, . . . . .	2,018	18	6,265	18	8,283	36
August, 1878, . . . . .	1,587	30	4,561	73	6,149	03
September, 1878, . . . . .	2,648	39	5,146	24	7,794	63
October, 1877, . . . . .	3,333	83	5,848	90	9,182	73
<b>Total, . . . . .</b>	<b>\$27,300</b>	<b>83</b>	<b>\$82,614</b>	<b>98</b>	<b>\$109,915</b>	<b>31</b>

## From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
November, 1877, . . . . .			\$46 19	\$46 19
December, 1877, . . . . .			46 19	46 19
January, 1878, . . . . .			41 04	41 04
February, 1878, . . . . .			45 99	45 99
March, 1878, . . . . .			44 13	44 13
April, 1878, . . . . .			40 48	40 48
May, 1878, . . . . .			44 13	44 13
June, 1878, . . . . .			38 11	38 11
July, 1878, . . . . .			38 11	38 11
August, 1878, . . . . .			38 11	38 11
September, 1878, . . . . .			38 11	38 11
October, 1877, . . . . .			53 16	53 16
<b>Total, . . . . .</b>			<b>\$513 75</b>	<b>\$513 75</b>

Total passenger earnings for the year, . . . . .	\$1,940	88
Total freight earnings for the year, . . . . .	109,915	31
Total earnings from all other sources, . . . . .	513	75
<b>Total earnings for the year, . . . . .</b>	<b>\$112,369</b>	<b>94</b>
Total receipts from all sources on whole length of line, . . . . .	\$112,369	94
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	112,369	94

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

Nothing added during year.

**Expenditures for Operating during the year.****Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$11,417	86
New steel rails, number of tons, 110, . . . . .	4,813	16
All other expenses for maintenance of way, . . . . .	557	54
<b>Total for maintenance of way, . . . . .</b>	<b>\$16,789</b>	<b>56</b>
Cost per mile of road kept in repair, . . . . .	\$671	54
Proportion for Pennsylvania, . . . . .	671	54

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	\$2,381	21
Repairs of passenger, baggage, and mail cars, . . . . .	1,199	00
Repairs of freight cars, . . . . .	2,088	07
All other expenses for maintenance of motive power and cars, . . . . .	544	99
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$6,213</b>	<b>27</b>
Cost per mile of road operated, . . . . .	\$248	53
Proportion for Pennsylvania, . . . . .	248	53

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$2,798	73
Salaries, wages, and incidentals chargeable to freight department,	7,882	69
Fuel—number of tons of coal, 1,735; cost,	5,946	71
Oil and waste,	1,518	97
Taxes,	2,062	20
Amount paid other corporations or individuals for use of all other cars,	2,268	12
General salaries and office expenses, and all other expenses, (except interest,) not included in any of the above items,	5,399	05
<b>Total miscellaneous,</b>	<b>\$27,876</b>	<b>47</b>
Amount per mile of road operated,	\$1,115	05
Proportion for Pennsylvania,	1,115	05
Total expenditures for operating the road,	50,878	30
Total charged to road and equipment,	50,878	30
Expenses per mile of the road operated,	2,035	13
Expenses per mile of single track operated, not including sidings,	2,035	13

Earnings.

Passenger transportation, local,	\$1,768 73	} Total,	\$1,940	88
Passenger transportation, through,	172 15			
Freight transportation, local,	82,614 98	} Total,	109,915	31
Freight transportation, through,	27,300 33			
Rents,			518	75
<b>Total,</b>			<b>\$112,869</b>	<b>94</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings,	\$16,788 56			
Maintenance of motive power and cars,	6,213 27			
Miscellaneous,	27,876 47		50,878	30
<b>Total operating expenses, being 45.27 per cent. of earnings.</b>				
<b>Net earnings,</b>			<b>\$61,491</b>	<b>64</b>
Earnings per mile of road operated,	\$4,494			79
Expenses per mile of road operated,	2,035			13
<b>Net earnings,</b>			<b>61,491</b>	<b>64</b>

General Balance Sheet, January 1, 187-.

<b>DR.</b>			
Construction,		\$658,335	59
Iron, \$3,500; sills, \$2,600; coal, \$4,100; total,		10,200	00
Bills receivable and cash,		69,371	50
		<b>\$737,907</b>	<b>09</b>
<b>CR.</b>			
Capital stock,		\$426,900	00
Unfunded debt,		160,000	00
Sundry accounts,		6,034	52
Profit and loss,		144,972	57
		<b>\$737,907</b>	<b>09</b>

**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 Express, they paying one third of 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 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.

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 material 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.

**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? No mail.

**Stock and Dividends.**

Amount of preferred stock, and rate of preference, and for what issued, . . . . .	None.
Amount of common stock now outstanding, . . . . .	\$426,900 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, . . . . .	8 per cent.

Number and per cent. of dividends, . . . . .	One, 8 per cent.		
Amount paid in dividends, . . . . .		\$34,152	00
Balance for the year, or surplus, . . . . .		\$9,600	00
Surplus at commencement of the year, . . . . .		17,739	64
Total surplus, . . . . .		\$27,339	64
Surplus invested as follows:			
Balance of accounts due company, . . . . .		\$69,371	50
Material, fuel, and stores, . . . . .		10,200	00

Accidents to Persons.

None.

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, 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 September 30, A. D. 1878, according to the best of their knowledge and belief.

(Signed)

JOSHUA HUNT, *President.*

JOHN WILLIAMS, *Treasurer.*

Sworn and subscribed before me, this 18th day of January, A. D. 1879.

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 offices at Philadelphia, Pa.

*Names 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.

## 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, . . . . .	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.

<b>Funded Debt.</b>		
First mortgage bonds, (due 1882, bear interest at 7 per cent., which is payable February and August,) amount, . . . . .	\$30,500	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 1890, 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 amount now of funded debt, . . . . .	\$1,802,350	00
<b>Floating Debt.</b>		
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, . . . . .	\$1,802,350	00

## Cost.

Total cost of entire road to date, . . . . .	\$6,206,668	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
<b>Branches.</b>		
From Summit Station to Silver Brook, length of branch, . . . . .	4½	4½
<b>Leased Roads.</b>		
Philadelphia and Erie Railroad, from } Length of road leased, Milton to Williamsport, . . . . .		27
Aggregate length of main line and branches, . . . . .		98½
Aggregate length of leased roads, . . . . .		27
Aggregate length of sidings and other track not above enumerated, . . . . .		15½
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .		141



Gauge.

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

Track.

Weight of rail per yard, iron, . . . . . 56 and 68 lbs.  
 Number of bridges and trestles on whole line, . . . . . 24  
 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 and freight, . . . . . 23  
 Number of tunnels, 3; aggregate length, . . . . . 2,000 feet.

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.

Land or land damages, . . . . .	\$40	00
Total, . . . . .	\$40	00

General Balance Sheet, January 1, 1879.

DR.			
Construction account, . . . . .	\$6,206,668	08	
	\$6,206,668	08	
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, 1883-1889, . . . . .	185,350	00	
Construction bonds, 1917, . . . . .	62,000	00	
Profit and loss, . . . . .	44,818	08	
	\$6,206,668	08	

Stock and Dividends.

Number and per cent. of dividends: Two 3¼ per cent. 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 999 years, and is worked, controlled, and managed by them, for this year the sum of \$226,000 being paid. Details of working thereof will be in 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, 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. 1878, according to the best of his knowledge and belief.

(Signed,)

M. P. HUTCHINSON,  
*President and Treasurer.*

Affirmed and subscribed before me this twenty-eighth day of January, A. D. 1879.

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.
	Treasurer, . . . . .		

General offices at Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Isaac Hinckley, . . . . .	Philadelphia.
David Woelpper, . . . . .	Chadd's Ford, Del. co., Pa.
Joseph Bringhurst, . . . . .	Wilmington, Del.
Amos Gartside, . . . . .	Chester, Del. co., 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, . . . . .	3,700	
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 6 per cent., which is payable 1st January and 1st July,) amount, . . . . .		\$185,000	00
Total amount now of funded debt, . . . . .		\$185,000	00
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$6,297 67		
Debt incurred for any other purpose, and for what, . . . . .	None.		
The amount now of floating debt, . . . . .		6,297	67
Total amount now of floating and funded debt, . . . . .		\$191,297	67
Funded debt as per last report, . . . . .	\$185,000 00		
Floating debt as per last report, . . . . .	7,000 00	\$192,000	00
Total cash realized from capital stock and debt, . . . . .		\$376,297	67

Cost.

Total cost of entire road to date, . . . . .		\$376,297	67
Average of same per mile of road laid, . . . . .		51,903	12
Proportion of same for Pennsylvania, . . . . .		51,903	12
Average cost of equipment per mile of road operated by company, . . . . .	} Included in the report of 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 Lamokin Junction, Philadelphia, Wilmington and Baltimore Railroad, to West Chester Junction, West Chester and Philadelphia Railroad, . . . . .	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 steel rail in use, . . . . . 7½  
 Weight of rail per yard, (steel,) . . . . . 52½, 55 & 58 lbs.  
 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.**

LOCATION.	Kind.	Whether wood stone or iron.	Length in feet.	When completed.
Chrome Run, . . . . .	Beam, . . . . .	Iron, . . . . .	50	December, 1878.
Temple's Run, . . . . .	Beam, . . . . .	Iron, . . . . .	50	December, 1878.

Number of bridges and trestles on whole line, . . . . . 10  
 Wooden bridges, number of, 4; aggregate length, . . . . . 500 feet.  
 Stone bridges, . . . . . None.  
 Iron bridges, number of, 4; aggregate length, . . . . . 380 feet.  
 Wooden trestles, number of, 2; 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 and freight, . . . . . 8  
 Number of stations on branches: Passenger and freight, . . . . . None.  
 Number of stations on leased roads: Passenger and freight, . . . . . None.  
 Number of engine houses and shops, . . . . . None.  
 Number of wood and water stations on main road, . . . . . 1  
 Number of tunnels, . . . . . None.

How is track laid, and on what foundation? Fish joints, gravel, and sand.

The road is leased to the Philadelphia and Baltimore Central Railroad Company, from January 1, 1868, for 999 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 July and 1st January, to wit: 3 per cent. dividend on \$185,000, amount of its capital stock, and 3 per cent. interest on \$185,000, amount of its bonds, which semi-annual rent amounts to \$11,100.

**Equipment.**

Included in report of lessee.

**General Balance Sheet, January 1, 1879.**

DR.			
Construction, . . . . .		\$376,297	67
Cash, . . . . .		429	00
		\$376,726	67
CR.			
Capital stock, . . . . .		\$185,000	00
Bonds due 1st January, 1903, . . . . .		185,000	00
Advanced by lessee, (for construction purposes,) . . . . .		6,297	67
Dividends unpaid, . . . . .		12	00
Interest on bonds, . . . . .		417	00
		376,726	67

**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, 1878, 6 per cent., . . . . .	\$11,100 00
Paid to sinking fund, . . . . .	None.
Balance for the year, or surplus, . . . . .	None.
Surplus at commencement of the year, . . . . .	None.

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

Personally appeared before me, Samuel M. Felton, president, and Henry Wood, for 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. 1878, according to the best of their knowledge and belief.

(Signed,)

S. M. FELTON, *President.*

H. WOOD, *for Treasurer.*

Affirmed and subscribed before me, this 4th day of January, A. D. 1879.

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 offices at 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 Ashhurse, . . . . .	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, . . . . .	39,550	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, . . . . . No sales.		

### Debt.

Funded Debt.			
Total amount now of funded debt, . . . . .		Nothing.	
Floating Debt.			
The amount now of floating debt, . . . . .		\$195,100	99
Floating debt as per last report, . . . . .		195,100	99

### Cost.

Total cost of entire road to date, . . . . .		\$220,915	21
Average of same per mile of road laid, . . . . . 4.1 miles,		53,881	78
Average of same per mile of track laid, . . . . . 5.9 miles,		37,448	26

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Thurlow to Eddystone, . . . . .	4.1	
Length of single main track, . . . . .	4.1	
Aggregate length of main line, . . . . .	4.1	
Aggregate length of sidings, . . . . .	1.8	
Aggregate length of main line and sidings, . . . . .	5.9	

Gauge.

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

Track.

Miles of iron rail in use, miles of track, . . . . . 5.9  
 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.  
 Number of bridges and trestles on whole line, . . . . . 10  
 Wooden bridges, number of, 3; aggregate length, . . . 380 feet.  
 Iron bridges, number of, 1; aggregate length of, . . . 54 feet.  
 Wooden trestles, number of, 6; aggregate length, . . . 3,564

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, . . . . . 23  
 Number of crossings of highways, over railroad, . . . . None.  
 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, . . . . . \$30,480 00  
 How is track laid and on what foundation. Piling, cross-ties, gravel, and broken stone ballast.

## General Balance Sheet, December 31, 1878.

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
Mortgage, . . . . .		5,840	00
Unfunded debt, . . . . .		195,100	99
Sundry creditors, . . . . .		414	29
		\$249,205	28

## Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$39,550 00

All returns not here given, will be included in the report made by the Philadelphia and Reading Railroad Company, the operators of the road.

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. 1878, according to the best of their knowledge and belief.

(Signed)

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

Sworn and subscribed before me, this 30th day of January, A. D. 1879.

J. Y. HUMPHREY, *Notary Public.*



**CHESTNUT HILL.**

**Officers.**

NAMES.		Residence.	Salary.	
Coffin Colket, . . . . .	President, . . . . .	Philadelpia, . . . . .	\$1,665	11
Wm. W. Stephens, . . . . .	Secretary, . . . . .	Philadelphia, . . . . .	300	00
	Treasurer, . . . . .		\$1,965	11

General office at No. 12 Philadelphia Exchange, Philadelphia, Pa.

*Names of Directors.*

*Residences.*

Coffin Colket, . . . . .	Philadelphia, Pa.
Joseph Patterson, . . . . .	Philadelphia, Pa.
Wm. L. Schaffer, . . . . .	Philadelphia, Pa.
Henry M. Phillips, . . . . .	Philadelphia, Pa.
F. B. Gowen, . . . . .	Philadelphia, Pa.
E. H. Well, . . . . .	Philadelphia, Pa.
H. K. Smith, . . . . .	Philadelphia, Pa.
Wm. 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, . . . . .	96	00

**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 Pennsylvania.	

## Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Germantown to Chestnut Hill, . . . . .	4½	
Length of single main track, . . . . .	4½	
Length of double main track, . . . . .	½	

## Gauge.

What is the gauge of your line? . . . . . 4 ft. 8½ in.

## Track.

Miles of iron rail in use, . . . . . 4½

Weight of rail per yard: Iron, . . . . . 56 lbs.

What is the relative durability, practicability of use, and value, as used on your road? To be answered by the lessees.

Number of bridges and trestles on whole line, . . . . . 4

Wooden bridges, number of, 3; aggregate length, . . . . . 150 feet.

Stone bridges, number of, 1; length, . . . . . 50 feet.

## Crossings.

What regulations govern your employés in regard to crossings? To be answered by lessees.

## Stations.

Number of stations on main road: passenger and freight, . . . . . 8

Number of engine-houses and shops in Pennsylvania, . . . . . 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.

## Equipment.

None.

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 twelve 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.

General Balance Sheet, January 1, 1879.

DR.			
Lots on which depots and station-houses stand, . . . . .		\$4,632	45
Depot building, . . . . .		8,592	49
Station-houses, . . . . .		2,281	04
Road account, . . . . .		105,144	02
Cash, . . . . .		135	00
		\$120,785	00
CR.			
Capital stock, . . . . .		\$120,650	00
Dividends unpaid, . . . . .		135	00
		\$120,785	00

Stock and Dividends.

Number and per cent. of dividends: Four dividends of 3 per cent., each, (12 per cent.,) payable March, June, September, and December, 1878, . . . . .	\$14,478	00
Amount paid in dividends, . . . . .	14,580	00

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

Personally appeared before me, C. fin 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. 1878, according to the best of their knowledge and belief.

(Signed,)

C. COLKET, *President.*

WM. W. STEPHENS, *Treasurer.*

Affirmed and subscribed before me, this 11th day of January, A. D. 1879.

W. W. DOUGHERTY, *Notary Public.*

## CHESTER VALLEY.

## Officers.

NAMES.		Residence.	Salary.
John F. Gilpin, . . . . .	President, . . . . .	Philadelphia, . . .	None.
Wm. H. Holstein, . . . . .	Secretary and Treasurer, . . . . .	Bridgeport, Pa., . .	None.

General Offices at Bridgeport, Montgomery county, Penna.

<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. Pratt McKean, . . . . .	Philadelphia, Pa.
A. E. Borie, . . . . .	Philadelphia, Pa.
Wm. H. Holstein, . . . . .	Bridgeport, 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
Total amount now of funded debt, . . . . .		\$500,000	00
Floating Debt.			
Debt incurred for any other purpose, and for what: Being overdue coupons, . . . . .	\$402,500	00	
The amount now of floating debt, . . . . .		402,000	00
Total amount now of floating and funded debt, . . . . .		902,000	00
Funded debt as per last report, . . . . .	\$500,000	00	
Floating debt as per last report, . . . . .	420,000	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, . . . . .	63,800	30
Proportion of same for Pennsylvania, . . . . .	68,800	30

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penna.
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 road? . . . . . 4 ft. 8½ in.

Track.

Miles of iron rail in use, . . . . . 23½  
 Weight of rail per yard, (iron,) . . . . . 60lbs.

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, 28; aggregate length, . . . . . 1,100 feet.  
 Stone bridges, number of, 26; aggregate length, . . . . . 1,556 feet.  
 Wooden trestles, number of, 4; aggregate length, . . . . . 370 feet.

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, . . . . . 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, and the Chester Valley company receives as its portion, forty-five per cent. of the gross receipts. 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, . . . . . About \$3,000  
 Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . . 3,000  
 How is track laid, and on what foundation? Stone and gravel.

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 December 31, A. D. 1878, according to the best of their knowledge and belief.

(Signed)

JOHN F. GILPIN, *President.*

WM. H. HOLSTEIN, *Treasurer.*

Sworn and subscribed before me, this 6th day of December, A. D. 1878.  
 WASHINGTON H. GILPIN, *Notary Public.*

COLEBROOKDALE.

Officers.

NAMES.		Residence.	Salary.	
Joseph L. Bailey, . . . .	President, . . . . . }	Pine Iron Works P.	Nothing.	
Howard Hancock, . . . .	Secretary, . . . . . }	O., Berks co. Pa.,	\$162	00
John Welch, . . . . .	Treasurer, . . . . . }	Philadelphia, . . . .	202	50

General offices at No. 227 South Fourth street, Philadelphia.

*Names of Directors.*

*Residences.*

D. P. Boyer, . . . . . Boyertown, Berks county, Pa.  
 John C. Smith, . . . . . Pottstown, Montgomery county, Pa.  
 David J. Brown, . . . . . Philadelphia.  
 J. Lowrie Bell, . . . . . Philadelphia.  
 William A. Church, . . . . . Philadelphia.  
 I. V. Williamson, . . . . . Philadelphia.

## Capital Stock.

Capital stock authorized by law, . . . . .	\$500,000	00
Capital stock, amount subscribed, . . . . .	300,000	00
Capital stock paid in by last report, . . . . .	47,215	00
Capital stock, total amount now paid in, . . . . .	297,215	00
Capital stock, number of shares issued, full paid, . . . . .	5,922	
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, . . . . .	\$600,000	00
Total amount now of funded debt, . . . . .	\$600,000	00
Floating Debt.		
The amount now of floating debt, . . . . .	28,872	01
Total amount now of floating and funded debt, . . . . .	\$628,872	01
Funded debt as per last report, . . . . .	\$600,000	00
Floating debt as per last report, . . . . .	28,872	01

## Cost.

Total cost of entire road to date, . . . . .	\$667,471	27
Average of same per mile of road laid, . . . . . 12.8 miles,	52,146	19
Average of same per mile of track laid . . . . . 14.9 miles,	44,796	73

## Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pottstown to Barto, . . . . .	12.8	
Length of single main track, . . . . .	12.8	
Length of double main track, . . . . .	None.	
Aggregate length of main line, . . . . .	12.8	
Aggregate length of sidings, . . . . .	2.1	
Aggregate length of main line and sidings, . . . . .	14.9	

## Gauge.

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

## Track.

Miles of iron rail in use, (miles of track,) . . . . . 14.9  
 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.

Number of bridges and trestles on whole line, . . . . .	14
Wooden bridges, number of, 2; aggregate length, . . . . .	160 feet.
Iron bridges, number of, 1; aggregate length, . . . . .	25 feet.
Wooden trestles, number of, 11; average length, . . . . .	2,206 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, . . . . .	14
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.
Number of crossings at grade at which there are neither gates nor flagmen, . . . . .	14

**Stations.**

Number of stations on main road: Passenger and freight, . . . . .	9
Number of engine-houses and shops in Pennsylvania, . . . . .	1
Number of wood and water stations on main road, . . . . .	1
Value of real estate held by the company, exclusive of roadway, . . . . .	\$14,108 07
How is track laid, and on what foundation? Cross-ties; broken stone ballast.	

**Monthly Earnings for the Year.**

**From Transportation of Freight.**

MONTHS.	Lease account of travel.		Lease account of freight.	
December, 1877, . . . . .	\$191	49	\$337	41
January, 1878, . . . . .	187	39	349	92
February, 1878, . . . . .	179	97	322	34
March, 1878, . . . . .	222	06	354	86
April, 1878, . . . . .	209	99	388	37
May, 1878, . . . . .	187	59	428	58
June, 1878, . . . . .	176	24	358	01
July, 1878, . . . . .	184	19	380	73
August, 1878, . . . . .	245	25	447	43
September, 1878, . . . . .	209	03	404	56
October, 1878, . . . . .	184	64	528	81
November, 1878, . . . . .	176	91	578	62
<b>Total, . . . . .</b>	<b>\$2,354</b>	<b>75</b>	<b>\$4,877</b>	<b>64</b>



From all Other Sources, (lease account.)

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
December, 1877, . . . . .	\$14 68		\$49 64	\$64 32
January, 1878, . . . . .	14 68		39 25	58 93
February, 1878, . . . . .	14 68		30 68	45 36
March, 1878, . . . . .	14 68		44 87	59 55
April, 1878, . . . . .	14 68		35 86	50 04
May, 1878, . . . . .	14 67		33 66	48 33
June, 1878, . . . . .	27 09		38 15	65 24
July, 1878, . . . . .	15 71		38 60	54 31
August, 1878, . . . . .	15 72		34 37	50 09
September, 1878, . . . . .	15 72		39 10	54 82
October, 1878, . . . . .	12 57		32 66	45 23
November, 1878, . . . . .	14 93		50 00	64 93
<b>Total, . . . . .</b>	<b>\$189 81</b>		<b>\$496 34</b>	<b>\$686 15</b>
<b>Total passenger earnings for the year, . . . . .</b>				<b>\$2,354 75</b>
<b>Total freight earnings for the year, . . . . .</b>				<b>4,877 64</b>
<b>Total earnings from all other sources, . . . . .</b>				<b>656 15</b>
<b>Total earnings for the year, . . . . .</b>				<b>\$7,888 54</b>

Earnings, lease account.

Passenger transportation, . . . . .	\$2,354 75
Freight transportation, . . . . .	4,877 64
Mail service, . . . . .	189 81
All other sources of income, . . . . .	466 34
<b>Total, . . . . .</b>	<b>\$7,888 54</b>
<b>Expenses of Corporation.</b>	
Contingent expenses, . . . . .	\$285 62
State tax on capital stock, . . . . .	19 01
Interest on bonded debt, . . . . .	38,000 00
<b>Total expenses, . . . . .</b>	<b>\$36,304 63</b>

General Balance Sheet, November 30, 1878.

DR.		
Railroad, . . . . .	\$616,548	18
Land damages, . . . . .	3,864	25
Real estate, . . . . .	14,108	07
Depots and offices, . . . . .	32,950	82
Cash, . . . . .	1,566	86
Mortgage bonds, . . . . .	13,300	00
Profit and loss, income account, . . . . .	262,096	88
	<b>\$944,435</b>	<b>01</b>
CR.		
Capital stock, . . . . .	\$297,215	00
First mortgage bonds, . . . . .	600,000	00
Unfunded debt, . . . . .	28,872	01
Coupons unpaid, . . . . .	348	00
Coupons due December 1, 1878, . . . . .	18,000	00
	<b>\$944,435</b>	<b>01</b>

Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$297,215 00

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

Date of lease, January 1, 1870, for 20 years.

Terms of lease: Lessees to pay all expenses of operating, and to our company annually, as rental, thirty per cent. of the gross receipts.

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

Personally appeared before me, J. 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. 1878, 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 25th day of January, A. D. 1879.

J. Y. HUMPHREY, *Notary Public.*

CORNING, COWANESQUE AND ANTRIM.

FALL BROOK COAL COMPANY, Lessees.

Officers of the Fall Brook Coal Company.

NAMES.	Residence.	Salary.
George J. Magee, . . . . .	Watkins, N. Y., . . .	None.
John Lang, . . . . .	Watkins, N. Y., . . .	None.
Anton Hardt, . . . . .	Wellsboro', Pa., . . .	None.
A. H. Gorton, . . . . .	Corning, N. Y., . . .	None.
H. A. Horning, . . . . .	General Freight and Ticket Agent, . . . . .	None.
John H. Lang, . . . . .	Corning, N. Y., . . .	None.
	Auditor, . . . . .	None.
	Watkins, N. Y., . . .	None.

General offices at Watkins, Schuyler county, N. Y.

*Names of Directors.*

*Residences.*

Reported by the Corning, Cowanesque and Antrim Railway Company

**Capital Stock.**

Reported by the Corning, Cowanesque and Antrim Railway Company.

**Debt.**

Reported by the Corning, Cowanesque and Antrim Railway Company.

**Cost.**

Reported by the Corning, Cowanesque and Antrim Railway Company.

**Characteristics of Road.**

Reported by the Corning, Cowanesque and Antrim Railway Company.

**Stations.**

Number of stations on main road: Passenger and freight, 13  
 Number of stations on branches: Passenger and freight, 3  
 Number of engine-houses and shops in Pennsylvania, 2;  
 total number entire road, . . . . . 4  
 Number of wood and water stations on main road, . . . . . 9  
 Number of wood and water stations on branches, . . . . . 1  
 Value of real estate held by the company, exclusive of roadway: Re-  
 ported by Corning, Cowanesque and Antrim Railway Company.  
 How is track laid, and on what foundation? On oak and hemlock ties,  
 and ballasted with gravel.

Equipment.	Number.	A v. cost of each.	
Number of locomotives of more than 30 tons weight, . . . . .	17	\$7,000	00
Number of locomotives of more than 20 tons weight, . . . . .	2	6,000	00
Number of first class passenger cars, . . . . .	9	3,500	00
Number of second class passenger cars, . . . . .	2	2,000	00
Number of baggage, mail, and express cars, . . . . .	5	2,000	00
Number of freight cars: house cars, 39; trucks, (gondolas, 82; total, . . . . .	121	395	00
Number of coal cars, four-wheeled, . . . . .	616	219	00
Number of caboose cars, . . . . .	13	389	00

What kind of train brake is in use on your road? Com-  
 mon hand brake, chain and lever.  
 Average number of cars in passenger trains, including bag-  
 gage cars, . . . . . 2  
 Average number of cars in freight trains, . . . . . 30  
 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, . . . . . 290 tons.

**Employees in Railroad Department.**

Average number of persons regularly employed by com-  
 pany, including officials, . . . . . 201  
 Same in Pennsylvania, . . . . . 109

**7 RAILROAD REPORT.**

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	74,213
Number of miles run by freight and coal trains, . . . . .	107,693
Number of through passengers for the year on main road, Corning to Antrim, . . . . .	6,750
Number of passengers (all classes) carried in cars, . . . . .	58,582
Number of passengers carried one mile, . . . . .	910,213
Number of passengers carried one mile in Pennsylvania, . . . . .	711,145
Number of tons of 2,000lbs. of through freight for the year on main road, . . . . .	159,542
Number of tons of freight carried one mile, . . . . .	13,223,940
Number of tons of freight carried one mile in Pennsylvania,	8,866,060
Gross amount of tonnage for the year, (2,000lbs. per ton.)	507,185
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	15
Average rate of speed adopted by express trains, includ- ing 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.**

January, 1878, . . . . .	4,057	July, 1878, . . . . .	5,178
February, 1878, . . . . .	3,434	August, 1878, . . . . .	7,440
March, 1878, . . . . .	4,834	September, 1878, . . . . .	5,804
April, 1878, . . . . .	4,397	October, 1878, . . . . .	4,087
May, 1878, . . . . .	4,698	November, 1878, . . . . .	4,352
June, 1878, . . . . .	4,649	December, 1878, . . . . .	4,562

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

Anthracite coal, . . . . .	1,070	Merchandise and manufactures, . . . . .	17,314
Bituminous coal, . . . . .	459,528	Live stock, . . . . .	28
Pig iron, . . . . .	41	Lumber, . . . . .	22,817
Railroad iron, . . . . .	19	Other articles, . . . . .	790
Stone and lime, . . . . .	810	<b>Total, . . . . .</b>	<b>507,185</b>
Agricultural products, . . . . .	4,773		

**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, . . . . .	6½ cts.
For through coal, per ton per mile, . . . . .	2¾ cts.
Semi-bituminous coal in quantities not less than 100,000 tons per annum, . . . . .	1½ cts.
For local freight per ton per mile, . . . . .	8 cts.
For local coal per ton per mile, . . . . .	4 cts.

## Monthly Earnings for the Year.

## From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1878,					\$2,180	88
February, 1878,					1,789	42
March, 1878,					2,416	04
April, 1878,					2,186	78
May, 1878,					2,479	64
June, 1878,					2,589	24
July, 1878,					2,477	07
August, 1878,					3,967	38
September, 1878,					3,542	26
October, 1878,					2,301	71
November, 1878,					2,497	54
December, 1878,					2,319	76
Total,					\$30,697	67

## For Transportation of Freight.

MONTHS.	Merchandise & Coal Freights.		Motive Power and Car Service.		Total.	
January, 1878,	\$19,218	12	\$5,780	90	\$24,999	02
February, 1878,	16,996	08	6,526	55	23,522	63
March, 1878,	14,516	22	5,316	81	19,833	08
April, 1878,	18,084	52	7,087	17	25,121	69
May, 1878,	20,431	50	7,820	00	28,251	50
June, 1878,	20,163	64	8,220	39	28,384	03
July, 1878,	23,365	98	10,112	19	33,478	17
August, 1878,	22,654	11	9,740	86	32,394	97
September, 1878,	23,049	40	9,274	22	32,323	62
October, 1878,	26,758	95	12,256	66	39,015	61
November, 1878,	26,593	56	14,480	11	41,073	67
December, 1878,	22,330	09	12,007	84	34,337	93
Total,	\$254,112	17	\$180,623	70	\$362,735	87

## From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1878,	\$1,389	87	\$186	00	\$330	91	\$1,906	78
February, 1878,			97	92	6	60	104	52
March, 1878,	264	56	86	57	262	95	614	08
April, 1878,			34	73	540	64	575	37
May, 1878,	814	06	70	84	99	14	984	04
June, 1878,			487	33	33	41	520	74
July, 1878,	962	88	432	88	597	33	1,962	64
August, 1878,			384	58	10	82	394	90
September, 1878,	257	06	875	61	161	52	794	21
October, 1878,			400	25	308	14	708	39
November, 1878,	628	69	398	31	1,053	55	2,080	55
December, 1878,	234	44	329	44	21	23	585	11
Total,	\$4,521	06	\$3,284	46	\$3,425	79	\$11,231	38

Total passenger earnings for the year, . . . . .	\$30,697	67
Total freight earnings for the year, . . . . .	254,112	17
Total earnings motive power and car service, . . . . .	108,623	70
Total earnings from all other sources, . . . . .	11,231	33
<b>Total earnings for the year, . . . . .</b>	<b>\$404,664</b>	<b>87</b>
Total receipts from all sources on whole length of line, . . . . .	\$404,664	87
Proportion of earnings in Pennsylvania to earnings on whole line— $\frac{1}{2}$ on \$296,041 17, . . . . .	225,102	31

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

New locomotives, No. 2, . . . . .	\$15,000	00
New passenger cars, No. 3, . . . . .	9,500	00
New freight cars, No. 51, . . . . .	18,200	00
New machine shops, machinery, and tools, . . . . .	8,500	00
<b>Total, . . . . .</b>	<b>\$51,200</b>	<b>00</b>

#### Expenditures for Operating during the Year.

##### Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$54,166	64
New steel rails, plates, bolts, and nuts, number of tons, 300, . . . . .	13,069	11
Repairs of bridges, . . . . .	2,860	50
Repairs of fences, . . . . .	1,210	30
All other expenses for maintenance of way, altering gauge of road, . . . . .	2,184	67
<b>Total for maintenance of way, . . . . .</b>	<b>\$73,481</b>	<b>22</b>
Cost per mile of road kept in repair, . . . . .	\$1,035	00
Proportion in Pennsylvania, . . . . .	56,925	00

##### Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$20,603	11
Repairs of machinery, . . . . .	3,890	00
Repairs of passenger, baggage, and mail cars, { and altering gauge } Repairs of freight cars, . . . . . { of cars, . . . . . }	40,530	93
All other expenses for maintenance of motive power and cars, alter- ing gauge locomotives, . . . . .	14,254	65
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$79,278</b>	<b>69</b>
Cost per mile of road operated, . . . . .	\$1,116	60
Proportion for Pennsylvania, . . . . .	61,413	00

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . .	\$6,613	49
Salaries, wages, and incidentals chargeable to freight department, . . .	65,829	60
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	2,418	50
Fuel, wood and coal, . . . . .	32,832	72
Oil and waste, used on coal trains, . . . . .	2,925	00
Damages for injuries to persons, . . . . .	30	00
Damages for cattle killed or injured, . . . . .	60	00
Damages for loss of goods and baggage, . . . . .	49	15
Taxes, . . . . .	11,916	74
Telegraph expenses, . . . . .	2,663	90
Amount paid other corporations or individuals for use of all other cars, . . . . .	6,792	72
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . .	6,419	09
<b>Total miscellaneous, . . . . .</b>	<b>\$138,550</b>	<b>91</b>
Amount per mile of road operated, . . . . .	\$1,937	84
Proportion for Pennsylvania, . . . . .	106,553	70
Total expenditures for operating the road, . . . . .	291,310	82
Expenses per mile of the road operated, . . . . .	4,107	00
Expenses per train mile, . . . . .	1	60
Proportion for Pennsylvania, . . . . .	224,891	70

Earnings.

Passenger transportation, local, } Total, . . . . .	\$30,697	67
Passenger transportation, through, } Total, . . . . .	862,735	87
Freight transportation, local, } Total, . . . . .	4,521	08
Freight transportation, through, } Total, . . . . .	3,284	48
Mail service, . . . . .	3,424	79
Express service, . . . . .		
All other sources of income, . . . . .		
<b>Total, . . . . .</b>	<b>\$404,664</b>	<b>87</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$73,481	22
Maintenance of motive power and cars, . . . . .	79,278	69
Miscellaneous, . . . . .	138,550	91
<b>Total operating expenses, being 72 per cent. of earnings, including extraordinary expenses, as stated in foregoing, . . . . .</b>	<b>291,310</b>	<b>82</b>
<b>Net earnings, . . . . .</b>	<b>\$118,354</b>	<b>05</b>
Earnings per mile of road operated, . . . . .	\$5,700	00
Expenses per mile of road operated, . . . . .	4,107	00
Net earnings of road operated, . . . . .	1,593	00

The foregoing figures includes the cost of maintaining and operating the Fall Brook Branch, and the Cowanesque Valley Branch, and the earnings of both of said branches; also, the receipts for motive power and car service furnished the Syracuse, Geneva and Corning railway, and for motive power and car service on coal run from Corning to Watkins, in full trains, over the Erie and Northern Central railway. The wages paid engineers and firemen and brakemen employed in running said trains included in operating expenses.

General Balance Sheet, January 1, 1878.

Reported by the Corning, Cowanesque and Antrim 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.? American; pay first-class rates 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? The general miscellaneous business employing messenger on trains, and freight 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? 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. Not to our knowledge.

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 over each of the other's roads, and coal trains are run likewise, at a stated sum per ton per mile for trackage.

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 paid New York Central and Hudson River Railroad Company, and other railroad companies for car service, at the rate of three fourth cents for eight-wheeled, and three eighth cents for four-wheeled cars per mile run. Amount 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.

**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 the rate of \$54 per mile on main line, and \$46 80 per mile on Cowanesque Valley Branch, up to July 1, 1878, when a reduction was made of five per cent.



Accidents to Persons.

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

Statement of Each Accident.

March 8, 1878. Edward Herrick, was killed one and a half miles south of Lawrenceville depot. He was walking on the track in same direction train was moving. Engineer on the train blew the whistle, and did all in his power to attract his attention, but failed in doing so. The engine struck him in the back, and run over him, mangling his body very badly.

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, the lessees and operators 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. 1878, according to the best of their knowledge and belief.

(Signed)

GEORGE J. MAGEE, *President.*  
 JOHN LANG, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1879.

J. H. LANG, *Commis'r for Penn'a.*

## CORNING, COWANESQUE AND ANTRIM.

## Officers.

NAMES.		Residence.	Salary.
George J. Magee, . . .	President, . . . . .	Watkins, N. Y., . . .	None.
Daniel Beach, . . . .	Secretary and Treasurer,	Watkins, N. Y., . . .	None.

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, . . . . .	Hudson, N. Y.
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, . . . . .	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, . . . . .	88,000	
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
Funded debt as per last report, . . . . .	\$500,000	00	
Floating debt as per last report, . . . . .	121,449	99	

## Cost.

Total cost of entire road to date, . . . . .	\$1,900,000	00
Average of same per mile of road laid, . . . . .	29,687	50
Proportion of same for same Pennsylvania, . . . . .	1,300,000	00
Total cost of entire equipment, . . . . .	500,000	00

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 <sup>38</sup> / <sub>100</sub>
Length of single main track, . . . . .	53	37 <sup>38</sup> / <sub>100</sub>
<b>Branches.</b>		
Cowanquesque Valley Branch, from Lawrenceville to Elkland, . . . . .	11	11
Aggregate length of main line and branches, . . . . .	64	48 <sup>38</sup> / <sub>100</sub>
Aggregate length of sidings and other track not above enumerated, . . . . .	8 <sup>11</sup> / <sub>100</sub>	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	72 <sup>11</sup> / <sub>100</sub>	

Gauge.

What is the gauge of your lines? 4 feet, 8½ inches, and third rail 6 feet gauge in New York.

Track.

Miles of iron rail in use, . . . . . 54 miles.  
 Miles of steel rail in use, . . . . . 10 miles in N.Y.  
 Weight of rail per yard, iron and steel, . . . . . 59 and 62 lbs.  
 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.

Value of real estate held by the company, exclusive of roadway, . . . . . \$41,233 71

How is track laid, and on what foundation? Hard wood and hemlock ties, on road bed of gravel; rail joints are fish-plates.

Earnings.

Reported by lessee.

General Balance Sheet, January 1, 1879.

DR.		
Corning, Cowanquesque and Antrim railway, . . . . .	\$1,963,491	65
Daniel Beach, treasurer, . . . . .	8,530	79
Dividends, . . . . .	695,250	00
Expenses, . . . . .	1,076	06
Rolling stock, . . . . .	500,000	00
	<b>\$3,168,348</b>	<b>50</b>
CR.		
Capital stock, . . . . .	\$1,900,000	00
Railway lease, . . . . .	768,250	00
Interest, . . . . .	98	50
Corning, Cowanquesque and Antrim railway gold bonds, . . . . .	500,000	00
	<b>\$3,168,348</b>	<b>50</b>

**Express Companies.**

Reported by lessee.

**Transportation Companies.**

Reported by lessee.

**Sleeping Cars.**

Reported by lessee.

**U. S. Mail.**

Reported by lessee.

**Stock and Dividends.**

Amount of preferred stock, and rate of preference, and for what issued :  
\$500,000 preferred stock 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, six per cent. on common stock, and twelve per cent. on preferred stock.		
Amount paid in dividends, . . . . .	\$144,000	00

**Accidents to Persons.**

Reported by lessee.

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 states 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)

GEORGE J. MAGEE, *President.*  
DANIEL BEACH, *Treasurer.*

Sworn and subscribed before me this twenty-ninth day of January, A. D. 1879.

L. B. ROBINSON, *Notary Public.*

**CORNWALL.**

**Officers.**

NAMES.		Residence.	Salary.
A. Wilhelm, . . . . .	President, . . . . .	Cornwall, Pa., . . .	\$500 00
J. P. Jackson, . . . . .	Secretary, . . . . .	Cornwall, Pa., . . .	500 00
D. S. Hammond, . . . . .	Treasurer, . . . . .	Lebanon, Pa., . . .	1,200 00

General office at Lebanon, Pa.

*Names of Directors.*

*Residences.*

W. C. Freeman, . . . . .	Cornwall, Pa.
Robert H. Coleman, . . . . .	Cornwall, Pa.
A. Wilhelm, . . . . .	Cornwall, Pa.
J. P. Jackson, . . . . .	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.		

**Cost.**

Total cost of entire road to date, . . . . .	\$351,620	77
Average of same per mile of road laid, . . . . .	43,952	59
Proportion of same for Pennsylvania, . . . . . All.		
Total cost of entire equipment, . . . . .	88,651	84
Average cost of equipment per mile of road operated by company, . . . . .	11,081	48
Proportion of same for Pennsylvania, . . . . . All.		
Cost of road and equipment per mile, . . . . .	55,034	07
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, . . . . .	7 <sup>1</sup> / <sub>10</sub>	All.
Length of single main track, . . . . .	7 <sup>1</sup> / <sub>10</sub>	All.
<b>Branches.</b>		
Union Canal branch from main line to Union canal, . . . . .	802	
North Cornwall Furnace branch, from main line to N. C. furnace, . . . . .	233	
Cornwall Anthracite branch, from main line to C. A. furnace, . . . . .	233	
Bird Coleman Furnace branch, from main line to B. C. furnace, . . . . .	233	
Aggregate length of main line and branches, . . . . .	911	
Aggregate length of sidings and other track not above enumerated, . . . . .	823	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	1234	

Gauge.

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

Track.

Miles of iron rail in use, . . . . . 91<sup>2</sup>/<sub>10</sub>  
 Miles of steel rail in use, . . . . . 21<sup>5</sup>/<sub>10</sub>  
 Weight of rail per yard, { Iron, . . . . . 64 and 68 lbs.  
 { Steel, . . . . . 56, 59, & 60 lbs.

What is the relative durability, practicability of use, and value, as used on your road? Will re-lay with steel rails as fast as the iron rails wear out.

Number of bridges and trestles on whole line, . . . . . 19  
 Wooden bridges, number of, 7; aggregate length, . . . 126½ feet.  
 Stone and brick bridges, number of, 7; aggregate length, . . . 57 feet.  
 Iron bridges, number of, 5; aggregate length, . . . . . 109 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Reading or Lebanon Valley railroad, at Lebanon.

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

What regulations govern your employés in regard to these crossings? Engineers are required to whistle and ring engine bell at a distance of not less than fifty (50) rods from and approaching crossings. 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 crossings.

**Stations.**

Number of stations on main road: Freight, . . . . .	12
Number of stations on branches: Freight, . . . . .	3
Number of engine houses and shops in Pennsylvania, 2 ; total number entire road, . . . . .	2
Number of wood and water stations on main road, . . .	2
Value of real estate held by the company, exclusive of roadway, . . . . .	\$600 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . .	All.
How is track laid, and on what foundation, Broken lime- stone and furnace cinder.	

Equipment.	Number.	Av'ge 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, . . .	2	6,500	00
Number of freight cars: House cars, 1; trucks, 14; total, . . .	15	275	00
Number of coal, ore, and stone cars, . . . . .	150	250	00

What kind of train brake is in use on your road? . . . . .	Fulcrum lever.
Average number of cars in freight trains, . . . . .	70
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	210 tons.

**Employees.**

Average number of persons employed by company, includ- ing officials, . . . . .	31
Same in Pennsylvania, . . . . .	All.

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by freight trains, . . . . .	18,108
Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	273,564 <sup>872</sup> / <sub>2000</sub>
Number of tons of freight carried one mile, . . . . .	1,834,185 <sup>1000</sup> / <sub>3000</sub>
Number of tons of freight carried one mile in Pennsylvania, . . . . .	1,834,185 <sup>1000</sup> / <sub>3000</sub>
Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . .	443,211 <sup>868</sup> / <sub>3000</sub>
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, . . . . . 101,358 <sup>788</sup> / <sub>2000</sub>	Stone and lime, . . . . . 28,127 <sup>138</sup> / <sub>2000</sub>
Bituminous coal, in other articles.	Agricultural products, in other articles.
Petroleum and other oils, in other articles.	Merchandise and manufactures, in other
Pig iron, . . . . . 99,234 <sup>158</sup> / <sub>2000</sub>	articles.
Railroad iron, in other articles.	Live stock, in other articles.
Other iron or castings, in other articles.	Lumber, in other articles.
Iron and other ores, . . . . . 203,832 <sup>441</sup> / <sub>2000</sub>	Other articles, . . . . . 20,658 <sup>568</sup> / <sub>2000</sub>

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

For through freight, per ton per mile, . . . . .	3 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.

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.	
January, 1878, . . . . .			\$7,001	42
February, 1878, . . . . .			6,927	44
March, 1878, . . . . .			8,064	79
April, 1878, . . . . .			7,199	75
May, 1878, . . . . .			8,368	63
June, 1878, . . . . .			6,667	94
July, 1878, . . . . .			5,575	19
August, 1878, . . . . .			6,469	31
September, 1878, . . . . .			7,016	50
October, 1878, . . . . .			8,467	74
November, 1878, . . . . .			8,224	18
December, 1878, . . . . .			7,402	68
Total, . . . . .			\$87,384	32
Total freight earnings for the year, . . . . .			\$87,384	32
Total earnings for the year, . . . . .			\$87,384	32
Proportion of earnings in Pennsylvania to earnings of whole line: All.				

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

New locomotives, number of, 1, . . . . .	\$6,500	00
Any other expenditures chargeable to this account, . . . . .	92	77
Total, . . . . .	\$6,592	77
Proportion for Pennsylvania, . . . . . All.		



**Expenditures for Operating During the Year.**

**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$10,024	19
New steel rails, number of tons, 101,460, . . . . .	4,257	11
Repairs of bridges, . . . . .	202	55
Repairs of buildings and fixtures, . . . . .	43	85
<b>Total for maintenance of way, . . . . .</b>	<b>\$14,527</b>	<b>50</b>
Cost per mile of road kept in repair, including sidings, . . . . .	\$1,146	60
Proportion for Pennsylvania, . . . . . All.		

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	\$578	66
Repairs of freight cars, . . . . .	2,128	21
All other expenses for maintenance of motive power and cars, . . . . .	1,809	33
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$4,511</b>	<b>20</b>
Cost per mile of road operated, including sidings, . . . . .	\$356	04
Proportion for Pennsylvania, . . . . . All.		

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to freight department: In- cluded in cost of maintenance of way and motive power.		
Fuel: Number of tons of coal 1,171 $\frac{1}{2}$ ; cost, . . . . .	\$3,343	25
Oil and waste, . . . . .	363	11
Taxes, . . . . .	3,099	07
General salaries and office expenses, law expenses, and all other ex- penses, (except interest,) not included in any of the above items, . . . . .	3,040	94
<b>Total miscellaneous, . . . . .</b>	<b>\$9,846</b>	<b>37</b>
Amount per mile of road operated, . . . . .	\$777	14
Proportion for Pennsylvania, . . . . . All.		
Total expenditures for operating the road, . . . . .	35,477	84
Total charged to road and equipment, . . . . .	6,592	77
Expenses per mile of road operated, including sidings, . . . . .	2,800	14
Expenses per mile of single track operated, not including sidings, . . . . .	4,749	38
Expenses per train mile, . . . . .	1	41
Proportion for Pennsylvania, . . . . . All.		

**Earnings.**

Freight transportation, local : Included in through, . . . . .	\$87,384	32
Freight transportation, through, . . . . . \$87,384 32		
<b>Total, . . . . .</b>	<b>\$87,384</b>	<b>32</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . . \$14,620 27		
Maintenance of motive power and cars, . . . . . 11,011 20		
Miscellaneous, . . . . . 9,846 37		
	<b>35,477</b>	<b>84</b>
<b>Total operating expenses, \$35,477 84, being 40½ per cent. of earnings.</b>		
<b>Net earnings, . . . . .</b>	<b>51,906</b>	<b>48</b>
<b>Earnings per mile of road operated, not including sidings, . . . . .</b>	<b>11,698</b>	<b>04</b>
<b>Expenses per mille of road operated, not including sidings, . . . . .</b>	<b>4,749</b>	<b>38</b>
<b>Net earnings per mile of road operated, not including sidings, . . . . .</b>	<b>\$6,948</b>	<b>66</b>

**General Balance Sheet, January 1, 1879.**

DR.		
To construction, . . . . .	\$351,620	77
To equipment, . . . . .	88,651	84
To ledger balances, . . . . .	8,025	60
To cash on hand, . . . . .	89,885	35
	<b>\$487,683</b>	<b>56</b>
CR.		
By capital stock, . . . . .	\$300,000	00
By taxes due Commonwealth of Pennsylvania, . . . . .	2,745	24
By ledger balances, . . . . .	1,089	09
By toll account, . . . . .	183,869	23
	<b>\$487,683</b>	<b>56</b>

**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 condition as to rates, use of track, machinery, repairs of cars, &c. ? None.

**Sleeping Cars.**

None.

**U. S. Mail.**

None.

**Stock and Dividends.**

Amount of common stock now outstanding : 6,000 shares.

Rate and date of all cash dividends on stock of original and consolidated companies : January and July, each eight per cent.

Number and per cent. of dividends: Two, each 8 per cent.	
Amount paid in dividends, . . . . .	\$48,000 00

Accidents to Persons.

None.

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

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 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. WILHELM, *President.*

D. S. HAMMOND, *Treasurer.*

Sworn and subscribed before me this twenty-fifth day of January, A. D. 1879.

LEWIS REHR, *Notary Public.*

CUMBERLAND VALLEY.

Officers.

NAMES.		Residence.	Salary.
Thomas B. Kennedy, . . . . .	President, . . . . .	Chambersburg, . . . . .	\$5,400 00
Edward M. Biddle, . . . . .	Secretary and Treas'r, . . . . .	Carlisle, . . . . .	2,430 00
O. N. Lull, . . . . .	Chief Engineer, . . . . .	Chambersburg, . . . . .	2,700 00
J. F. Boyd, . . . . .	Gen'l Superintendent, . . . . .	Chambersburg, . . . . .	3,240 00

*Names of Directors.*

*Residences.*

Thomas B. Kennedy, . . . . .	Chambersburg.
Frederick Watta, . . . . .	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.

8 RAILROAD REPORT.

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 on 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
Third mortgage 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.		
Total amount now of floating and funded debt, . . . . .	\$352,300	00
Funded debt as per last report, . . . . .	352,300	00

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Harrisburg to Potomac river, . . . . .	82 <sup>1</sup> / <sub>10</sub>	68 <sup>1</sup> / <sub>10</sub>
Length of single main track, . . . . .	76 <sup>1</sup> / <sub>10</sub>	62 <sup>1</sup> / <sub>10</sub>
Length of double main track, . . . . .	6 <sup>1</sup> / <sub>10</sub>	6 <sup>1</sup> / <sub>10</sub>
Leased Roads.		
Dillsburg and Mechanicsburg railroad branch, from Dillsburg Junction to Dillsburg, . . . . .	7 <sup>7</sup> / <sub>10</sub>	7 <sup>7</sup> / <sub>10</sub>
Southern Pennsylvania railroad branch, from South Pennsylvania Junction to Richmond ore mines, . . . . .	23 <sup>1</sup> / <sub>10</sub>	23 <sup>1</sup> / <sub>10</sub>
Martinsburg and Potomac railroad branch, from Potomac river to Martinsburg, West Virginia, . . . . .	11 <sup>1</sup> / <sub>10</sub>	11 <sup>1</sup> / <sub>10</sub>
Aggregate length of main line and branches, . . . . .	82 <sup>1</sup> / <sub>10</sub>	68 <sup>1</sup> / <sub>10</sub>
Aggregate length of leased roads, . . . . .	42 <sup>1</sup> / <sub>10</sub>	31
Aggregate length of sidings and other track not above enumerated, . . . . .	13	11 <sup>1</sup> / <sub>10</sub>
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	138	111 <sup>1</sup> / <sub>10</sub>

Gauge.

What is the gauge of your lines? . . . . . 4 feet 9 inches.

## Track.

Miles of iron rail in use, . . . . .		95 $\frac{4}{10}$
Miles of steel rail in use, . . . . .		46 $\frac{8}{10}$
Weight of rail per yard, } Iron, . . . . .	50 and 56 lbs.	
	Steel, . . . . .	56 lbs.

## Bridges and Trestles Erected in Pennsylvania during the Year.

None.

Number of bridges and trestles on whole line, . . . . .	11
Wooden bridges, number of, 2; aggregate length, . . . . .	4,251 feet.
Stone bridges, number of, 4; aggregate length, . . . . .	100 feet.
Iron bridges, number of, 5; aggregate length, . . . . .	1,728 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 junction with Dillsburg branch.

Number of crossings of highways, at grade, in this Commonwealth, . . . . .	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: Usual whistle and bell signals are used at road crossings, and speed reduced through towns.

## Stations.

Number of stations on main road: { Passenger, . . . 26, } { Freight, . . . . 26, }	30
Number of stations on leased roads: { Passenger, . . . 18, } { Freight, . . . . 12, }	18
Number of engine-houses and shops in Pennsylvania, 6; total number entire road, . . . . .	8
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, shops, buildings, &c., . . . . .	\$100,000
How is track laid, and on what foundation? Oak ties; stone ballast.	

Equipment.	Number.	Average cost of each.
Number of locomotives of more than thirty tons weight, . .	4	
Number of locomotives of more than twenty tons weight, . .	14	
Number of locomotives of more than ten tons weight, . . . .	3	
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, . . . . .	5	1,500 00
Number of freight cars: House cars and trucks, . . . . .	164	
Number of coal, ore, and stone cars, . . . . .	109	
Number of caboose cars, . . . . .	3	

What kind of train brake is in use on your road? West-  
inghouse air-brake on passenger equipment.

Average number of cars in passenger trains, including bag- gage cars, . . . . .	3 <sup>2</sup> / <sub>10</sub>
Average number of cars in freight trains, . . . . .	15
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, . . . . .	250 tons.

Employees.

Average number of persons regularly employed by com- pany, 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 branches, . . . . .	188,477
Number of miles run by freight trains on main line and branches, . . . . .	133,018
Number of through passengers for the year on main road,	10,194
Number of passengers (all classes) carried in cars, . . .	325,551
Number of passengers carried one mile, . . . . .	5,416,229
Number of passengers carried one mile in Pennsylvania,	4,995,705
Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	7,117
Number of tons of freight carried one mile, . . . . .	11,014,516
Number of tons of freight carried one mile in Pennsyl- vania, . . . . .	10,617,304
Gross amount of tonnage for the year, (2,000 lbs. per ton.)	318,696
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.

January, 1878, . . . . .	19,802	July, 1878, . . . . .	40,784
February, 1878, . . . . .	18,049	August, 1878, . . . . .	57,600
March, 1878, . . . . .	22,457	September, 1878, . . . . .	25,867
April, 1878, . . . . .	22,392	October, 1878, . . . . .	33,796
May, 1878, . . . . .	23,522	November, 1878, . . . . .	20,137
June, 1878, . . . . .	21,538	December, 1877, . . . . .	19,608

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

Anthracite coal, . . . . .	82,411	Stone and lime, . . . . .	3,326
Bituminous coal and coke, . . . . .	12,669	Agricultural products, . . . . .	58,090
Petroleum and other oils, . . . . .	937	Merchandise and manufactures, . . . . .	60,177
Pig iron, . . . . .	6,012	Live stock, . . . . .	7,624
Railroad iron, . . . . .	4,803	Lumber, . . . . .	32,560
Other iron or castings, . . . . .	2,831	Other articles, . . . . .	2,312
Iron and other ores, . . . . .	44,944		

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, approximate average, per ton per mile, . . . . .	2½ cents.
For through coal, approximate average, per ton per mile, . . . . .	1¾ cents.
For local freight, approximate average, per ton per mile, . . . . .	3 cents.
For local coal, approximate average, per ton per mile, . . . . .	2½ cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
January, 1878, . . . . .			\$11,882	74	
February, 1878, . . . . .			10,422	35	
March, 1878, . . . . .			12,830	65	
April, 1878, . . . . .			12,866	56	
May, 1878, . . . . .			13,814	51	
June, 1878, . . . . .			12,780	35	
July, 1878, . . . . .			16,366	30	
August, 1878, . . . . .			22,427	97	
September, 1878, . . . . .			14,046	11	
October, 1878, . . . . .			17,326	20	
November, 1878, . . . . .			11,804	39	
December, 1878, . . . . .			11,563	69	
Total, . . . . .			\$168,131	82	

## From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .		\$19,921 48	
February, 1878, . . . . .		21,660 01	
March, 1878, . . . . .		28,742 56	
April, 1878, . . . . .		27,134 45	
May, 1878, . . . . .		28,258 26	
June, 1878, . . . . .		22,177 64	
July, 1878, . . . . .		17,886 65	
August, 1878, . . . . .		29,871 82	
September, 1878, . . . . .		28,297 51	
October, 1878, . . . . .		84,779 46	
November, 1878, . . . . .		81,504 49	
December, 1878, . . . . .		29,968 87	
Total, . . . . .		\$320,203 20	

## From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1878, . . . . .	\$701 49	\$714 77	\$388 15	\$1,804 41
February, 1878, . . . . .	701 49	497 68	455 43	1,654 60
March, 1878, . . . . .	920 03	485 28	654 81	2,060 14
April, 1878, . . . . .	725 77	458 14	157 15	1,341 06
May, 1878, . . . . .	725 77	531 16	1,119 08	2,376 01
June, 1878, . . . . .	725 77	503 69	133 95	1,363 41
July, 1878, . . . . .	1,195 24	497 11	508 63	2,195 98
August, 1878, . . . . .	673 05	456 01	183 33	1,292 39
September, 1878, . . . . .	673 05	475 62	143 64	1,292 31
October, 1878, . . . . .	673 05	597 82	176 44	1,447 31
November, 1878, . . . . .	673 05	694 88	195 66	1,563 09
December, 1878, . . . . .	673 04	788 81	3,983 45	5,395 30
Total, . . . . .	\$9,060 82	\$6,700 47	\$8,024 72	\$23,786 01

Total passenger earnings for the year, . . . . .	\$168,131	82
Total freight earnings for the year, . . . . .	320,203	20
Total earnings from all other sources, . . . . .	23,786	01

Total earnings for the year, . . . . . \$512,121 08

Total receipts from all sources on whole length of line, . . . . .	\$512,121	08
Proportion of earning in Pennsylvania to earnings of whole line, . . . . .	405,599	86

## Expenditures for Operating During the Year.

## Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$49,209	76
New steel rails, number of tons, 776, . . . . .	31,716	00
Repairs of bridges, . . . . .	29,819	04
Repairs of buildings and fixtures, . . . . .	2,742	71
All other expenses for maintenance of way, . . . . .	5,744	96
Total for maintenance of way, . . . . .	\$119,032	47
Cost per mile of road kept in repair, . . . . .	925	26
Proportion for Pennsylvania, . . . . .	94,273	74



## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$11,586	37
Repairs of machinery, . . . . .	1,199	36
Repairs of passenger, baggage, and mail cars, . . . . .	5,692	24
Repairs of freight cars, . . . . .	11,649	38
All other expenses for maintenance of motive power and cars, . . . . .	8,869	85
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$38,497</b>	<b>20</b>
Cost per mile of road operated, . . . . .	307	93
Proportion for Pennsylvania, . . . . .	30,489	82

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$33,627	92
Salaries, wages, and incidentals chargeable to freight department, . . . . .	54,923	04
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	2,355	68
Fuel—number of cords of wood, 1,300; cost, . . . . .	6,939	16
Fuel—number of tons of coal, 4,576; cost, . . . . .	15,576	04
Oil and waste, . . . . .	1,343	26
Damages for loss of goods and baggage, . . . . .	109	40
Damages to property by flood of November 27, 1877, . . . . .	23,021	38
Taxes, . . . . .	2,210	98
Insurance, . . . . .	623	25
Telegraph expenses, . . . . .	4,142	65
General salaries and office expenses, law expenses, and all other expenses, (except interest,) not included in any of the above items, . . . . .	10,158	30
<b>Total miscellaneous, . . . . .</b>	<b>\$155,031</b>	<b>06</b>
Amount per mile of road operated, . . . . .	1,240	25
Proportion for Pennsylvania, . . . . .	122,784	75
<b>Total expenditures for operating the road, . . . . .</b>	<b>\$312,560</b>	<b>73</b>
Expenses per mile of the road operated, . . . . .	2,500	48
Expenses per mile of single track operated, not including sidings, . . . . .	2,384	14
Expenses per train mile, . . . . .		97½
Proportion for Pennsylvania, . . . . .	245,748	31

## Earnings.

Passenger transportation, local and through, . . . . .	\$168,131	82
Freight transportation, local and through, . . . . .	320,203	20
Mail service, . . . . .	9,050	82
Express service, . . . . .	6,700	47
Rents, . . . . .	2,182	94
All other sources of income, . . . . .	5,841	78
<b>Total, . . . . .</b>	<b>\$512,121</b>	<b>03</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$119,032	47
Maintenance of motive power and cars, . . . . .	38,497	20
Miscellaneous, . . . . .	155,031	06
<b>Total operating expenses, being 61½ per cent of earnings.</b>	<b>\$312,560</b>	<b>73</b>
<b>Net earnings, . . . . .</b>	<b>\$199,560</b>	<b>30</b>
Earnings per mile of road operated, . . . . .	\$1,096	97
Expenses per mile of road operated, . . . . .	2,500	49
<b>Net earnings, . . . . .</b>	<b>\$1,596</b>	<b>48</b>

## General Balance Sheet, January 1, 1879.

Construction, . . . . .	\$1,886,496	33		
Trustees of contingent fund, . . . . .	576,149	54		
Material on hand, . . . . .	80,934	47		
Balances of accounts, . . . . .	144,949	67		
Cash, 31st December, 1878, . . . . .	61,643	69		
First preferred stock, . . . . .			\$241,900	00
Second preferred stock, . . . . .			243,000	00
Common preferred stock, . . . . .			1,292,950	00
First mortgage bonds, . . . . .			161,000	00
Second mortgage bonds, . . . . .			109,500	00
Common mortgage bonds, . . . . .			81,800	00
Due for dividends, 1st January, 1879, . . . . .			45,352	25
Interest on bonds, . . . . .			1,654	95
Profit and loss, . . . . .			573,016	50
	\$2,750,173	70	\$2,750,173	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, &c.? Adams Express, at a rate per 100 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, &c.? No transportation companies run on the road.

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 preferences in furnishing 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. No discrimination made in charges or facilities.

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 shown.

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 running arrangements with other railroad companies.

## 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 dining-room cars run 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? \$8,546 per annum for transporting mail on main line and branches.

Stock and Dividends.

Number and per cent. of dividends: Four dividends of 2½ per cent. each.				
Amount paid in dividends, . . . . .			\$177,850	00
Paid to sinking fund, . . . . .			31,313	70
Balance for the year, or surplus, . . . . .			12,545	63
Surplus at commencement of the year, . . . . .			560,470	87
Total surplus, . . . . .			573,016	50
Surplus invested as follows:				
Cash and loans, . . . . .			\$61,643	69
Balance of accounts due company, . . . . .			144,949	67
Material, fuel, and stores, . . . . .			80,934	47
Other items: In hands of the trustees of 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, . . . . .						
Employees, . . . . .						
Others, . . . . .			1	1	1	1
Total, . . . . .			1	1	1	1

Statement of Each Accident.

September 27, 1878. Jerre Rhoadoomer, injured by being struck by the engine of mail train east, while attempting to drive across the railroad track in a covered wagon, at the German street crossing, Chambersburg, Pa.

September 10, 1878. Isaac Wilson, (colored,) killed by being run over by a special train east, at Newville station. He was lying across the track in an intoxicated condition. Occurred about ten o'clock, P. M.

STATE OF PENNSYLVANIA, }  
 County of Cumberland, } ss.

Personally appeared before me, Thomas B. Kennedy, Esquire, president, and Edward M. Biddle, Esquire, 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 31st December, A. D. 1878, according to the best of their knowledge and belief.

(Signed,)

THOMAS B. KENNEDY, *President.*

E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me this 14th day of February, A. D. 1879.

JAMES M. ALLEN, *Notary Public.*

DANVILLE AND RIVERSIDE.

Officers.

NAMES.		Residence.	Salary.
Benjamin G. Welch, . . .	President, . . . . .	Riverside, . . . . .	None.
Jabez Wilkes, . . . . .	Secretary, . . . . .	Riverside, . . . . .	None.
Joel S. Bailey, . . . . .	Treasurer, . . . . .	Riverside, . . . . .	None.
O. H. Ostrander, . . . . .	Chief Engineer, . . . . .	Riverside, . . . . .	None.

General offices at Riverside, Pa. Post office address, Danville, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Benjamin G. Welch, post office address, Danville, Pa., . . . . .	Riverside, Pa.
O. H. Ostrander, post office address, Danville, Pa., . . . . .	Riverside, Pa.
Joel S. Bailey, post office address, Danville, Pa., . . . . .	Riverside, Pa.
Jabez Wilkes, post office address, Danville, Pa., . . . . .	Riverside, Pa.
E. J. Curtis, . . . . .	Danville, Pa.
C. W. Woddrop, . . . . .	Philadelphia, Pa.
David Cliffe, . . . . .	Manayunk, 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, amount paid in by last report, . . . . .	3,790	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

Debt.

Floating Debt.			
Debt incurred for any other purpose: For balance of current expenses,		\$107	58
Total amount now of funded debt, . . . . .		\$107	58

Cost.

Total cost of entire road to date, . . . . . \$3,887 58

Gauge.

What is the gauge of your lines? . . . . . To be 4ft. 8½ in.

General Balance Sheet, January 1, 1879.

DR.			
Amount expended on grading, engineering, &c., &c., to date, . . . .	\$330		20
Legal expenses, enrollment fees, interest account, &c., &c., chargeable to cost of road, . . . . .	3,517		38
	\$3,897		58
CR.			
Capital stock, full paid, . . . . .	\$3,000		00
Capital stock, part paid, . . . . .	780		00
Balance due treasurer, . . . . .	107		58
	\$3,897		58

Our railroad is intended to connect the different railroads in the vicinity of Danville with each other and with the manufacturing establishments. Its construction has been delayed by the extreme depression of the business of that place. Some work has been done intended for this company, in the construction of a bridge across the canal, and the purchase of ties and other material, but not having yet been turned over to this company it does not appear in this report. During the last year our application to the courts of Northumberland county for a change of name was granted, and our present corporate name adopted. It is fully expected that further work will be done in a few months, and our company begin to do a part of the work for which it was organized.

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

Personally appeared before me, Benjamin G. Welch, president, and Joel S. Bailey, treasurer, of the Danville and Riverside 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. 1878, according to the best of their knowledge and belief.

(Signed,)

BENJ. G. WELCH, *President.*

J. S. BAILEY, *Treasurer.*

Affirmed and subscribed before me this twenty-fourth day of January, A. D. 1879.

DANIEL LINN, *Justice of the Peace.*

## 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, . . .	None.
Fred. F. Chambers, . . . . .	Secretary, . . . . .	Brooklyn, L. I., . . .	4,000 00
Frederick H. Gibbens, . . . . .	Treasurer, . . . . .	Brooklyn, L. I., . . .	4,500 00
John Brisbin, . . . . .	General Solicitor, . . . . .	Newark, N. J., . . .	10,000 00
James Archibald, . . . . .	Chief Engineer, . . . . .	Scranton, Pa., . . . . .	1,500 00
William T. Hallsted, . . . . .	Gen'l Superintendent, . . . . .	Scranton, Pa., . . . . .	5,000 00

General offices at No. 26 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.
Percy R. Pyne, . . . . .	New York city.
William Walter Phelps, . . . . .	New York city.
Wilson G. Hunt, . . . . .	New York city.
Alfred L. Dennis, . . . . .	New Brunswick, N. J.
William Pyle, . . . . .	New York city.
E. W. Holbrook, . . . . .	New York city.

### Capital Stock.

Capital stock authorized by law, . . . . .	\$26,200,000	00
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, About 52½ per ct.		

Debt.

Funded Debt,		
Lackawanna and Bloomsburg Railroad Company's mortgage bonds, (due April 15, 1880, March 25 and May 15, 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, . . . . .	3,087,000	00
Total amount now of funded debt, . . . . .	\$5,887,100	00
Floating Debt.		
Excess of accounts receivable over accounts payable, . . . . .	\$814,750	31
Total amount now of funded debt, . . . . .	5,887,100	00
Funded debt as per last report, . . . . .	\$3,015,100	00
Floating debt as per last report, less accounts receivable, &c., . . . . .	1,693,169	99
Total cash realized from capital stock and debt, the same being for above \$2,872,000 of consolidated bonds, and premium and interest, . . . . .	4,708,269	99
	2,919,678	56

Cost.

Total cost of entire road to date, . . . . .	\$16,873,486	12
Average of same per mile of road laid, . . . . .	81,318	00
Proportion of same for Pennsylvania, . . . . .	81,318	00
Coal lands, with improvements thereon, and other property, . . . . .	6,038,078	85
Total cost of entire equipment, . . . . .	5,849,338	95
Average cost of equipment per mile of road operated by company, . . . . .	28,189	50
Proportion of same for Pennsylvania, . . . . .	28,189	50
Cost of road and equipment per mile, . . . . .	109,507	50
Proportion of same for Pennsylvania, . . . . .	109,507	50

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line from State line to the Delaware river, . . . . .	115	115
Length of single main track, . . . . .	15½	15½
Length of double main track, . . . . .	99½	99½
Branches.		
Lackawanna and Bloomsburg Branch } Length of branch, . . . . .	80	80
from Scranton to Northumberland, } Length of single track, . . . . .	58	58
} Length of double track, . . . . .	22	22
Winton Branch, from Nay Aug to } Length of branch, . . . . .	7½	7½
Winton, . . . . . } Length of single track, . . . . .	7½	7½
Keyser Valley Branch, from main line } Length of branch, . . . . .	5	5
to Keyser Valley, . . . . . } Length of single track, . . . . .	5	5
Aggregate length of main line and branches, . . . . .	207½	207½
Aggregate length of sidings and other track not above enumerated, . . . . .	74	74
Aggregate length of main line, branches, sidings, and other track, . . . . .	281½	281½

Gauge.

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

Track.

Miles of iron rail in use, . . . . . 5  
 Miles of steel rail in use, . . . . . 206½  
 Weight of rail per yard, { Iron, . . . . . 65 pounds.  
                                   { Steel, . . . . . 60 @ 68 pounds.

What is the relative durability, practicability of use, and value, as used on your road? The average durability of iron rails, two years. Cannot give durability of steel rails. Those that have been in use for thirteen years are still in good condition.

Bridges and Trestles erected in Pennsylvania during the Year.

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.

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, at Scranton; Pennsylvania Coal Company, 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. 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 engine-houses and shops in Pennsylvania, 6 ;	
total number entire road, . . . . .	6
Number of wood and water stations on main road, . . . .	23
Number of wood and water stations on branches, . . . .	13
Value of real estate held by the company, exclusive of roadway, . . . . .	Cannot say.
Number of tunnels, 3; aggregate length, . . . . .	3,540 feet.
How is track laid, and on what foundation: Gravel, stone, and ballast.	

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight, . . . . .	99	\$8,160 00
Number of locomotives of more than 30 tons weight, . . . . .	48	7,500 00
Number of locomotives of more than 20 tons weight, . . . . .	3	5,050 00
Number of first class passenger cars, . . . . .	28	3,600 00
Number of second class passenger cars, . . . . .	4	2,600 00
Number of baggage, mail, and express cars, . . . . .	22	2,100 00
Number of freight cars, { House cars, . . . . . 491 }	1,139	355 00
{ Trucks, . . . . . 648 }		
Number of coal, ore, and stone cars, . . . . .	15,000	175 00
Number of caboose cars, . . . . .	86	380 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, . . . . .	25 to 30
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, . . . . .	440 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, . . . . .	445,792
Number of miles run by freight trains, . . . . .	571,461
Number of miles run by coal trains, . . . . .	1,441,501
Number of through passengers for the year on main road, . . . . .	9,448
Number of passengers (all classes) carried in cars, . . . . .	474,162
Number of passengers carried one mile, . . . . .	9,336,008
Number of passengers carried one mile in Pennsylvania, . . . . .	7,927,206

Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	44,488
Number of tons of freight carried one mile, . . . . .	187,819,897
Number of tons of freight carried one mile in Pennsylvania, . . . . .	18,624,103
Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . .	3,193,531
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	30
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,) . . . . .	10

Monthly Statement of Passengers, all Classes, Carried in Cars.

January, 1878, . . . . .	33,492	July, 1878, . . . . .	54,723
February, 1878, . . . . .	28,726	August, 1878, . . . . .	49,502
March, 1878, . . . . .	35,177	September, 1878, . . . . .	48,647
April, 1878, . . . . .	41,816	October, 1878, . . . . .	44,764
May, 1878, . . . . .	34,489	November, 1878, . . . . .	35,491
June, 1878, . . . . .	34,868	December, 1878, . . . . .	32,467

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

Anthracte coal, . . . . .	2,633,821	Stone and lime, . . . . .	86,678
Bituminous coal, . . . . .	9,723	Agricultural products, . . . . .	139,924
Petroleum and other oils, . . . . .	3,211	Merchandise and manufactures, . . . . .	87,952
Pig iron, . . . . .	27,213	Live stock, . . . . .	1,176
Railroad iron, . . . . .	50,542	Lumber, . . . . .	76,760
Other iron or castings, . . . . .	35,923	Other articles, . . . . .	11,046
Iron and other ores, . . . . .	29,562		

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 lbs.,) per Mile, charged for Freight.

For through freight, . . . . .	1 <sup>9</sup> / <sub>100</sub> cents.
For through coal, . . . . .	1 <sup>9</sup> / <sub>100</sub> cents.
For local freight, . . . . .	3 <sup>1</sup> / <sub>100</sub> cents.
For local coal, . . . . .	1 <sup>9</sup> / <sub>100</sub> cents.

These rates include handling and terminal charges.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	• Through.		Local.		Total.	
January, 1878.	\$1,192	75	\$19,721	01	\$20,913	76
February, 1878.	1,023	31	16,913	59	17,936	90
March, 1878.	1,251	25	20,714	87	21,966	12
April, 1878.	1,676	23	22,672	51	24,348	79
May, 1878.	1,772	17	18,310	09	20,082	26
June, 1878.	1,803	44	18,577	85	20,381	29
July, 1878.	1,946	99	32,223	64	34,170	63
August, 1878.	2,078	84	29,148	97	31,227	81
September, 1878.	1,735	10	28,641	09	30,376	19
October, 1878.	2,397	41	25,559	22	27,956	63
November, 1878.	1,278	90	20,179	42	21,458	32
December, 1878.	1,264	76	20,942	11	22,206	87
Total.	\$19,421	20	\$273,604	37	\$293,025	57

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1878.	\$202,160	89	\$46,809	07	\$248,969	96
February, 1878.	149,018	85	37,159	24	186,178	09
March, 1878.	107,435	95	35,344	72	142,780	67
April, 1878.	127,605	05	32,564	30	160,169	35
May, 1878.	207,405	94	33,437	97	240,843	91
June, 1878.	244,574	02	34,367	66	278,941	68
July, 1878.	260,719	96	48,481	65	309,201	61
August, 1878.	289,262	39	49,977	11	339,239	50
September, 1878.	208,225	99	44,135	01	252,361	00
October, 1878.	277,158	14	52,845	87	330,004	01
November.	312,059	74	54,433	16	366,492	90
December.	225,730	58	48,061	22	273,791	80
Total.	\$2,611,357	50	\$517,616	98	\$3,128,974	48

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous. Chiefly car service.		Total.	
January, 1878.	\$1,564	68	\$2,602	75	\$18,492	74	\$22,660	17
February, 1878.	1,564	68	2,602	75	16,743	16	20,910	59
March, 1878.	1,564	69	2,602	75	10,245	02	14,412	46
April, 1878.	1,564	68	2,602	75	12,373	47	16,540	90
May, 1878.	1,564	69	2,602	75	14,861	66	19,029	10
June, 1878.	1,564	69	2,602	75	20,535	29	24,702	73
July, 1878.	1,475	37	2,602	75	25,788	47	29,864	59
August, 1878.	1,475	38	2,602	75	21,487	03	25,565	16
September, 1878.	1,475	38	2,602	75	18,965	59	23,043	72
October, 1878.	1,475	38	2,602	75	23,201	51	27,279	64
November, 1878.	1,475	38	3,026	61	23,830	58	28,332	57
December, 1878.	1,475	38	2,830	85	20,952	94	25,259	17
Total.	\$18,240	38	\$31,884	96	\$227,475	46	\$277,600	80

Total passenger earnings for the year, . . . . .	\$293,025	57
Total freight earnings for the year, . . . . .	3,128,974	48
Total earnings from all other sources, . . . . .	277,600	80
Total earnings for the year, . . . . .	\$3,699,600	85
Total receipts from all sources on whole length of line, . . . . .	\$3,699,600	85
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	3,699,900	85

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

Land or land damages, . . . . .	\$81	30
New freight and coal cars, number of, 73, . . . . .	11,680	00
Total, . . . . .	\$11,761	30
Proportion for Pennsylvania, . . . . .	\$11,761	30

#### Expenditures for Operating during the Year.

##### Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$190,002	76
New steel rails, number of tons, 1,667, . . . . .	65,949	34
Repairs of bridges, . . . . .	14,377	96
Repairs of buildings and fixtures, . . . . .	26,320	81
Repairs of fences, . . . . .	940	77
Total for maintenance of way, . . . . .	\$297,591	64
Cost per mile of road kept in repair, . . . . .	\$1,434	17
Proportion for Pennsylvania, . . . . .	1,434	17

##### Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$87,106	37
Repairs of machinery, . . . . .	7,703	01
Repairs of passenger, baggage, and mail cars, . . . . .	22,604	23
Repairs of freight cars, . . . . .	137,543	62
All other expenses for maintenance of motive power and cars, . . . . .	21,210	81
Total for maintenance of motive power and cars, . . . . .	\$276,168	04
Cost per mile of road operated, . . . . .	\$1,330	93
Proportion for Pennsylvania, . . . . .	1,330	93

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$87,868	82
Salaries, wages, and incidentals chargeable to freight department,	268,586	65
Wages of switchmen, signal-men, gate-keepers, and watchmen,	19,998	06
Fuel—number of cords of wood, 963; cost,	3,581	30
Fuel—number of tons of coal, 117,255; cost,	167,740	85
Oil and waste,	56,505	10
Damages for injuries to persons,	13,135	18
Damages for cattle killed or injured,	514	29
Damages for loss of goods and baggage,	800	03
Taxes,	80,868	74
Insurance,	3,150	00
Telegraph expenses,	1,686	47
Amount paid other corporations or individuals for use of all other cars,	60,179	96
General salaries and office expenses, law expenses, and all other expenses, (except interest,) not included in any of the above items,	50,746	30
<b>Total miscellaneous,</b>	<b>\$805,359</b>	<b>75</b>
Amount per mile of road operated,	\$3,881	25
Proportion for Pennsylvania,	3,881	25
Total expenditures for operating the road,	1,379,119	43
Total charged to road and equipment,	11,761	30
Expenses per mile of the road operated,	6,646	35
Expenses per mile of single track operated, not including sidings,	4,195	04
Expenses per train mile,	56 <sup>13</sup> / <sub>100</sub>	
Proportion for Pennsylvania,	56 <sup>13</sup> / <sub>100</sub>	

Earnings.

Passenger transportation, local,	273,604 37	} Total,	\$293,025	57
Passenger transportation, through,	19,421 20			
Freight transportation, local,	517,616 98	} Total,	3,128,974	48
Freight transportation, through,	2,611,357 50			
Mail service,			18,240	38
Express service,			31,884	96
Rents,			1,821	30
All other sources of income,			225,654	16
<b>Total,</b>			<b>\$3,699,600</b>	<b>85</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings,	\$297,591 64			
Maintenance of motive power and cars,	278,168 04			
Miscellaneous,	805,359 75			
Total operating expenses, \$1,379,119 43, being 37.3% percent. of earnings,			\$1,379,119	43
Net earnings,			2,320,481	42
Earnings per mile of road operated,			17,829	38
Expenses per mile of road operated,			6,646	35
Net earnings,			11,183	03

The above statement of earnings and expenses does not include the business of the coal department, &c.

## General Balance Sheet, January 1, 1879.

DR.			
Cost of railroad and equipment, . . . . .	\$22,722,825 07		
Cost of coal lands and improvements, . . . . .	5,696,024 69		
Cost of property outside of State, . . . . .	402,054 16		
		\$28,760,903	92
Materials on hand, per inventories &c., . . . . .		898,731	16
Cash and accounts receivable, viz:			
Cash on hand, . . . . .	\$199,712 57		
Coal on hand, . . . . .	387,429 27		
Other people's notes, . . . . .	27,894 60		
Advanced to leased lines, . . . . .	299,083 35		
Advanced on coal to be delivered, . . . . .	465,562 43		
Sundry working accounts, . . . . .	1,631,610 27		
		3,011,292	49
Stocks and bonds valued at, (par value being \$6,313,825,) . . . . .		5,155,655	91
Cost of changing gauge, . . . . .		863 643	71
		\$38,629,767	19
CR.			
Capital stock, . . . . .		\$26,200,000	00
Funded debt, . . . . .		5,887,100	00
Accounts payable, viz:			
Pennsylvania and New Jersey, State taxes, . . . . .	\$203,019 51		
Working accounts and vouchers, . . . . .	434,694 20		
Interest, etc., past due and accrued, . . . . .	141,489 82		
Rentals: { Acrued to December 31, 1878, . . . . .	\$905,859 31		
{ Past due, . . . . .	45,648 29		
	1,041,502 60		
December pay rolls, . . . . .	225,734 92		
Bonds and mortgages, . . . . .	150,101 13		
		2,196,542	18
Surplus: { To December 31, 1877, . . . . .	\$4,305,415 84		
{ Add, gained in 1878, . . . . .	40,709 17		
		4,346,125	01
		\$38,629,767	19

## 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.? The Delaware, Lackawanna and Western Express is run under contract with Robert F. Westcott, he paying a yearly compensation of \$7,800 00.

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, &c.? 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 with no preference.

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, except contracts for trackage 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? About fifteen companies, aggregating in amount, \$15,717 93.

**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 are run belonging to the company.

**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? From July 1, 1878; about \$17,700 per annum.

**Stock and Dividends.**

Amount of common stock now outstanding, . . . . \$26,200,000 00

Balance for the year, or surplus, . . . . .	\$40,709	17
Surplus at commencement of the year, . . . . .	4,305,415	84
Total surplus, . . . . .	\$4,346,125	01
Surplus invested as follows:		
Cash and loans, . . . . .	\$199,712	57
Balance of accounts due company, . . . . .	1,631,610	27
Material, fuel, and stores, . . . . .	838,271	16
Other items: Valuation of stocks and bonds, . . . . .	5,155,655	91

## 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	5	5	5
Others, . . . . .			9	6	9	6
Total, . . . . .			14	11	14	11

## Statement of Each Accident.

January 8, 1878. Michael Connerton; walking on track near Scranton, was run over and killed.

January 12. Thomas Snyder, aged twelve years; jumping from train in motion, fell under cars and was killed.

January 26. Michael McCann; stealing a ride and falling under cars, was killed.

February 20. William Daley, aged twelve; trying to get on train in motion, at Kingston, lost both legs.

February 23. William Edwards, an old man; walking on track, near Kingston, was severely injured.

March 7. Sylvester Hostler, brakeman; coupling cars at Portland, lost his arm.

March 23. Peter H. DeSilva, brakeman; jumping on train in motion, at Bloomsburg, injured his arm.

April 4. Owen Gallagher, brakeman; was run over and killed, at Scranton.

April 16. William Loomis, aged ten; jumping on mine train, had his leg cut off, at Scranton.

May 14. David Jayne, a lunatic; walked in front of train, at Kingston, and was killed.

May 17. L. M. Sleppy, brakeman; injured his shoulders, at Rupert, in coupling train.

May 29. Patrick McLean, laborer; falling between two gravel cars, near Abington, was killed.

May 29. William Gallagher; standing on track, near Scranton, was run over and killed.

June 14. Peter Hanley, on switch engine; was killed in coupling cars, at Scranton.

June 13. James Berry; lost both legs in jumping on train, at Number Six.

September 13. Harrison Kester, laborer; falling between cars, at Bloomsburg, crushed his hand.



October 3. Mary Kelley, of Utica, N. Y.; walking on track, at Bellevue, was killed.

November 8. Moses French; picking coal on track, at Gouldsboro', lost his leg.

November 8. J. B. Cole, brakeman; was slightly injured in switching cars, at Scranton.

November 18. Jacob Brink, laborer; was killed near Paradise tunnel.

November 24. Unknown man; walking on track, near Henryville, was killed.

November 24. Philip Robinson, senior, of Scranton; was found dead on track, between Dunning and Moscow.

November 28. A boy lost his leg in jumping on train in motion, near Kingston.

December 4. A tramp walking on track, near Henryville, was killed..

December 9. James Fanning, laborer; was run over in Scranton yard 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. 1878, according to the best of their knowledge and belief.

(Signed)

SAM. SLOAN, *President.*

FRED'K H. GIBBENS, *Treasurer.*

Sworn and subscribed before me, this 13th day of February, A. D. 1879.

FRED. F. CHAMBERS,

*Commissioner for State of Pennsylvania in New York.*

DELAWARE WESTERN.

Officers.

NAMES.		Residence.	Salary.
William M. Canby, . . .	President, . . . . .	Wilmington, Del., .	1,400 00
J. C. Farra, . . . . .	Secretary, . . . . .	Wilmington, Del., .	700 00
David Connell, . . . . .	Treasurer, . . . . .	Wilmington, Del., .	1,200 00
	Gen'l Superintendent,		

General offices at Wilmington, Delaware.

<i>Names of Directors.</i>	<i>Residences.</i>
William M. Canby, . . . . .	Wilmington, Delaware.
William Canby, . . . . .	Wilmington, Delaware.
James L. De Vou, . . . . .	Wilmington, Delaware.
Washington Jones, . . . . .	Wilmington, Delaware.
Henry C. Robinson, . . . . .	Wilmington, Delaware.
Lewis Thompson, . . . . .	Wilmington, Delaware.
Edward Betts, . . . . .	Wilmington, Delaware.

**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 paid in by last report, . . . . .	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

**Cost.**

(From accounts of Wilmington and Western railroad.)

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	52
Total cost of entire equipment, . . . . .	74,617	32
Average cost of equipment per mile of road operated by company, . . . . .	8,070	67
Proportion of same for Pennsylvania, . . . . .	7,400	31
Cost of road and equipment per mile, . . . . .	83,614	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 Landenburg, Pa.,	20	2.39
Length of single main track, . . . . .	20	2.39
Aggregate length of main line and branches, . . . . .	20	2.39
Aggregate length of sidings and other track not above enumerated, . . . . .	4.55	.02
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	24.55	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, . . . . .	.25

Weight of rail per yard, { Iron, . . . . . 56 lbs.  
 { Steel, . . . . . 56 lbs.

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.**

Number of bridges and trestles on whole line, . . . . . 19  
 Wooden bridges, number of, 11; aggregate length, . . . . . 2,061 feet.  
 Iron bridges, number of, 5; aggregate length, . . . . . 120 feet.  
 Wooden trestles, number of, 3; aggregate length, . . . . . 1,200 feet

**Crossings.**

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 there are neither gates nor flagmen, . . . . . 4

What regulations govern your employés in regard to these crossings?

**RULE 4. CONDUCTORS AND ENGINEERS.**—Enginemen must always sound the whistle not less than six seconds on 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 engine-houses and shops in Pennsylvania 1;  
 total number entire road, . . . . . 2  
 Number of wood and water stations on main road, . . . . . 2  
 Value of real estate held by the company, exclusive of roadway, . . . . . \$4,990 32

How is track laid and on what foundation? On cross-ties, resting on dirt and gravel.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than twenty tons weight, . . . . .	2	\$10,375 00
Number of locomotives of more than ten tons weight, . . . . .	1	2,305 00
Number of first class passenger cars, . . . . .	3	4,625 00
Number of baggage, mail, and express cars, . . . . .	2	3,925 00
Number of freight cars, { House cars, 10, } { Trucks, . 20, }	30	777 00

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, . . . . . 12

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, } Number of miles run by freight trains, } Number of miles run by coal trains, . . }	Mixed trains,	28,940
Number of through passengers for the year on main road,		7,105
Number of passengers (all classes) carried in cars, . . .		24,957
Number of passengers carried one mile, . . . . .		331,357
Number of passengers carried one mile in Pennsylvania, .		18,985
Number of tons, of 2,000 lbs., of through freight for the year on main road, . . . . .		60,785
Number of tons of freight carried one mile, . . . . .		1,477,936
Number of tons of freight carried one mile in Pennsylvania, . . . . .		166,024
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .		81,622
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .		18
Average rate of speed adopted by freight trains, including stops, . . . . .		12

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

January, 1878, . . . . .	1,283	July, 1878, . . . . .	2,686
February, 1878, . . . . .	1,812½	August, 1878, . . . . .	2,800½
March, 1878, . . . . .	1,485	September, 1878, . . . . .	2,686
April, 1878, . . . . .	2,008	October, 1878, . . . . .	2,425
May, 1878, . . . . .	1,817½	November, 1878, . . . . .	1,683
June, 1878, . . . . .	1,897½	December, 1878, . . . . .	2,373

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

Anthracite coal, . . . . .	2,908	Stone and lime, . . . . .	1,625
Bituminous coal, . . . . .	49,427	Agricultural products, . . . . .	1,169
Petroleum and other oils, . . . . .	121	Merchandise and manufactures, . . . . .	7,027
Pig iron, . . . . .	176	Live stock, . . . . .	8
Other iron or castings, . . . . .	4,238	Lumber, . . . . .	3,834
Kaolin, . . . . .	10,762	Other articles, . . . . .	327

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

For first class through passengers, . . . . .	2½ cents.
For first class way passengers, . . . . .	3¼ cents.

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

For through freight per ton per mile, prox. average, . . . . .	.024 cents.
For through coal per ton per mile, prox. average, . . . . .	.015 cents.



Total passenger earnings for the year, . . . . .	\$9,170	42
Total freight earnings for the year, . . . . .	31,995	76
Total earnings from all other sources, . . . . .	2,125	18
Total earnings for the year, . . . . .	\$43,291	36
Total receipts from all sources on whole length of line, . . . . .	\$43,291	36
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	5,173	32

**Expenditures charged to Cost of Road and Equipment during the Year.**

Land or land damages, . . . . .	\$247	30
Any other expenditures chargeable to this account, . . . . .	1,809	93
Total, . . . . .	\$2,057	23
Proportion for Pennsylvania, . . . . .	\$245	84

**Expenditures for Operating during the Year.**

**Cost of Maintenance of Way and Buildings.**

New steel rails, number of tons, 20, . . . . .		
Repairs of buildings and fixtures, . . . . .	\$329	54
Expenses for maintenance of way, . . . . .	11,418	96
Total for maintenance of way, . . . . .	\$11,748	50
Cost per mile of road kept in repair, . . . . .	587	43
Proportion for Pennsylvania, . . . . .	1,403	95

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	\$520	10
Repairs of machinery, . . . . .	163	53
Repairs of passenger, baggage, mail, and freight cars, . . . . .	954	02
Total for maintenance of motive power and cars, . . . . .	1,637	95
Cost per mile of road operated, . . . . .	81	69
Proportion for Pennsylvania, . . . . .	195	73

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger and freight department, . . . . .	\$9,626	34
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	2,115	00
Fuel—wood and coal, . . . . .	3,254	81
Oil and waste, . . . . .	463	06
Taxes, . . . . .	514	03
Insurance, . . . . .	304	37
General salaries and office expenses, law expenses, and all other expenses, (except interest,) not included in any of the above items, . . . . .	5,123	32
Total miscellaneous, . . . . .	\$21,401	53
Amount per mile of road operated, . . . . .	1,070	06
Proportion for Pennsylvania, . . . . .	2,557	48
Total expenditures for operating the road, . . . . .	34,787	96
Total charged to road and equipment, . . . . .	2,057	23
Expenses per mile of the road operated, . . . . .	1,739	40
Expenses per mile of single track operated, not including sidings, . . . . .	1,739	40
Expenses per train mile, . . . . .	1	20
Proportion for Pennsylvania, . . . . .	4,157	16

**Earnings.**

Passenger transportation, local and through, . . . . .	\$9,170	42
Freight transportation, local and through, . . . . .	31,995	76
Mail service, . . . . .	771	20
All other sources of income, . . . . .	1,358	98
<b>Total, . . . . .</b>	<b>\$48,291</b>	<b>86</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$11,748 50	
Maintenance of motive power and cars, . . . . .	1,637 95	
Miscellaneous, . . . . .	21,401 58	
<b>Total operating expenses, \$34,787 98, being 80 per cent. of earnings,</b>	<b>\$34,787</b>	<b>98</b>
<b>Net earnings, . . . . .</b>	<b>\$8,508</b>	<b>88</b>
<b>Earnings per mile of road operated, . . . . .</b>	<b>\$2,184</b>	<b>57</b>
<b>Expenses per mile of road operated, . . . . .</b>	<b>1,739</b>	<b>40</b>
<b>Net earnings, . . . . .</b>	<b>425</b>	<b>17</b>

**General Balance Sheet, January 1, 1879.**

<b>DR.</b>		
Property account, . . . . .	\$269,584	50
Due from agents and connecting lines, . . . . .	16,114	23
Cash, . . . . .	4,507	01
	<b>\$290,205</b>	<b>74</b>
<b>CR.</b>		
Capital stock, . . . . .	\$248,400	00
Due connecting lines and accounts current, . . . . .	17,153	44
Profit and loss, . . . . .	24,652	30
	<b>\$290,205</b>	<b>74</b>

**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.

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 no running arrangements with other companies.

**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? \$751 41 per annum ; one trip, six days per week.

Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$248,400 00  
 Rate and date of all cash dividends on stock of original and consolidated companies. September 10, 1878. One per cent.

Number and per cent. of dividends, . . . . . One 1 per cent.	
Amount paid in dividends, . . . . .	\$2,484 00

Accidents to Persons.

None.

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, A. D. 1878, 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, A. D. 1879.

Witness my hand and seal of office.

SAMUEL A. MACALLISTER,  
*Commissioner for Pennsylvania, residing at Wilmington, Delaware.*



**DILLSBURG AND MECHANICSBURG.**

**Officers.**

NAMES.		Residence.	Salary.
Frederick Watts, . . . . .	President, . . . . .	Carlisle, Pa., . . . . .	None.
Edward M. Biddle, . . . . .	Secretary and Treas'r,	Carlisle, Pa., . . . . .	None.

General offices at Carlisle, Pa.

*Names of Directors.*

*Residences.*

Frederick Watts, . . . . .	Carlisle, Pa.
Edward M. Biddle, . . . . .	Carlisle, Pa.
Henry G. Moer, . . . . .	Mechanicsburg, Pa.
Thomas B. Bryson, . . . . .	Mechanicsburg, Pa.
Doctor James M. Shearer, . . . . .	Dillsburg, Pa.
Christian Bender, . . . . .	Dillsburg, Pa.
Henry McCormtek, . . . . .	Harrisburg, Pa.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$350,000	00
Capital stock, amount subscribed, . . . . .	63,000	00
Capital stock paid in by last report, . . . . .	48,626	74
Capital stock, total amount now paid in, . . . . .	52,471	22
Capital stock, par value of each share, . . . . .	50	00
Capital stock, average market value during the year, . . . . .	15	00

**Debt.**

<b>Funded Debt.</b>		
First mortgage bonds, (due 1st August, 1895, bear interest at 6 per cent., which is payable semi-annually,) amount, . . . . .	\$100,000	00
Total amount now of funded debt, . . . . .	\$100,000	00
<b>Floating Debt.</b>		
The amount now of floating debt, including interest to 1st Oct., 1877, . . . . .	37,589	31
Total amount now of floating and funded debt, . . . . .	\$137,589	31
Funded debt as per last report, . . . . .	\$100,000	00

**Characteristics of Road.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line from Dillsburg to Mechanicsburg, . . . . .	8	

Gauge.

What is the gauge of your lines? . . . . . 4 feet, 9 inches.

Track.

Miles of iron rail in use, . . . . . 8  
 Weight of rail per yard, (iron,) . . . . . 56 lbs.  
 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 miles north of Dillsburg.

Stations.

Number of stations on main road, (passenger,) . . . . . 2  
 Value of real estate held by the company, exclusive of road-way, in Pennsylvania, . . . . . \$3,100

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

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.

Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$52,471 22

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

Personally appeared before me, Frederick Watts, Esquire, president, and Edward M. Biddle, Esquire, 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 31st December, A. D. 1878, according to the best of their knowledge and belief.

(Signed,)

FREDERICK WATTS, *President.*  
 E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me, this 14th day of February, A. D. 1879.

J. M. ALLEN, *Notary Public.*

**DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH.**

**Officers.**

NAMES.		Residence.	Salary.
Edwin D. Worcester,	President, . . . . .	Albany, N. Y., . .	Nothing.
Joseph Harker, . . .	Secretary, . . . . .	New York, . . . .	Nothing.
William M. Lester, . .	Auditor and Treas. for lessee,	Dunkirk, N. Y., . .	\$2,160 00
Oscar W. Johnson, . .	General Solicitor, . . . . .	Fredonia, N. Y., .	1,350 00
Darwin Thayer, . . .	General Superintendent, . .	Dunkirk, N. Y., . .	2,700 00

<i>Names of Directors.</i>	<i>Residence.</i>
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.
Rasselas Brown, . . . . .	Warren, Pa.
Stephen M. Newton, . . . . .	Dunkirk, N. Y.
David H. Mitchell, . . . . .	Titusville, Pa.
One vacancy.	

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$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, . . . . .	13,000	
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, . . . . .	No sales.	

Debt.

Funded Debt.			
First mortgage bonds, (due June 1, 1890, bear interest at seven per cent., which is payable semi-annually in gold,) amount, . . . . .		\$2,000,000	00
Second mortgage bonds, (due October 1, 1890, bear interest at seven per cent., which is payable semi-annually in currency,) amount, . . . . .		1,000,000	00
Third mortgage bonds, (due October 1, 1890, bear interest at seven per cent., which is payable semi-annually in currency,) 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, . . . . .	8,116	02	
The amount now of floating debt, . . . . .		188,522	89
Total amount now of floating and funded debt, . . . . .		\$3,388,522	89
Funded debt as per last report, . . . . .	\$3,200,000	00	
Floating debt as per last report, . . . . .	182,295	79	

Cost.

Total cost of entire road to date, . . . . .	\$4,548,697	99
Average of same per mile of road laid, . . . . .	50,206	38
Proportion of same for Pennsylvania, . . . . .	2,424,968	15
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, . . . . .	140,070	00
Cost of road and equipment per mile, . . . . .	53,106	38
Proportion of same for Pennsylvania, . . . . .	2,565,038	15

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
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
Aggregate length of main line and branches, (laid,) . . . . .	90.6	48.3
Aggregate length of sidings and other track not above enumerated, . . . . .	11.5	3.
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	102.1	51.3

Gauge.

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

Track.

Miles of iron rail in use, . . . . . 78.7  
 Miles of steel rail in use, . . . . . 23.4

Weight of rail per yard, { Iron, . . . . . 56 and 60  
 { Steel, . . . . . 60

What is the relative durability, practicability of use, and value, as used on your road? Steel vastly more durable. Have not sufficient experience to accurately estimate relative durability.

**Bridges and Trestles erected in Pennsylvania during the year.**

LOCATION.	Kind.	Whether wood stone or iron.	Length in feet.	When completed.
North Warren, . . . . .	Howe Truss,	Wood, . . . . .	84	July, 1878, . . .
Russellburg, . . . . .	Howe Truss,	Iron, . . . . .	108	August, 1878, . .

Number of bridges and trestles on whole line, . . . . . 36  
 Wooden bridges, number of, 22; aggregate length, . . . . . 1,673 feet.  
 Stone bridges, number of, 1; aggregate length, . . . . . 8 feet.  
 Iron bridges, number of, 4; aggregate length of, . . . . . 485 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, . . . . . \$50,000 00  
 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.	Average cost of each.
Number of locomotives of more than thirty-eight tons weight,	1	\$12,500
Number of locomotives of more than thirty tons weight, . . .	11	12,500
Number of first class passenger cars, . . . . .	6	5,000
Number of pay cars, . . . . .	1	2,000
Number of second class passenger cars, . . . . .	2	3,000
Number of baggage, mail, and express cars, . . . . .	2	2,500
Number of hermaphrodite cars, . . . . .	2	3,000
Number of freight cars, { House cars, 33, } { Trucks, 55, }	88	500

What kind of train brake is in use on your road? Chain and wheel on freight, and Westinghouse air brake on passenger trains.

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, . . . . .	240 tons.

#### Employees.

Average number of persons regularly employed by company, including officials, . . . . .	440
Same in Pennsylvania, . . . . .	240

#### Doings of the Year.

##### Transportation and Total Miles Run.

Number of miles run by passenger trains, . . . . .	122,507
Number of miles run by freight trains, . . . . .	286,081
Number of through passengers for the year on main road, . . . . .	5,862
Number of passengers, all classes, carried in cars, . . . . .	118,100
Number of passengers carried one mile, . . . . .	2,503,828
Number of passengers carried one mile in Pennsylvania, . . . . .	1,001,531
Number of tons, of 2,000 lbs., of through freight for the year on main road, . . . . .	259,900
Number of tons of freight carried one mile, . . . . .	20,125,653
Number of tons of freight carried one mile in Pennsylvania, . . . . .	8,914,013
Gross amount of tonnage for the year, (2,000 lbs per ton.) . . . . .	330,673
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, 1877, . . . . .	10,260	May, 1878, . . . . .	8,499
November, 1877, . . . . .	9,800	June, 1878, . . . . .	11,070
December, 1877, . . . . .	9,245	July, 1878, . . . . .	13,411
January, 1878, . . . . .	7,001	August, 1878, . . . . .	14,500
February, 1878, . . . . .	6,060	September, 1878, . . . . .	11,509
March, 1878, . . . . .	8,342		
April, 1878, . . . . .	8,403	Total, . . . . .	118,100

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

Anthracite coal, . . . . .	6,801	Merchandise and manufactures, . . . . .	10,306
Bituminous coal, . . . . .	64,600	Live stock, . . . . .	872
Petroleum and other oils, . . . . .	162,168	Lumber, . . . . .	8,822
Railroad iron, . . . . .	162	Other articles, . . . . .	63,475
Other iron or castings, . . . . .	1,278		
Stone and lime, . . . . .	2,449	Total, . . . . .	\$330,673
Agricultural products, . . . . .	9,740		

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 lbs.) 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.	
	Dollars	Cents	Dollars	Cents	Dollars	Cents
October, 1877, . . . . .	\$1,360	05	\$4,081	96	\$5,442	01
November, 1877, . . . . .	1,288	26	3,849	81	5,133	07
December, 1877, . . . . .	1,204	41	3,613	23	4,817	64
January, 1878, . . . . .	908	69	2,728	07	3,634	76
February, 1878, . . . . .	826	95	2,480	86	3,307	81
March, 1878, . . . . .	1,123	49	3,370	49	4,493	98
April, 1878, . . . . .	1,090	71	3,351	56	4,442	27
May, 1878, . . . . .	1,101	28	3,397	23	4,498	51
June, 1878, . . . . .	1,418	99	4,445	71	5,859	70
July, 1878, . . . . .	1,750	91	5,318	74	7,064	65
August, 1878, . . . . .	1,900	01	5,731	69	7,631	70
September, 1878, . . . . .	1,600	32	4,669	31	6,269	63
Total, . . . . .	\$15,564	07	\$47,031	66	\$62,595	73

## From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
October, 1877, . . . . .	\$10,922	00	\$16,383	46	\$27,305	46
November, 1877, . . . . .	10,048	60	16,816	21	26,869	81
December, 1877, . . . . .	4,026	80	10,540	53	14,567	33
January, 1878, . . . . .	8,282	00	12,423	84	20,705	34
February, 1878, . . . . .	7,832	01	14,680	76	22,512	77
March, 1878, . . . . .	3,705	20	11,047	69	14,752	89
April, 1878, . . . . .	7,603	20	13,605	00	21,208	20
May, 1878, . . . . .	6,500	39	14,214	36	20,714	75
June, 1878, . . . . .	8,141	26	10,651	39	18,792	65
July, 1878, . . . . .	5,809	92	11,204	28	17,014	20
August, 1878, . . . . .	7,600	00	11,546	81	19,146	81
September, 1878, . . . . .	2,948	37	10,569	05	13,517	42
Total, . . . . .	\$83,414	75	\$153,682	88	\$237,097	63

## From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous & material sold.		Total.	
October, 1877, . . . . .	\$389	71	\$134	16	\$273	13	\$797	00
November, 1877, . . . . .	389	70	117	93	228	23	733	91
December, 1877, . . . . .	389	71	115	66	5,505	90	6,011	27
January, 1878, . . . . .	389	71	61	99	281	81	733	51
February, 1878, . . . . .	389	71	81	94	42	23	513	88
March, 1878, . . . . .	389	70	115	83	269	68	775	21
April, 1878, . . . . .	389	71	161	94	288	36	840	01
May, 1878, . . . . .	389	71	136	55	2,120	43	2,646	69
June, 1878, . . . . .	389	70	317	62	3,957	40	4,664	72
July, 1878, . . . . .	389	71	289	18	3,383	04	4,061	93
August, 1878, . . . . .	389	71	152	11	2,719	20	3,261	02
September, 1878, . . . . .	331	25	155	08	6,559	34	7,046	67
Total, . . . . .	\$4,618	03	\$1,839	99	\$25,626	80	\$32,084	82

Total passenger earnings for the year, . . . . .	\$62,595	73
Total freight earnings for the year, . . . . .	237,097	63
Total earnings from all other sources, . . . . .	32,084	82
Total receipts from all sources on whole length of line, . . . . .	\$331,778	18
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	176,875	08

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

Extension or alteration of road, . . . . .	\$7,187	32
Total, . . . . .	\$7,187	32
Proportion for Pennsylvania, . . . . .	\$3,831	65



**Expenditures for Operating during the year.**

**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$98,252	61
New steel rails, number of tons, 860, . . . . .	36,841	38
Repairs of bridges, . . . . .	4,895	89
Repairs of buildings and fixtures, . . . . .	86	26
Repairs of fences, . . . . .	489	09
All other expenses for maintenance of way, . . . . .	681	60
<b>Total for maintenance of way, . . . . .</b>	<b>\$136,246</b>	<b>83</b>
Cost per mile of road kept in repair, . . . . .	1,503	82
Proportion for Pennsylvania, . . . . .	72,634	50

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	\$14,945	04
Repairs of machinery, . . . . .	399	98
Repairs of passenger, baggage, and mail cars, . . . . .	4,618	14
Repairs of freight cars, . . . . .	10,781	81
All other expenses for maintenance of motive power and cars, . . . . .	2,093	58
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$32,839</b>	<b>10</b>
Cost per mile of road operated, . . . . .	362	46
Proportion for Pennsylvania, . . . . .	17,506	81

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$21,971	07
Salaries, wages, and incidentals chargeable to freight department, . . . . .	65,823	04
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	3,857	28
Fuel—number of cords of wood, 1,502; cost, . . . . .	3,005	00
Fuel—number of tons of coal, 13,215; cost, . . . . .	27,429	55
Oil and waste, . . . . .	4,328	09
Damages for injuries to persons, . . . . .	863	50
Damages for cattle killed or injured, . . . . .	909	95
Damages for loss of goods and baggage, . . . . .	954	92
Taxes, . . . . .	10,766	45
Insurance, . . . . .	500	00
Amount paid other corporations or individuals for use of all other cars, . . . . .	13,662	99
General salaries and office expenses, and all other expenses, (except interest,) not included in any of the above items, . . . . .	9,265	70
<b>Total miscellaneous, . . . . .</b>	<b>\$168,337</b>	<b>54</b>
Amount per mile of road operated, . . . . .	\$1,802	84
Proportion for Pennsylvania, . . . . .	87,075	24
Total expenditures for operating the road, . . . . .	332,423	47
Expenses per mile of the road operated, . . . . .	3,669	13
Expenses per train mile, . . . . .		81
Proportion for Pennsylvania, . . . . .	177,218	48

## Earnings.

Passenger transportation, local, . . . . .	\$47,031 66	} Total,	\$82,595	72
Passenger transportation, through, . . . . .	15,564 07			
Freight transportation, local, . . . . .	153,682 88	} Total,	237,097	63
Freight transportation, through, . . . . .	83,414 75			
Mail service, . . . . .			4,618	63
Express service, . . . . .			1,839	99
All other sources of income: Sale of material, . . . . .			25,626	80
Total, . . . . .			\$331,778	18
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .			\$136,246	83
Maintenance of motive power and cars, . . . . .			32,839	10
Miscellaneous, . . . . .			163,337	54
Total operating expenses, being . . . per cent. of earnings, . . . . .			\$332,423	47
Deficit, . . . . .			\$645	29
Earnings per mile of road operated, . . . . .			3,662	01
Expenses per mile of road operated, . . . . .			3,669	13
Deficit, . . . . .			7	12

## General Balance Sheet, October 1, 1878.

DR.			
Construction, . . . . .		\$4,548,697	99
Equipment, . . . . .		262,725	00
Supplies on hand, . . . . .		1,164	07
Debts collectible, . . . . .		3,752	42
		\$4,816,339	48
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 individual balances, . . . . .		11,898	44
Profit and loss, . . . . .		124,034	17
		\$4,816,339	48

## 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. They 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 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 material 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 Railroad Company, Lake Shore and Michigan Southern Railway Company, Buffalo and South-Western Railroad Company, and Pittsburgh, Titusville and Buffalo Railroad Company. Pro rata. The Buffalo and South-Western Railroad Company have also trackage privilege over part of our line.

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 U. S. Government for the transportation of its mails, and on what terms of service? \$4,618 03 per annum. One car each way daily.

**Stock and Dividends.**

Amount of common stock now outstanding, 13,000 shares of \$100 each.

Surplus at commencement of the year, . . . . .	\$124,679	46
Total surplus, . . . . .	124,034	17
Surplus invested as follows: (Expended on construction.)		

The road of this company is leased by the New York Central and Hudson River Railroad Company. Separate accounts, however, have been kept, and from them this report is made. The interest on the company's funded debt was paid by the lessee, as rent under its lease.

## 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, . . . . .	2	1	. . . . .	. . . . .	2	1
Total, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	2	3

## Statement of Each Accident.

December 7, 1877. W. Shaw, brakeman; hurt coupling cars, at Dunkirk, New York.

December 10. J. Link, foreman of wrecking train; hurt at Nermont, New York; arm broken.

May 28, 1878. Walter Stewart, passenger on freight train; attempting to walk deck of train, fell and bruised his foot; amputated.

July 7. Man, unknown, at Warren, Pa.; stepped before passing train; killed.

September 25. Maggie Henning, at Titusville, Pa.; attempted to crawl through freight train, while making up; killed.

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

Personally appeared before me, Edwin D. Worcester, president, of the Dunkirk, Allegheny Valley and Pittsburgh Railroad 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 September 30, A. D. 1878, according to the best of his knowledge and belief.

(Signed)

E. D. WORCESTER, *President.*

Sworn and subscribed before me, this 8th day of January, A. D. 1879.

DWIGHT W. PARDEE,

*Commissioner for Pennsylvania, residing in New York.*

The line of this company's road, being operated by a lessee, it has no treasurer.

**EAST BROAD TOP.**

**Officers.**

NAMES.		Residence.	Salary.
William A. Ingham, . . . . .	President, . . . . .	Philadelphia, . . . . .	\$1,215 00
Edward Roberts, junior, . . . . .	Vice President, . . . . .	Philadelphia, . . . . .	None.
W. B. Jacobs, . . . . .	Secretary, } . . . . .	Philadelphia, . . . . .	810 00
	Treasurer, } . . . . .		
A. W. Sims, . . . . .	Chief Engineer, } . . . . .	Orblsonia, Pa., . . . . .	1,150 00
	General Manager, } . . . . .		
	Gen'l Superintend't, } . . . . .		

General offices at 320 Walnut street, Philadelphia.

*Names of Directors.*

*Residences.*

Ario Pardee, . . . . .	Hazleton, Pa.
George B. Markle, . . . . .	Philadelphia.
Edward Roberts, junior, . . . . .	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, . . . . .	549,248	00
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	00
	{ On 1,368 shares, . . . . .	36 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, 1903, bear interest at 7 per cent., which is payable semi-annually,) amount, . . . . .	\$500,000	00
Interest scrip, (due on and after April 1, 1883, bear interest at 6 per cent., which is payable annually,) amount, . . . . .	61,985	00
Total amount now of funded debt, . . . . .	\$561,985	00
Floating Debt.		
Being excess of current liabilities over current assets, . . . . .	None.	
Funded debt as per last report, . . . . .	\$510,395	00
Floating debt as per last report, . . . . .	4,346	54
Total cash realized from capital stock and debt, . . . . .	1,002,548	00

## Cost.

Total cost of entire road to date, . . . . .	\$912,935	58
Average of same per mile of road laid, . . . . .	30,431	18
Proportion of same for Pennsylvania, . . . . . All.		
Total cost of entire equipment, . . . . .	134,938	28
Average cost of equipment per mile of road operated by company, . . . . .	4,496	97
Proportion of same for Pennsylvania, . . . . . All.		
Cost of road and equipment per mile, . . . . .	34,928	15
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.		
Aggregate length of main line, . . . . .	30	30
Aggregate length of sidings and other track not above enumerated, . . . . .	5 $\frac{1}{10}$	5 $\frac{1}{10}$
Aggregate length of main line, branches, leased roads, sidings, and other tracks, . . . . .	35 $\frac{1}{10}$	35 $\frac{1}{10}$

## Gauge.

What is the gauge of your lines? . . . . . 3 feet.

## Track.

Miles of iron rail in use, . . . . . 35 $\frac{1}{10}$   
 Weight of rail per yard, iron, . . . . . 40, 45 and 50 lbs.  
 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.

What railroad crosses your road at grade in this Commonwealth, and at what locality? None.

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 there are neither gates nor flagmen, . . . . . 31

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 engine-houses and shops in Pennsylvania, . . . . .	4
Total number on entire road, . . . . .	4
Number of water stations on main road, . . . . .	6
Value of real estate held by the company, exclusive of roadway, . . . . .	\$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, broken stone and cinder ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than twenty tons weight, . . . . .	4	\$9,650 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 baggage, mail, and express cars, . . . . .	2	1,555 00
Number of freight cars, { House cars, 13, {	38	427 63
{ Trucks, 25, }		
Number of coal, ore, and stone cars, . . . . .	136	342 00
Number of caboose cars, . . . . .	3	250 00

What kind of train brake is in use on your road? None.

Average number of cars in passenger trains, including baggage cars, . . . . .	2
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 com- pany, including officials, . . . . .	94
Same in Pennsylvania, . . . . .	94

#### Doings of the Year.

##### Transportation and Total Miles Run.

Number of miles run by passenger trains, . . . . .	25,401
Number of miles run by freight and coal trains, . . . . .	51,139
Number of through passengers for the year on main road, . . . . .	409
Number of passengers (all classes) carried in cars, . . . . .	25,183
Number of passengers carried one mile, . . . . .	242,698
Number of passengers carried one mile in Pennsylvania, . . . . .	242,698
Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	72,671
Number of tons of freight carried one mile, . . . . .	8,255,683 <sup>182</sup> / <sub>1000</sub>
Number of tons of freight carried one mile in Pennsylvania, . . . . .	8,255,683 <sup>182</sup> / <sub>1000</sub>

Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . .	132,468 <sup>418</sup> / <sub>2000</sub>
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.

December, 1877, . . . . .	2,594	June, 1878, . . . . .	1,795
January, 1878, . . . . .	1,780	July, 1878, . . . . .	2,173
February, 1878, . . . . .	1,612	August, 1878, . . . . .	3,093
March, 1878, . . . . .	1,969	September, 1878, . . . . .	1,359
April, 1878, . . . . .	2,368	October, 1878, . . . . .	2,373
May, 1878, . . . . .	2,186	November, 1878, . . . . .	1,881

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

Anthracite coal and bituminous coal, . . . . .	114,787 <sup>171</sup> / <sub>2000</sub>	Iron and other ores, . . . . .	1,893 <sup>1118</sup> / <sub>2000</sub>
Petroleum and other oils, . . . . .	84 <sup>878</sup> / <sub>2000</sub>	Stone and lime, . . . . .	79
Pig iron, . . . . .	10,862 <sup>480</sup> / <sub>2000</sub>	Agricultural products, . . . . .	483 <sup>718</sup> / <sub>2000</sub>
Railroad iron and other iron or castings: Included in merchandise and manufactures.		Merchandise and manufactures, . . . . .	2,565 <sup>1118</sup> / <sub>2000</sub>
		Lumber, . . . . .	583 <sup>1118</sup> / <sub>2000</sub>
		Other articles, . . . . .	1,129 <sup>1118</sup> / <sub>2000</sub>

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

For first-class through passengers, . . . . .	3 <sup>1</sup> / <sub>2</sub> cents.
For first-class way passengers, . . . . .	3 <sup>1</sup> / <sub>2</sub> cents.

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

For through freight in less than car loads, per ton per mile, . . . . .	12 cents.
For through coal, per ton per mile, . . . . .	2 <sup>1</sup> / <sub>3</sub> cents.
For local freight in less than car loads, per ton per mile, . . . . .	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, 1877, . . . . .			\$876 88
January, 1878, . . . . .			545 21
February, 1878, . . . . .			607 94
March, 1878, . . . . .			630 82
April, 1878, . . . . .			784 91
May, 1878, . . . . .			765 45
June, 1878, . . . . .			576 49
July, 1878, . . . . .			1,168 16
August, 1878, . . . . .			1,342 23
September, 1878, . . . . .			638 18
October, 1878, . . . . .			678 61
November, 1878, . . . . .			670 50
Total, . . . . .			\$9,184 88



From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
December, 1877, . . . . .			\$7,259 82
January, 1878, . . . . .			7,870 25
February, 1878, . . . . .			7,023 74
March, 1878, . . . . .			7,528 46
April, 1878, . . . . .			5,922 29
May, 1878, . . . . .			5,690 12
June, 1878, . . . . .			5,452 48
July, 1878, . . . . .			4,309 78
August, 1878, . . . . .			4,672 36
September, 1878, . . . . .			4,319 29
October, 1878, . . . . .			5,448 52
November, 1878, . . . . .			6,095 61
<b>Total, . . . . .</b>			<b>\$71,562 70</b>

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
December, 1877, . . . . .	\$146 30		\$372 50	\$518 80
January, 1878, . . . . .			361 15	361 15
February, 1878, . . . . .	355 97		345 30	701 27
March, 1878, . . . . .	198 99		373 20	572 19
April, 1878, . . . . .	125 52		351 45	476 97
May, 1878, . . . . .			367 65	367 65
June, 1878, . . . . .	170 40		328 00	498 40
July, 1878, . . . . .	154 10		306 95	461 05
August, 1878, . . . . .			363 29	363 29
September, 1878, . . . . .	159 24		328 50	487 74
October, 1878, . . . . .			398 40	398 40
November, 1878, . . . . .	149 04		358 40	507 44
<b>Total, . . . . .</b>	<b>\$1,459 56</b>		<b>\$4,254 79</b>	<b>\$5,714 35</b>

Total passenger earnings for the year, . . . . .	\$9,184 88
Total freight earnings for the year, . . . . .	71,562 70
Total earnings from all other sources, . . . . .	5,714 35
<b>Total earnings for the year, . . . . .</b>	<b>\$86,461 93</b>
Total receipts from all sources on whole length of line, . . . . .	\$90,808 05
Proportion of earnings in Pennsylvania to earnings on whole line—All	

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

Land or land damages, . . . . .	\$33 26
Passenger and freight-houses, . . . . .	80 98
<b>Total, . . . . .</b>	<b>\$114 24</b>

## Expenditures for Operating during the Year.

## Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$8,368	67
New iron rails, number of tons, 10,111, . . . . .	405	19
Repairs of bridges and trestles, . . . . .	622	55
Repairs of buildings and fixtures, . . . . .	383	23
All other expenses for maintenance of way, . . . . .	513	73
<b>Total for maintenance of way, . . . . .</b>	<b>\$9,293</b>	<b>37</b>
Cost per mile of road kept in repair, . . . . .	\$276	45
Proportion for Pennsylvania, . . . . . All.		

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$7,791	19
Repairs of passenger, baggage, and mail cars, . . . . .	733	31
Repairs of freight cars, . . . . .	4,805	03
All other expenses for maintenance of motive power and cars, . . . . .	2,222	21
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$15,551</b>	<b>74</b>
Cost per mile of road operated, . . . . .	\$518	39
Proportion for Pennsylvania, . . . . . All.		

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$4,122	68
Salaries, wages, and incidentals chargeable to freight department, . . . . .	13,545	27
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	2,216	19
Fuel—number of cords of wood, 159; cost, . . . . .	1,848	38
Fuel—number of tons of coal, 1,385 <sup>1</sup> / <sub>10</sub> ; cost, . . . . .	1,372	28
Oil and waste, . . . . .		37
Damages for loss of goods and baggage, . . . . .		13
Taxes, . . . . .	840	96
Insurance, . . . . .	107	40
Telegraph expenses, . . . . .		37
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	4,217	03
<b>Total miscellaneous, . . . . .</b>	<b>\$26,840</b>	<b>03</b>
Amount per mile of road operated, . . . . .	\$961	33
Proportion for Pennsylvania, . . . . . All.		
Total expenditures for operating the road, . . . . .	52,685	14
Total charged to road and equipment, . . . . .	114	24
Expenses per mile of the road operated, . . . . .	1,756	17
Expenses per mile of single track operated, not including sidings, . . . . .	1,756	17
Expenses per train mile, . . . . .		68 <sup>1</sup> / <sub>10</sub>
Proportion for Pennsylvania, . . . . . All.		

Earnings.

Passenger transportation, local, } Total, . . . . .	\$9,184	88
Passenger transportation, through, } Total, . . . . .	71,562	70
Freight transportation, local, } Total, . . . . .	1,459	56
Freight transportation, through, } Total, . . . . .	60	00
Mail service, . . . . .	8,540	91
Rents, . . . . .		
All other sources of income, . . . . .		
<b>Total, . . . . .</b>	<b>\$90,808</b>	<b>05</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$8,293	37
Maintenance of motive power and cars, . . . . .	15,551	74
Miscellaneous, . . . . .	28,840	08
<b>Total operating expenses, \$52,685 14, being 58 per cent. of earnings.</b>	<b>52,685</b>	<b>14</b>
<b>Net earnings, . . . . .</b>	<b>\$38,122</b>	<b>91</b>
Earnings per mile of road operated, . . . . .	\$3,026	93
Expenses per mile of road operated, . . . . .	1,756	17
Net earnings, . . . . .	1,270	76

General Balance Sheet, December 1, 1878.

<b>DR.</b>		
Railroad account, . . . . .	\$863,140	41
Buildings and improvements, . . . . .	39,077	42
Real estate, . . . . .	10,717	75
Rolling stock, . . . . .	130,737	58
Property accounts: Stores, tools, &c., . . . . .	4,200	70
Cash in bank and hands of agents, . . . . .	5,564	76
Bills receivable, . . . . .	250	00
Rockhill Iron and Coal Company's stock, . . . . .	360	00
Individual debtors, . . . . .	130,770	58
Profit and loss, . . . . .	26,077	84
	<b>\$1,210,897</b>	<b>04</b>
<b>CR.</b>		
Capital stock, . . . . .	\$568,400	00
Mortgage bonds, . . . . .	500,000	00
Interest scrip, . . . . .	61,985	00
Mortgage account, . . . . .	488	88
Bills payable, . . . . .	16,408	95
Call loans, . . . . .	11,800	00
Special loan, . . . . .	32,600	00
Individual debtors, . . . . .	19,214	21
	<b>\$1,210,897</b>	<b>04</b>

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? 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 individually, 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.

**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 and from Mt. Union and Robertsdale and intermediate offices, once daily. Compensation at the rate of \$1,233 12 per annum.

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

Personally appeared before me, William A. Ingham, president, and W. B. 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. 1878, according to the best of their knowledge and belief.

(Signed,)

WILLIAM A. INGHAM, *President.*

WILLIAM BOYD JACOBS, *Treasurer.*

Sworn and subscribed before me this 29th day of January, A. D. 1879.

W. W. DOUGHERTY, *Notary Public.*

**EAST MAHANoy.**

**Officers.**

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

General office at No. 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, . . . . .	\$500,000	00
Capital stock, amount subscribed, . . . . .	392,550	00
Capital stock paid in by last report, . . . . .	392,550	00
Capital stock, total amount now paid in, . . . . .	392,550	00
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.		

**Cost.**

Total cost of entire road to date, . . . . .	\$392,550	00
Average of same per mile of road laid, (7.54 miles,) . . . . .	52,062	82
Average of same per mile of track laid, (14.50 miles,) . . . . .	27,072	69

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from East Mahanoy Junction to Waste House run, . . . . .	7.54	
Length of single main track, . . . . .	7.54	
<b>Branches.</b>		
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 branch, { Length of branch, . . . . .	.16	
{ Length of single track, . . . . .	.16	
Aggregate length of main line and branches, . . . . .	10.70	
Aggregate length of sidings and other track not above enumerated, . . . . .	3.80	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	14.50	

Gauge.

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

Track.

Miles of iron rail in use, . . . . . 14.5 miles.

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.

Number of bridges and trestles on whole line, . . . . . 9

Wooden bridges, number of, 3; aggregate length, . . . . . 92 feet.

Iron bridges, number of, 6; aggregate length, . . . . . 190<sup>7</sup>/<sub>8</sub> feet

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Mahanoy and Shamokin Branch of Philadelphia and Reading, near Mahanoy City.

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 grade at which there are neither gates nor flagmen, . . . . . 9

Stations.

Number of stations on main road: Passenger, 3; freight, 1, . . . . . 4

Number of wood and water stations on main road, . . . . . 2  
 Value of real estate held by the company, exclusive of road-  
 way, . . . . . \$600 00  
 Number of tunnels, 1; aggregate length, . . . . . 3,411 feet.  
 How is track laid, and on what foundation? Cross-ties;  
 coal dirt ballast.

Receipts.					
Lease and contract account, . . . . .	\$25,553	00			
Rents, . . . . .	22	50			
			\$25,575	50	
Payments.					
Dividends, . . . . .	\$23,553	00			
State taxes, . . . . .	1,123	10			
Contingent expenses, . . . . .	540	15			
			25,216	25	
Surplus, . . . . .			\$359	25	

General Balance Sheet, November 30, 1878.

DR.			
Construction, . . . . .	\$391,950	00	
Real estate, . . . . .	600	00	
Cash, . . . . .	864	20	
Debts due company, . . . . .	750	00	
Profit and loss, . . . . .	133	95	
	\$393,798	15	
CR.			
Capital stock, . . . . .	\$392,550	00	
Unclaimed dividends, . . . . .	70	50	
State taxes, . . . . .	1,177	85	
	\$393,798	15	

Stock and Dividends.

Amount of common stock now outstanding, \$392,550 00.

Rate and date of all cash dividends on stock of original and consolidated companies: January 15, 1878, 3 per cent.; July 15, 1878, 3 per cent.

Number and per cent. of dividends: Two dividends, three per cent. each.		
Amount paid in dividends, . . . . .	\$23,553	00
Balance for the year, or surplus, . . . . .	359	25

All returns not here given will be included in the report made by the Philadelphia and Reading Railroad Company, sub-lessees.

Leased by the Little Schuylkill Navigation Railroad and Coal Company, January 12, 1863, for ninety-nine years.

Sub-leased by Philadelphia and Reading Railroad Company, July 7, 1868, for balance of term.

Terms of Lease.

Lessees to pay all expenses of operating, and to this company, annually, as rental, a sum equal to six per cent. on the capital stock, and an additional sum not exceeding two thousand dollars, for State taxes and sundry expenses.

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

Personally appeared before me, G. A. Nichols, 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 statement of the condition and affairs of said company for the financial year ending November 30, A. D. 1878, according to the best of their knowledge and belief.

(Signed)

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

Sworn and subscribed before me this thirtieth day of January, A. D. 1879.

J. Y. HUMPHREY, *Notary Public.*

EAST PENNSYLVANIA.

Officers.

NAME.	Residence.	Salary, paid by lessees.
G. A. Nicolls, . . . . .	President, . . . . .	Reading, . . . . . \$1,000 00
Howard Hancock, . . . . .	Secretary, . . . . .	Philadelphia, . . . . . 121 50
John Welch, . . . . .	Treasurer, . . . . .	Philadelphia, . . . . . 121 50

General offices at No. 227 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
A. E. Borie, . . . . .	Philadelphia.
J. B. Lippincott, . . . . .	Philadelphia.
Franklin B. Gowen, . . . . .	Philadelphia.
I. V. Williamson, . . . . .	Philadelphia.
Thomas Hart, junior, . . . . .	Philadelphia.
Hester Clymer, . . . . .	Reading.
George D. Stitzel, . . . . .	Reading.
Joseph L. Stichter, . . . . .	Reading.



Capital Stock.

Capital stock authorized by law, . . . . .	Unlimited.		
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, . . . . .			34 00

Debt.

Funded Debt.			
First mortgage bonds, (due March 1, 1883, bear interest at 7 per cent., which is payable March and September,) amount, . . . . .		\$495,900	00
Total amount now of funded debt, . . . . .		\$495,900	00
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,		26,582	30

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Reading to Allentown, . . . . .	36	
Length of single main track, . . . . .	17.7	
Length of double main track, . . . . .	18.3	
Aggregate length of main line, . . . . .	54.3	
Aggregate length of sidings and other track not above enumerated, . . . . .	16.6	
Aggregate length of main line, sidings, and other track, . . . . .	70.9	

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

Track.

Miles of iron rail in use, *i. e.* miles of track, . . . . . 70.9  
 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.

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, either over or under your grade, in this Commonwealth, and where? Catasauqua and Fogelsville Railroad, at Alburdis, over grade.

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 grade at which there are neither gates nor flagmen, . . . . .	68

**Stations.**

Number of stations on main road: Passenger and freight,	12
Number of engine-houses and shops in Pennsylvania, -;	
total number entire road, . . . . .	1
Number of wood and water stations on main road, . . . . .	5

How is track laid, and on what foundation? Cross ties, broken stone and cinder ballast.

**General Balance Sheet, November 30, 1878.**

DR.		
Construction, right of way, &c., . . . . .	\$1,884,683	79
Philadelphia and Reading Railroad account of rolling stock, machinery, shops, real estate, &c., transferred as per lease, . . . . .	482,440	82
	<b>\$2,367,124</b>	<b>61</b>
CR.		
Capital stock, . . . . .	\$1,709,550	00
Mortgage bonds, . . . . .	495,900	00
Accumulated income, . . . . .	161,630	94
Philadelphia and Reading Railroad construction account, . . . . .	43	67
	<b>\$2,367,124</b>	<b>61</b>

**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, lessee.

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. per annum 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. 1878, according to the best of their knowledge and belief.

(Signed)

G. A. NICOLLS, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1879.

J. Y. HUMPHREY, *Notary Public.*

**EBENSBURG AND CRESSON.**

**Officers.**

NAMES.		Residence.	Salary.
A. A. Barker, . . . . .	President, . . . . .	Ebensburg, Pa., . .	No salary.
Abel Lloyd, . . . . .	Secretary, . . . . .	Ebensburg, Pa., . .	No salary.
F. H. Barker, . . . . .	Treasurer, . . . . .	Ebensburg, Pa., . .	No salary.
R. L. Johnston, . . . . .	General Solicitor, . .	Ebensburg, Pa., . .	No salary.

<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.
George I. Rodgers, . . . . .	Ebensburg, Pa.
Thomas Davis, . . . . .	Ebensburg, Pa.
Edward Roberts, . . . . .	Ebensburg, Pa.
Thomas Griffiths, . . . . .	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.,) amount,	\$80,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, (being mortgage bonds,) . . . . . \$80,000 00		
The amount now of floating debt, (mortgage bonds,) . . . . .	80,000	00
Total amount now of floating and funded debt, (mortgage bonds,)	\$80,000	00
Funded debt as per last report, { Mortgage bonds, . . . . .	\$80,000	00
Floating debt as per last report, {		

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  
 Weight of rail per yard, iron, . . . . . 45 pounds.  
 Wooden bridges, number of, 1; aggregate length, . . . . . 40 feet.

Crossings.

Number of crossings of highways, at grade, in this Commonwealth: Crosses different township roads, . . . . . 14 times.  
 Number of crossings at grade at which there are neither gates nor flagmen, . . . . . 14

Stations.

Number of stations on main road: Passenger and freight, . . . . . 3  
 Number of engine-houses and shops in Pennsylvania, 1;  
 total number entire road, . . . . . 1  
 Number of wood and water stations on main road, . . . . . 1

Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . . \$400 00  
 How is track laid, and on what foundation? On oak ties, partly stone and gravel ballast.

General Balance Sheet, January 1, 1879.

DR.			
1st.	No permanent investment.		
2d.	No supplies on hand.		
3d.	None.		
4th.	None.		
5th.	Pennsylvania Railroad Company has entire charge of this road.		
CR.			
1st.	{ Capital stock authorized by law, . . . . .	\$100,000	00
	{ Amount of same subscribed and paid in, . . . . .	42,000	00
2d.	{ Mortgage bonds, . . . . . 80,000 00		
3d.	{		
4th.	None.		
5th.	Pennsylvania Railroad Company has entire charge of this road.		

Terms and Conditions of Lease of the Ebensburg and Cresson Railroad to Pennsylvania Railroad Company.

Lease dated March 6, A. D. 1862.

Term, (999) nine hundred and ninety-nine years.

CONDITIONS: That the party of the second part (Pennsylvania Railroad Company) shall, at all times during the term aforesaid, have full and exclusive power, right, and authority, to use, manage, and work the said railroad, fix the tolls, charge and collect tolls—shall and will annually appropriate and apply the gross receipts of said demised railroad property and appurtenances: *First*, To the payment of the annual cost of repairing, maintaining, and perpetuating, for public use, the said railroad, and all expenses of running and using the same, and all taxes or assessments, premiums for insurance, and other lawful charges thereupon. *Second*, To the payment, semi-annually, and in full, if sufficient therefor, and if insufficient therefor, then to the payment, *pro rata*, of all the interest to become due upon the bonds of the party of the first part, (Ebensburg and Cresson railroad,) eighty thousand dollars, secured by mortgage, dated on the . . . day of August, A. D. 1861. *Third*, To the payment of the surplus, if any thereafter remaining, semi-annually, to the party of the first part, (Ebensburg and Cresson railroad,) their successors or assigns.

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

Personally appeared before me, A. A. Barker, president, and F. H. Barker, treasurer, of the Ebensburg and Cresson 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. A. BARKER, *President.*

F. H. BARKER, *Treasurer.*

Sworn and subscribed before me, this 8th day of January, A. D. 1879.

RICH. JONES, Jr., *J. P.*

EDGEWOOD.

Officers.

NAMES.		Residence.	Salary.
W. H. Shoemberger, . . .	President, . . . . .	Cincinnati, O., . . .	None.
Ed. P. Loy, . . . . .	Secretary, . . . . .	Pittsburgh, Pa., . . .	None.
Thomas C. Dickson, . . .	Treasurer, . . . . .	Pittsburgh, Pa., . . .	
John McIntyre, . . . . .	Gen'l Superintendent,		None.

<i>Names of Directors.</i>	<i>Residences.</i>
W. H. Shoemberger, . . . . .	Cincinnati, O.
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, (incidental,)	5,049 59		
The amount now of floating debt, . . . . .		\$19,532	64
Total amount now of floating and funded debt, . . . . .		\$19,532	64
Floating debt as per last report, . . . . .		18,559	59
Total cash realized from capital stock and debt, . . . . .		34,532	64

Cost.

Total cost of entire road to date, . . . . .	\$28,172	36
Average of same per mile of road laid, . . . . .	28,172	36
Proportion of same for Pennsylvania, . . . . .	28,172	36
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	36
Proportion of same for Pennsylvania, . . . . .	30,172	36

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Edgwood intersection to Hampton coal fields, . . . . .	1	
Length of single main track, . . . . .	1	
Aggregate length of main line and branches, . . . . .	1	
Aggregate length of sidings and other track not above enumerated, . . . . .	3,171½ ft.	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	1½	miles.

Gauge.

What is the gauge of your lines? . . . . . 4 ft. 9 in.

Track.

Miles of iron rails in use, . . . . . 1½ miles.

Weight of rail per yard, iron, . . . . . 56 pounds.

Number of bridges and trestles on whole line, . . . . . 2

Wooden trestles, number of, 2; aggregate length, . . . . . 349 feet.

Crossings.

Number of crossings of highways, at grade, in this Commonwealth . . . . . 1

What regulations govern your employes in regard to these crossings? Instructed to blow the whistle and ring the bell when approaching the highway.

**Stations.**

Number of wood and water stations on main road, . . . . .	1
Value of real estate held by the company, exclusive of roadway, . . . . .	None owned.
How is track laid, and on what foundation? Earth bed, slack, and cross-ties.	

**Equipment.**

Number of locomotives of more than twenty tons weight, 1; average cost, . . . . .	\$2,000 00
What kind of train brake is in use on your road? Ordinary brake.	
Average number of cars in freight trains, . . . . .	10 to 14.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	250 tons.

**Employees.**

Average number of persons employed by company, including officials, . . . . .	2
Same in Pennsylvania, . . . . .	2

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

Number of miles run by coal trains, . . . . .	No record.
Number of tons of 2,000lbs. of through freight for the year on main road, . . . . .	63,314
Number of tons of freight carried one mile, . . . . .	63,314
Number of tons of freight carried one mile in Pennsylvania, . . . . .	63,314
Gross amount of tonnage for the year, (2,000lbs. per ton,) . . . . .	63,314
Average rate of speed adopted by freight trains, including stops, miles per hour: No regular speed.	

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

Bituminous coal, . . . . .	63,314
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**The rate per ton (of 2,000 pounds,) per mile charged for Freight.**

For through coal, per ton per mile, . . . . .	3 cents.
For local coal, per ton per mile, . . . . .	3 cents.



**Monthly Earnings for the Year.**  
From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .	\$155 21		
February, 1878, . . . . .	202 91		
March, 1878, . . . . .	235 14		
April, 1878, . . . . .	191 52		
May, 1878, . . . . .	156 84		
June, 1878, . . . . .	108 06		
July, 1878, . . . . .	29 18		
August, 1878, . . . . .	32 88		
September, 1878, . . . . .	214 95		
October, 1878, . . . . .	213 09		
November, 1878, . . . . .	171 99		
December, 1878, . . . . .	187 70		
Total, . . . . .	\$1,899 42		
Total freight earnings for the year, . . . . .			\$1,899 42
Total earnings for the year, . . . . .			\$1,899 42
Total receipts from all sources on whole length of line, . . . . .			\$1,899 42
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .			1,899 42

**Expenditures for Operating During the Year.**

**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$202	26
Total for maintenance of way, . . . . .	\$202	26

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	\$289	59
Total for maintenance of motive power and cars, . . . . .	\$289	59
Cost per mile of road operated, . . . . .	\$289	59
Proportion for Pennsylvania, . . . . .	289	59

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to freight department: . . . . .	\$1,053	25
Fuel: Number of tons of coal 200; cost, . . . . .	180	00
Oil and waste, . . . . .	76	61
Taxes, . . . . .	36	70
Total miscellaneous, . . . . .	\$1,346	56
Amount per mile of road operated, . . . . .	\$1,346	56
Proportion for Pennsylvania, . . . . .	1,346	56
Total expenditures for operating the road, . . . . .	1,838	41
Expenses per mile of road operated, . . . . .	1,838	41
Expenses per mile of single track operated, not including sidings, . . . . .	1,838	41
Expenses per train mile, . . . . .	No record.	

## Earnings.

Freight transportation, local, . . . . .	}	\$1,899	42
Freight transportation, through, . . . . .			
Total, . . . . .		\$1,899	42
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . .		\$202	28
Maintenance of motive power and cars, . . . . .		289	59
Miscellaneous, . . . . .		1,348	56
Total operating expenses, \$1,838 41, being 97 per cent. of earnings.			
Earnings per mile of road operated, . . . . .		\$1,899	42
Expenses per mile of road operated, . . . . .		1,838	41
Net earnings, . . . . .		61	01

## General Balance Sheet, January 1, 187-.

<b>DR.</b>			
Coconstruction, . . . . .		\$28,172	36
Equipment, . . . . .		2,000	00
Deficit, . . . . .		4,360	28
<b>CR.</b>			
Capital stock, . . . . .		\$15,000	00
Unfunded debt, . . . . .		14,483	05
Due other parties, . . . . .		5,049	59
		\$34,532	64

## 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 condition 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? 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 United States Government for the transportation of its mails, and on what terms of service? None.

Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$15,000 00

Balance for the year or surplus, . . . . .	\$61	01
Total surplus, . . . . .	\$61	01

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. 1878, according to the best of their knowledge and belief.

(Signed,) JOHN McINTYRE, *Superintendent.*  
 THOMAS C. DICKSON, *Treasurer.*

Sworn and subscribed before me, this 28th day of January, A. D. 1879.  
 C. O'DONNELL, *Alderman.*

ELMIRA AND WILLIAMSPORT.

Officers.

NAMES.		Residence.	Salary.
William C. Longstreth, . . . . .	President, . . . . .	Philadelphia, . . . . .	\$1,200 00
Thomas Neilson, . . . . .	Secretary, . . . . .	Philadelphia, . . . . .	None.
Lewis P. Geiger, . . . . .	Treasurer, . . . . .	Philadelphia, . . . . .	1,500 00

General offices at 308 Walnut street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
William D. Lewis, . . . . .	Florence, N. J.
Thomas Kimber, . . . . .	Burlington, N. J.
Alexander S. Diven, . . . . .	Elmira, N. Y.
Thomas Neilson, . . . . .	Philadelphia.
William Read Fisher, . . . . .	Philadelphia.
Lewis P. Geiger, . . . . .	Philadelphia.

## Capital Stock.

Capital stock authorized by law, . . . . .		\$1,000,000	00
Capital stock, amount subscribed, { Preferred, . . . . . \$500,000 00			
Common, . . . . . 500,000 00		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, { Preferred, 10,000, { 20,000			
Common, 10,000, }			
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, 2862, 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.			
Total amount now of funded debt, . . . . .		\$1,620,000	00
Funded debt as per last report, . . . . . \$1,620,000 00			
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, . . . . .		29,439	37
Proportion of same for Pennsylvania, . . . . .		2,066,925	68
Total cost of entire equipment, . . . . .		352,000	00
Average cost of equipment per mile of road, . . . . .		\$4,589	31
Proportion of same for Pennsylvania, . . . . .		320,792	70
Cost of road and equipment per mile, . . . . .		34,028	68
Proportion of same for Pennsylvania, . . . . .		2,387,718	38

## Characteristics of Road.

Main Line.	MILES.	
	Length in Penna.	Whole Length.
Length of main line, from Williamsport Pennsylvania, to Elmira, New York, . . . . .	76 $\frac{7}{16}$	69 $\frac{7}{16}$
Length of single main track, . . . . .	76 $\frac{7}{16}$	69 $\frac{7}{16}$
Length of track laid, if not completed, . . . . .	76 $\frac{7}{16}$	69 $\frac{7}{16}$

General Balance Sheet, January 1, 1879.

DR.			
Construction account, . . . . .	\$2,268,000 00		
Equipment account, . . . . .	352,000 00		
		\$2,620,000	00
Stocks, . . . . .	\$3,309 89		
Cash and cash items, . . . . .	1,068 10		
Office furniture, . . . . .	298 44		
		4,675	98
		<u>\$2,624,675</u>	<u>98</u>
CR.			
Preferred stock, . . . . .	\$500,000 00		
Common stock, . . . . .	500,000 00		
		\$1,000,000	00
Mortgage bonds, seven per cent, due 1880, . . . . .	\$1,000,000 00		
Five per cent. bonds, 999 years, due 2862, . . . . .	570,000 00		
Mortgage on real estate, Elmira, New York, . . . . .	50,000 00		
		1,620,000	00
Labor and material certificate, . . . . .	\$67 02		
Profit and loss account, . . . . .	4,608 91		
		4,675	98
		<u>\$2,624,675</u>	<u>98</u>

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: Entitled to seven per cent. per annum, \$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, 1878, 3½ per cent. on \$500,000 preferred stock; July 1, 1878, 3½ per cent. on \$500,000 preferred stock; May 1, 1878, 2½ per cent. on \$500,000 common stock; November 1, 1878, 2½ per cent. on \$500,000 common stock.

Amount paid in dividends: \$35,000 on preferred, and \$25,000 on common, . . . . . 60,000 00

This road is leased to the Northern Central Railway Company, for nine hundred and ninety-nine years, from May 1, 1863, at an 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 five per cent. bonds, five per cent., .	28,500 00
Interest on 50,000 mortgage Elmira real estate, . . .	3,500 00
Dividends on 500,000 preferred stock, seven per cent., . .	35,000 00
Dividends on 500,000 common stock, five per cent., . .	25,000 00
Organization expenses, . . . . .	3,000 00
	<u>\$165,000 00</u>

All other returns are included in the report of furnished by the lessee.

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

Personally appeared before me, William C. Longstreth, president, and Lewis P. Geiger, 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. 1878, according to the best of their knowledge and belief.

(Signed) WILLIAM C. LONGSTRETH, *President.*  
 LEWIS P. GEIGER, *Treasurer.*

Affirmed and subscribed before me, this 2d day of January, A. D. 1879.  
 J. R. FOULKE, *Notary Public.*

ERIE AND PITTSBURGH.

Officers.

NAMES.		Residence.	Salary.
William L. Scott, . . .	President, . . . . .	Erie, Pa., . . . . .	None.
William Brewster, . . }	Secretary, . . . . . }	Erie, Pa., . . . . . }	\$1,500
	Treasurer, . . . . . }		00

General offices at Erie, Pa.

*Names of Directors.*

*Residences.*

William L. Scott, . . . . .	Erie, Pa.
Milton Courtright, . . . . .	Erie, Pa.
David Dows, . . . . .	New York, N. Y.
Sidney T. Fairchild, . . . . .	Cazenovia, N. Y.
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 ten per cent. on \$96,500, . . . . .	1,101,550	00
Capital stock, total amount now paid in—\$1,001,900 at par, and ten per cent. on \$96,500, . . . . .	1,101,500	00
Capital stock, number of shares issued, . . . . .	39,968	
Capital stock, amount paid in on each share—\$50 on 20,033 shares, and ten 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
<b>Total amount now of funded debt, . . . . .</b>	<b>\$3,322,000</b>	<b>00</b>
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,) . . . . .	38,899	26
<b>The amount now of floating debt, . . . . .</b>	<b>60,785</b>	<b>30</b>
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$3,382,785</b>	<b>30</b>
<b>Funded debt as per last report, . . . . .</b>	<b>\$3,322,000</b>	<b>00</b>
<b>Floating debt as per last report, . . . . .</b>	<b>60,785</b>	<b>30</b>
<b>Total cash realized from capital stock and debt, . . . . .</b>	<b>\$3,792,635</b>	<b>05</b>

Cost.

Total cost of entire road to date, (101 <sup>3</sup> / <sub>4</sub> miles,) . . . . .	\$3,180,937	26
Average of same per mile of road laid, . . . . .	31,419	77
Proportion of same for Pennsylvania, . . . . .	8,180,937	26
Total cost of entire equipment, (101 <sup>3</sup> / <sub>4</sub> miles) . . . . .	1,895,725	18
Average cost of equipment per mile of road operated by company, . . . . .	18,725	06
Proportion of same for Pennsylvania, . . . . .	1,895,725	18
Cost of road and equipment per mile, . . . . .	50,144	83
Proportion of same for Pennsylvania, (101 <sup>3</sup> / <sub>4</sub> miles,) . . . . .	5,076,662	44

For characteristics of road, and detailed operations, earnings, and expenditures, 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 1st day of March, A. D. one thousand eight hundred and seventy, (1870,) and which is operated under the said lease by the "Pennsylvania Company."

General Balance Sheet, January 1, 1879.

DR.		
1st. Construction, . . . . .	\$3,180,937	26
Equipment, . . . . .	1,895,725	18
Real estate, . . . . .	8,675	00
3d. Cash, . . . . .	7,683	60
Sundry securities, . . . . .	27,649	63
Sundry accounts receivable, . . . . .	10,754	91
Pennsylvania Railroad Company, lessee, . . . . .	215,000	00
5th. Profit and loss, . . . . .	31,961	96
	<b>\$5,378,337</b>	<b>54</b>

CR.			
1st. Capital stock, . . . . .		\$1,998,400	00
2d. First mortgage bonds, . . . . .		291,700	00
Second mortgage bonds, . . . . .		92,800	00
Consolidated mortgage bonds, . . . . .		2,198,000	00
Equipment mortgage bonds, . . . . .		745,000	00
3d. Accounts payable, . . . . .		21,886	04
4th. Bills payable, . . . . .		14,000	00
Commonwealth of Pennsylvania, dividend taxes, . . . . .		8,743	00
Sundry accounts payable, . . . . .		18,358	50
		\$5,378,387	54

#### Stock and Dividends.

Amount of common stock now outstanding, 39,968 shares,

\$50 each, . . . . . \$1,998,400 00

Rate and date of all cash dividends on stock of original and consolidated companies :

March 10, 1878, 1 $\frac{3}{4}$ per cent. on \$1,998,400, . . . . .	\$34,972 00
June 10, 1878, 1 $\frac{3}{4}$ per cent. on \$1,998,400, . . . . .	34,972 00
September 10, 1878, 1 $\frac{3}{4}$ per cent. on \$1,998,400, . . . . .	34,972 00
December 10, 1878, 1 $\frac{3}{4}$ per cent. on \$1,998,400, . . . . .	34,972 00

Number and per cent. of dividends: Four dividends, 1 $\frac{3}{4}$ per 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

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. 1878, according to the best of their knowledge and belief.

(Signed)

WM. L. SCOTT, *President.*

WM. BREWSTER, *Treasurer.*

Sworn and subscribed before me, this 4th day of February, A. D. 1879.

W. S. BROWN, *Notary Public.*



FAYETTE COUNTY.

Officers.

NAMES.		Residence.	Salary.
William Beeson, . . .	President, . . . . .	Uniontown, Pa., . .	None.
Jasper M. Thompson, . . .	Secretary and Treasurer,	Uniontown, Pa., . .	None.

Names of Directors.	Residences.
William Beeson, . . . . .	Uniontown, Pa.
Ellis B. Dawson, . . . . .	Uniontown, Pa.
Daniel Kaine, . . . . .	Uniontown, Pa.
Jasper M. Thompson, . . . . .	Uniontown, Pa.
Charles S. Seaton, . . . . .	Uniontown, Pa.
Frederick C. Robinson, . . . . .	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	66½
Capital stock, par value of each share, . . . . .	50	00
Capital stock, average market value during the year, . . . . .	50	00

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
Aggregate of main line and branches, . . . . .	12.66½	12.66½
Aggregate length of sidings and other track not above enumerated. These are constantly changing to accommodate coke works, and are supposed to be 4,000 to 5,000 feet.		

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 12.66½  
 Weight of rail per yard, iron, about one fourth of the road, 56 lbs, balance 43 lbs.  
 Number of bridges and trestles on whole line, . . . . . 23  
 Wooden bridges, number of, 22; aggregate length, supposed to be, . . . . . 2,000 feet.  
 Wooden trestles, . . . . . 1

**Crossings.**

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? South West Pennsylvania railway, at Connellsville, over grade.

Number of crossings of highways, at grade, in this Commonwealth, . . . . . Can't tell.  
 Number of crossings at which there are neither gates nor flagmen, . . . . . All.

What regulations govern your employes in regard to these crossings? Do not know, as our road is leased to the Pittsburgh and Connellsville road, and this question will have to be answered by them.

**Stations.**

Number of stations on main road: Passenger, 7; freight, 9, . . . . . 16

Number of wood and water stations on main road: No wood, one water.

How is track laid and on what foundation: On cross-ties laid on broken stone and filled between ties with broken stones.

**Earnings.**

Rents: Annual rent of road, . . . . .	\$9,000	00
<b>Operating Expenses.</b>		
Miscellaneous: Taxes, \$453 11; expenses, \$12 65, including attorney fees, . . . . . \$465 76		
Total operating expenses, . . . . .	465	76
Net earnings, . . . . .	\$8,534	24

General Balance Sheet, December 1, 1878.

DR.			
Value of road as represented by capital stock, . . . . .		\$107,400	00
Cash in hands of treasurer, . . . . .		201	26
Cash in Dollar Savings Bank, . . . . .		892	88
		<b>\$108,494</b>	<b>14</b>
CR.			
Capital stock, . . . . .		\$107,400	00
Surplus after paying dividends, . . . . .		1,094	14
		<b>\$108,494</b>	<b>14</b>

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, 1877, March 1, 1878, June 1, 1878, and October 1, 1878, at the rate of eight per cent. each time.

Number and per cent. of dividends: Four dividends, eight per cent.			
Amount paid in dividends, . . . . .		\$8,592	00
Balance for the year, amount due treasurer on year account, . . . . .	\$57 76		
Surplus at commencement of the year, . . . . .	401 90		

The Fayette County railroad is leased to the Pittsburgh and Connells-ville 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 Jasper M. Thompson, 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. 1878, according to the best of their knowledge and belief.

(Signed,)

WM. BEESON, *President.*

JASPER M. THOMPSON, *Treasurer.*

Sworn and subscribed before me, this 27th day of January, A. D. 1879.

MARSHALL N. LEWIS,

*Justice of the Peace.*

**FRANKFORD AND HOLMESBURG.**

**Officers.**

NAMES.		Residence.	Salary.
Lewis Thompson, . .	President, . . . . .	Philadelphia, Pa., . . . . .	None.
B. F. Crispin, . . . . .	Secretary, . . . . .	Philadelphia, Pa., . . . . .	None.
Maxwell Rowland, . .	Treasurer, . . . . .	Holmesburg, Pa., . . . . .	None.

General office at Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Andreas Hartel, . . . . .	Holmesburg, Pa.
Presley Blakiston, . . . . .	Philadelphia, Pa.
George S. Clark, . . . . .	Philadelphia, Pa.
Josiah Bacon, . . . . .	Philadelphia, Pa.
Edmund Smith, . . . . .	Philadelphia, Pa.
J. Tunis Way, . . . . .	Philadelphia, Pa.
Robert N. Murray, . . . . .	Bustleton, Pa.
William Dedaker, . . . . .	Bustleton, Pa.
J. M. Banes, . . . . .	Bustleton, Pa.
J. B. William, . . . . .	Bustleton, Pa.
Maxwell Rowland, . . . . .	Holmesburg, Pa.
B. F. Crispin, . . . . .	Philadelphia, 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.**

First mortgage bonds, bear interest at seven per cent., . . . . . \$50,000 00

**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
Aggregate length of sidings, . . . . .	.95	.95
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	5.11	5.11

<b>Gauge.</b>	
What is the gauge of your lines? . . . . .	4 feet 9 inches.
<b>Track.</b>	
Miles of iron rail in use, . . . . .	5.11
Weight of rail per yard, (iron,) . . . . .	50 lbs.
Number of bridges and trestles on whole line, . . . . .	5
Wooden bridges, number of, 5; aggregate length, . . . . .	1,450
<b>Crossings.</b>	
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, . . . . .	3
Number of crossings of highways, over railroad, . . . . .	1
Number of crossings of highways, under railroad, . . . . .	2
<b>Stations.</b>	
Number of stations on main road: Passenger and freight, . . . . .	7
Number of engine-houses in Pennsylvania, 1; total number entire road, . . . . .	1
Number of wood and water stations on main road, . . . . .	1
Value of real estate held by the company, exclusive of roadway, . . . . .	\$2,000 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . .	2,000 00
How is track laid, and on what foundation? On cross-ties, with gravel ballast.	

**Stock and Dividends.**

Amount of common stock now outstanding, . . . . . \$100,000 00

The Frankford and Holmesburg Railroad Company is leased to the Philadelphia and Trenton Railroad Company, from January 1, 1871, for a period of ten (10) years, to which company's report we would respectfully refer the Secretary of Internal Affairs for further information.

STATE OF PENNSYLVANIA, }  
 County of Philadelyhia, } 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, A. D. 1878, according to the best of their knowledge and belief.

(Signed) LEWIS THOMPSON, *President.*  
 MAXWELL ROWLAND, *Treasurer.*

Sworn and subscribed before me, this 25th day of January, A. D. 1879.  
 AMOS C SHALLCROSS, *Notary Public.*

## FOXBURG, ST. PETERSBURG AND CLARION.

### Officers.

NAMES.	Residence.	Salary.
William L. Fox, . . . . .	President, . . . . .	Foxburg, . . . . . \$600 00
L. Wistar, . . . . .	Vice President, . . . . .	Philadelphia, . . . . . None
G. A. Eckbert, . . . . .	Treasurer, . . . . .	Foxburg, . . . . . 500 00
Benjamin B. Newton, . . . . .	General Superintendent, . . . . .	Foxburg, . . . . . 1,200 00
A. J. Armstrong, . . . . .	Auditor, . . . . .	Turkey City, . . . . . 1,200 00

General offices at Foxburg.

<i>Names of Directors.</i>	<i>Residences.</i>
William L. Fox, president, . . . . .	Foxburg.
A. W. Smiley, . . . . .	Foxburg.
Joel Fink, . . . . .	St. Petersburg.
James Blakslee, . . . . .	St. Petersburg.
J. V. Ritts, . . . . .	St. Petersburg.
H. Collner, . . . . .	St. Petersburg.
L. Wistar, . . . . .	Philadelphia.

### 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, . . . . .	97,660	00
Capital stock, total amount now paid in, . . . . .	97,660	00
Capital stock, number of shares issued, . . . . .	2,000	
Capital stock, par value of each share, . . . . .	50	00
Capital stock, average market value during the year. Not in market.		

### Debt.

Funded Debt.	
First mortgage bonds, (due January 1, 1893, or January 1, 1893, bear interest at seven per cent., which is payable semi-annually,) amount,	\$65,798 16
Total amount now of funded debt, . . . . .	\$65,798 16
Floating Debt.	
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . . \$159,619 58	
The amount now of floating debt, . . . . .	\$3,731 09
Total amount now of floating and funded debt, . . . . .	\$69,529 25
Funded debt as per last report, . . . . .	\$15,500 00
Floating debt as per last report, . . . . .	8,256 28

Cost.

Total cost of entire road to date, . . . . .	\$119,933	65
Average of same per mile of road laid, . . . . .	9,225	97
Proportion of same for Pennsylvania, . . . . .	9,225	97
Total cost of entire equipment, . . . . .	39,885	93
Average cost of equipment per mile of road operated by company, . . . . .	3,050	46
Proportion of same for Pennsylvania, . . . . .	3,050	46
Cost of road and equipment per mile, . . . . .	9,225	66
Proportion of same for Pennsylvania, . . . . .	9,225	66

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Foxburg to Jefferson, . . . . .	13.7	13.7

Gauge.

What is the gauge of your lines? . . . . . 3 feet.

Track.

Miles of iron rail in use, . . . . . 14  
 Weight of rail per yard, iron, . . . . . 40 lbs.

Bridges and Trestles erected in Pennsylvania during the year.

LOCATION.	Kind.	Whether wood or stone.	Length in feet.	When completed.
Beaver Creek, . . . . .	Stringer bridge,	Wood, . . . . .	100	Jan. 21, 1878.
Blair's Corners, . . . . .	Curved trestle,	Wood, . . . . .	140	Jan. 26, 1878.
Blair's Corners, . . . . .	Straight trestle,	Wood, . . . . .	368	Jan. 26, 1878.

Number of bridges and trestles on whole line, . . . . . 15  
 Wooden bridges, number of, 1; aggregate length, . . . . . 100 feet.  
 Wooden trestles, number of, 14; aggregate length, . . . . . 3,662 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, . . . . . 12  
 Number of crossings at which there are neither gates nor flagmen, . . . . . 12

What regulations govern your employes in regard to these crossings? That trains approaching crossings must give warning by three blasts of the engine whistle, and ring the bell of the engine.

**Stations.**

Number of stations on main road, passenger and freight,	8
Number of engine-houses and shops in Pennsylvania, 1;	
total number entire road, . . . . .	1
Number of wood and water stations on main road, . . . . .	1

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

Equipment.	Number.	Av. cost of each.
Number of locomotives of more than 10 tons weight, . . . . .	3	\$6,534 00
Number of first class passenger cars, . . . . .	3	2,400 00
Number of second class passenger cars, . . . . .	1	2,000 00
Number of baggage, mail, and express cars, . . . . .	1	1,750 00
Number of freight cars: house cars and trucks, . . . . .	6	365 00
Number of coal, ore, and stone cars, . . . . .	12	240 00
Number of caboose cars, . . . . .	1	275 00

What kind of train brake is in use on your road? Westinghouse air brake on passenger trains, and hand brake on freight trains.

Average number of cars in passenger trains, including baggage cars, . . . . .	2
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	35 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	33
Same in Pennsylvania, . . . . .	33

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	43,817
Number of through passengers for the year on main road,	10,411
Number of passengers (all classes) carried in cars, . . . . .	73,163
Number of passengers carried one mile, . . . . .	630,850
Number of passengers carried one mile in Pennsylvania, . . . . .	630,850
Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	2,881
Number of tons of freight carried one mile, . . . . .	22,285
Number of tons of freight carried one mile in Pennsylvania,	22,285
Gross amount of tonnage for the year, (2,000lbs. per ton.)	2,881
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	14



Monthly Statement of Passengers, (all Classes,) Carried in Cars.

January, 1878, . . . . .	9,482	July, 1878, . . . . .	4,127
February, 1878, . . . . .	8,177	August, 1878, . . . . .	4,978
March, 1878, . . . . .	9,987	September, 1878, . . . . .	4,116
April, 1878, . . . . .	7,075	October, 1878, . . . . .	4,248
May, 1878, . . . . .	6,677	November, 1878, . . . . .	4,662
June, 1878, . . . . .	5,842	December, 1878, . . . . .	8,814

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

Anthracite coal, . . . . .	536	Merchandise and manufactures, . . . . .	1,764
Stone and lime, . . . . .	18	Lumber, . . . . .	89
Agricultural products, . . . . .	474		

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 lbs.,) per Mile, charged for Freight.

For local freight, . . . . .	15 cents.
For local coal, . . . . .	13 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .		\$2,657 25	
February, 1878, . . . . .		2,774 75	
March, 1878, . . . . .		3,439 75	
April, 1878, . . . . .		2,957 75	
May, 1878, . . . . .		2,330 92	
June, 1878, . . . . .		2,064 30	
July, 1878, . . . . .		1,771 05	
August, 1878, . . . . .		1,632 80	
September, 1878, . . . . .		1,451 15	
October, 1878, . . . . .		1,551 30	
November, 1878, . . . . .		1,363 10	
December, 1878, . . . . .		1,218 20	
Total, . . . . .		\$25,232 82	

For Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .		\$431 36	
February, 1878, . . . . .		310 07	
March, 1878, . . . . .		582 17	
April, 1878, . . . . .		508 88	
May, 1878, . . . . .		548 79	
June, 1878, . . . . .		880 35	
July, 1878, . . . . .		269 66	
August, 1878, . . . . .		360 69	
September, 1878, . . . . .		260 49	
October, 1878, . . . . .		392 70	
November, 1878, . . . . .		516 68	
December, 1878, . . . . .		382 41	
Total, . . . . .		\$4,944 25	\$4,944 25

## From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1878, . . . . .		\$18 35		
February, 1878, . . . . .		17 38		
March, 1878, . . . . .		25 15	\$3 55	
April, 1878, . . . . .		25 09	5 05	
May, 1878, . . . . .		23 67		
June, 1878, . . . . .		23 94	2 00	
July, 1878, . . . . .		10 65		
August, 1878, . . . . .		15 12		
September, 1878, . . . . .		17 33		
October, 1878, . . . . .		18 16	2 00	
November, 1878, . . . . .		18 13	75	
December, 1878, . . . . .		18 62	1 25	
Total, . . . . .		\$231 69	\$14 60	\$246 19

Total passenger earnings for the year, . . . . .	\$25,282	32
Total freight earnings for the year, . . . . .	4,944	25
Total earnings from all other sources, . . . . .	246	19
Total earnings for the year, . . . . .	\$30,472	76
Total receipts from all sources on whole length of line, . . . . .	\$30,472	76
Proportion of earning in Pennsylvania to earnings of whole line, . . . . .	30,472	76

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

Extension or alteration of road, . . . . .	\$102,597	68
Land or land damages, . . . . .	1,424	51
Passenger and freight houses, . . . . .	2,288	65
Engine houses, car sheds, wood and coal sheds, and water tanks, . . . . .	531	02
New locomotives, number of, 1, . . . . .	6,781	95
New passenger cars, number of, 3, . . . . .	4,283	35
New freight cars, number of, 6, . . . . .	2,028	49
Any other expenditures chargeable to this account, . . . . .	39,685	93
Total, . . . . .	\$159,619	58
Proportion for Pennsylvania, . . . . .	159,619	58

## Expenditures for Operating During the Year.

## Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$7,831	63
Repairs of bridges, . . . . .	685	34
Total for maintenance of way, . . . . .	\$8,516	96
Cost per mile of road kept in repair, . . . . .	655	15
Proportion for Pennsylvania, . . . . .	655	15

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$2,099	80
Repairs of machinery, . . . . .	17	12
Repairs of passenger, baggage, and mail cars, . . . . .	300	48
Repairs of freight cars, . . . . .	69	76
All other expenses for maintenance of motive power and cars, . . . . .	2,675	52
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$5,162</b>	<b>68</b>
Cost per mile of road operated, . . . . .	397	13
Proportion for Pennsylvania, . . . . .	397	13

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$3,346	09
Salaries, wages, and incidentals chargeable to freight department, . . . . .	2,569	08
Fuel—coal, . . . . .	1,845	83
Oil and waste, . . . . .	454	11
Insurance, . . . . .	375	59
Telegraph expenses, . . . . .	104	83
General salaries and office expenses, law expenses, and all other expenses, (except interest,) not included in any of the above items, . . . . .	9,255	75
<b>Total miscellaneous, . . . . .</b>	<b>\$17,951</b>	<b>22</b>
Amount per mile of road operated, . . . . .	1,380	86
Proportion for Pennsylvania, . . . . .	1,380	86
<b>Total expenditures for operating the road, . . . . .</b>	<b>\$27,273</b>	<b>63</b>
Total charged to road and equipment, . . . . .	4,357	23
Expenses per mile of the road operated, . . . . .	2,433	14
Expenses per mile of single track operated, not including sidings, . . . . .	2,433	14
Proportion for Pennsylvania, . . . . .	2,433	14

Earnings.

Passenger transportation, local, . . . . .	\$25,232	82
Freight transportation, local, . . . . .	4,944	25
Express service, . . . . .	231	69
All other sources of income, . . . . .	14	60
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$8,516	96
Maintenance of motive power and cars, . . . . .	5,162	68
Miscellaneous, . . . . .	17,951	22
Total operating expenses, being 103 per cent of earnings, . . . . .	31,630	86
Deficit, . . . . .	1,208	10
Earnings per mile of road operated, . . . . .	\$2,340	21
Expenses per mile of road operated, . . . . .	2,433	14
Deficit, . . . . .	93	93

## General Balance Sheet, January 1, 1879.

Assets.			
Construction first and second division, . . .	\$79,324 08		
Construction third division, . . . . .	40,609 57		
	\$119,933 65		
Equipment, . . . . .	39,685 93		
Total construction and equipment, . . . . .		\$159,619	58
Cash in treasurer's hands, . . . . .		1,515	55
Balance due from agents and others, . . . . .		253	92
Balance to debit of profit and loss, . . . . .		6,488	47
		\$167,877	52
Liabilities.			
Capital stock, . . . . .		\$97,680	00
First mortgage bonds, . . . . .		65,798	16
Accounts payable, . . . . .		3,731	09
Balances due railroad companies, . . . . .		61	80
Interest due on mortgage bonds, . . . . .		626	47
		\$167,877	52

## 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.? The Union Express Company, who pay first-class rates on all material shipped over the road.

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 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, &c.? 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? 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 United States Government for the transportation of its mails, and on what terms of service? Whatever they please to give us. Don't know yet.

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.

Two boys, named O'Hara, left home at nine P. M., August 9, 1878, fell asleep on the track near Foxburg. One was killed by engine No. 3, and the other slightly injured.

Engine No. 1 ran off the track at Foxburg. Went over the bank. No one injured.

Coach ran off track on the hill at Foxburg. No one injured.

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, doth 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 31st December 31, A. D. 1878, according to the best of his knowledge and belief.

(Signed,)

A. J. ARMSTRONG, Auditor.

Sworn and subscribed before me this 23d day of January, A. D. 1879.

C. E. BONE, Notary Public.

## GENEVA, HORNELLSVILLE AND PINE CREEK.

### Officers.

NAMES.	Residence.	Salary.	
Emory B. Pottle, . . . . .	President, . . . . .	Naples, N. Y., . . . . .	None.
James Covell, . . . . .	Secretary, . . . . .	Naples, N. Y., . . . . .	None.
Walter G. Rose, . . . . .	Treasurer, . . . . .	Hornellsville, N. Y., . . . . .	None.

General offices at Hornellsville, N. Y.

<i>Names of Directors.</i>	<i>Residences.</i>
Emory B. Pottle, . . . . .	Naples, N. Y.
James Covell, . . . . .	Naples, N. Y.
Corydon Wheat, . . . . .	Geneva, N. Y.
Alexander L. Chew, . . . . .	Geneva, N. Y.
James Loverhill, . . . . .	Geneva, N. Y.
Anson G. Lindsley, . . . . .	Middlesex, N. Y.
Robert L. Brundage, . . . . .	Hornellsville, N. Y.
Morris Smith, . . . . .	Hornellsville, N. Y.
John Davis, . . . . .	Greenwood, N. Y.
Butler B. Strang, . . . . .	Westfield, Pa.
Henry Baker, . . . . .	Clymer, Pa.
Silas X. Billings, . . . . .	Gaines, Pa.
Franklin W. Knox, . . . . .	Coudersport, Pa.

### Capital Stock.

Capital stock authorized by law, . . . . .	\$2,675,000	00
Capital stock, amount subscribed, . . . . .	763,500	00
Capital stock paid in by last report, . . . . .	382,175	00
Capital stock, total amount now paid in, . . . . .	382,175	00
Capital stock, number of shares issued, . . . . .	26,750	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	100	00
Capital stock, average market value during the year, . . . . .	None.	

### Debt.

Floating Debt.	
The amount now of floating debt, . . . . .	\$42,000 00
Total amount now of floating and funded debt, . . . . .	\$42,000 00

### Cost.

Total cost of entire road to date, . . . . .	\$425,175 00
Proportion of same for Pennsylvania, engineering, . . . . .	2,000 00

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Geneva to West Branch, . . . . .	122	84

Gauge.

What is the gauge of your lines? No track laid. Probably 4 8½.

Value of real estate held by the company, exclusive of roadway, . . . . . \$800 00

General Balance Sheet, January 1, 1879.

DR.		
Cost of road, construction, real estate, and bridges, . . . . .	\$424,175	00
	\$424,175	00
CR.		
Capital stock paid in, . . . . .	\$382,175	00
Unfunded debt for construction, . . . . .	42,000	00
	\$424,175	00

Amount of common stock now outstanding, . . . . . \$763,500 00

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

Personally appeared before me, Emory B. Pottle, president, and Walter G. Rose, treasurer, of the Geneva, Hornellsville and Pine 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. 1878, according to the best of their knowledge and belief.

(Signed,)

EMORY B. POTTLE, *President.*  
 W. G. ROSE, *Treasurer.*

Sworn and subscribed before me this 15th day of January, A. D. 1879.  
 C. H. THOMSON, *Commissioner for Pennsylvania.*

**GREENLICK NARROW GAUGE.**

**Officers.**

NAMES.		Residence.	Salary.
George H. Everson, . . . . .	President, . . . . .	Scottdale, Pa., . . . . .	None.
C. L. Graff, . . . . .	Vice President, . . . . .	Scottdale, Pa., . . . . .	None.
Nathaniel Miles, . . . . .	Secretary, } . . . . .	Scottdale, Pa., . . . . .	\$250 00
George H. Everson, . . . . .	Treasurer, } . . . . .	Scottdale, Pa., . . . . .	None.
W. L. Shaw, . . . . .	Gen'l Superintendent, . . . . .	Scottdale, Pa., . . . . .	400 00
	Div. Superintendent, . . . . .	Scottdale, Pa., . . . . .	

General offices, Scottdale, Westmoreland county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
George H. Everson, . . . . .	Scottdale, Pa.
C. L. Graff, . . . . .	Scottdale, Pa.
W. T. Brown, . . . . .	Scottdale, Pa.
Joseph R. Stauffer, . . . . .	Scottdale, Pa.
D. H. Pershing, . . . . .	Stauffer Station, Pa.
W. H. Everson, . . . . .	Pittsburgh, Pa.
George A. Hogg, . . . . .	Mt. Pleasant, Pa.
J. F. Overholt, . . . . .	Mt. Pleasant, Pa.
J. L. Shallenberger, . . . . .	Mt. Pleasant, Pa.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$50,000 00
Capital stock, amount subscribed, . . . . .	31,450 00
Capital stock paid in by last report, . . . . .	29,700 00
Capital stock, total amount now paid in, . . . . .	31,450 00
Capital stock, number of shares issued, . . . . .	629
Capital stock, amount paid in on each share, . . . . .	50 00
Capital stock, par value of each share, . . . . .	50 00

**Cost.**

Total cost of entire road to date, . . . . .	\$25,609 89
Average of same per mile of road laid, . . . . .	7,317 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.

Main Line.	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

Gauge.

What is the gauge of your lines? . . . . . 3 feet.

Track.

Miles of iron rail in use, . . . . . 3½  
 Weight of rail per yard, iron, . . . . . 24 and 30 lbs.  
 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 of, . . . . . 70 feet.

Crossings.

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:  
 Blowing whistle and ringing bell.

Stations.

Number of stations on main road, freight, 3; total, . . . . . 3  
 Number of engine-houses and shops in Pennsylvania, 1; . . . . .  
 total number entire road, . . . . . 1  
 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  
 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 ten tons weight, . . . . .	1	\$8,500 00
Number of second-class passenger cars, . . . . .	1	300 00
Number of freight cars, trucks, . . . . .	1	150 00
Number of coal, ore, and stone cars, . . . . .	16	135 00

What kind of train brake is in use on your road? Chain.  
 Average number of cars in freight trains, . . . . . 12  
 Average weight of freight trains, including locomotive and  
 tender, in working order, . . . . . 70 tons.

**Employees.**

Average number of persons regularly employed by com-  
 pany, including officials, . . . . . 7  
 Same in Pennsylvania, . . . . . 7

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by freight trains, . . . . . 2,625  
 Number of through passengers for the year on main road, . . . . . 218  
 Number of passengers (all classes) carried in cars, . . . . . 218  
 Number of passengers carried one mile, . . . . . 654  
 Number of passengers carried one mile in Pennsylvania, . . . . . 654  
 Number of tons of 2,000 lbs. of through freight for the  
 year on main road, . . . . . 11,065<sup>417</sup>/<sub>2,000</sub>  
 Number of tons of freight carried one mile, . . . . . 33,196<sup>417</sup>/<sub>2,000</sub>  
 Number of tons of freight carried one mile in Pennsyl-  
 vania, . . . . . 33,196<sup>417</sup>/<sub>2,000</sub>  
 Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . . 11,065<sup>417</sup>/<sub>2,000</sub>  
 Average rate of speed adopted by ordinary passenger trains,  
 including stops, (miles per hour,) . . . . . 6 miles.  
 Average rate of speed adopted by express trains, including  
 stops, (miles per hour,) . . . . . 6 miles.  
 Average rate of speed adopted by freight trains, including  
 stops, (miles per hour,) . . . . . 6 miles.

**Monthly Statement of Passengers, all Classes, Carried in Cars.**

January, 1878, . . . . .	51		April, 1878, . . . . .	28
February, 1878, . . . . .	61		May, 1878, . . . . .	12
March, 1878, . . . . .	66			

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

Iron and other ores, . . . . . 10,958<sup>505</sup>/<sub>2,000</sub>  
 Merchandise and manufactures, . . . . . 106<sup>114</sup>/<sub>2,000</sub>

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

For second class through passengers, . . . . . 3 cents.  
 For second class way passengers, . . . . . 3 cents.

**The Rate per Ton (of 2,000 pounds,) per Mile Charged for Freight.**

For through freight, per ton per mile, . . . . . 11 cents.  
 For through coal, per ton per mile, . . . . . 11 cents.  
 For local freight, per ton per mile, . . . . . 11 cents.  
 For local coal, per ton per mile, . . . . . 11 cents.

Monthly Earnings for the Year.  
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1878, . . . . .	\$5	10				
February, 1878, . . . . .	6	10				
March, 1878, . . . . .	6	65				
April, 1878, . . . . .	2	80				
May, 1878, . . . . .	1	20				
<b>Total, . . . . .</b>	<b>\$21</b>	<b>85</b>			<b>\$21</b>	<b>85</b>

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
November, 1877, . . . . .	\$432	77				
December, 1877, . . . . .	489	64			\$922	41
January, 1878, . . . . .	\$403	01				
February, 1878, . . . . .	440	52				
March, 1878, . . . . .	560	95				
April, 1878, . . . . .	526	28				
May, 1878, . . . . .	208	38				
June, 1878, . . . . .	2	18				
September, 1878, . . . . .	392	96				
October, 1878, . . . . .	95	00				
November, 1878, . . . . .	369	32				
December, 1878, . . . . .	471	44			3,470	04
<b>Total, . . . . .</b>					<b>\$4,392</b>	<b>45</b>
<b>Total passenger earnings for the year, . . . . .</b>					<b>\$21</b>	<b>85</b>
<b>Total freight earnings for the year, . . . . .</b>					<b>3,470</b>	<b>04</b>
<b>Total earnings for the year, . . . . .</b>					<b>\$3,491</b>	<b>89</b>
<b>Total receipts from all sources on whole length of line, . . . . .</b>					<b>\$3,491</b>	<b>89</b>
<b>Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .</b>					<b>3,491</b>	<b>89</b>

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$768	95
New iron rails, number of tons, . . . . . <sup>4,228</sup> / <sub>1740</sub>	175	90
<b>Total for maintenance of way, . . . . .</b>	<b>\$944</b>	<b>85</b>
<b>Cost per mile of road kept in repair, . . . . .</b>	<b>\$269</b>	<b>96</b>
<b>Proportion for Pennsylvania, . . . . . All.</b>		

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$238	18
All other expenses for maintenance of motive power and cars, . . . .	340	84
Total for maintenance of motive power and cars, . . . . .	\$578	47
Cost per mile of road operated, . . . . .	\$165	28
Proportion for Pennsylvania, . . . . . All.		

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$1,604	42
Fuel—number of tons of coal, . . . . . 92,530	78	05
Oil and waste, . . . . .	112	17
Taxes, . . . . .	284	82
Insurance, . . . . .	7	50
Total miscellaneous, . . . . .	\$2,096	96
Amount per mile of road operated, . . . . .	598	28
Proportion for Pennsylvania, . . . . . All.		
Total expenditures for operating the road, . . . . .	\$3,610	28
Expenses per mile of the road operated, . . . . .	\$1,031	51
Proportion for Pennsylvania, . . . . . All.		

## Earnings.

Passenger transportation, through, . . . . .	\$21	85
Freight transportation, through, . . . . .	3,470	04
Total, . . . . .	\$3,491	89
Operating Expenses.		
Maintenance of way and buildings, . . . . . \$944	85	
Maintenance of motive power and cars, . . . . . 578	47	
Miscellaneous, . . . . . 2,086	98	
	\$3,610	28
Deficit, . . . . .	\$118	39
Earnings per mile of road operated, . . . . .	\$997	68
Expenses per mile of road operated, . . . . .	1,031	51
Deficit, . . . . .	\$33	83

General Balance Sheet, January 1, 1879.

DR.			
Construction of road, tracks, &c., 3½ miles, . . . . .		\$24,757	64
Cost of equipment—being one locomotive, eighteen cars, right of way, and one acre of ground, . . . . .		7,177	77
Cost of survey (experimental) of Scottdale branch, . . . . .		600	00
Accounts receivable, . . . . .		2,015	24
Shortage, or loss by shipments in 1878, . . . . .		118	39
		\$34,569	04
CR.			
Capital stock, 629 shares, at \$50 each, . . . . .		\$31,450	00
Dividends to stock accounts unsettled, . . . . .		623	02
Accounts payable, . . . . .		112	85
To profit and loss, . . . . .		2,383	17
		\$34,569	04

Stock and Dividends.

Amount of common stock now outstanding: 629 shares, . . . . . \$31,450 00  
 Amount of stock issued as stock dividends, and dates of issue: February 15, 1878, thirty-five shares, . . . . . 1,750 00  
 Rate and date of all cash dividends on stock of original and consolidated companies: January 31, 1878, 4½ per cent. on \$29,700 of stock.

Number and per cent. of dividends: One dividend of 4½ per cent. on \$29,700, . . . . .	\$1,336	50
Amount paid in dividends, . . . . .	1,336	50
Surplus at commencement of the year, . . . . .	2,383	17
Total surplus, . . . . .	2,383	17
Surplus invested as follows:		
Cash and loans, (experimental survey,) . . . . .	\$500	00
Balance of accounts due company, . . . . .	1,883	17

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

Personally appeared before me, George H. Everson, president, and Nathaniel Miles, treasurer, of the Greenlick Narrow Gauge 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. 1878, according to the best of their knowledge and belief.

(Signed)

GEORGE H. EVERSON, *President.*

NATHANIEL MILES, *Treasurer.*

Sworn and subscribed before me this 14th day of January, A. D. 1879.

T. W. AULT, *Justice of the Peace.*

## HANOVER AND YORK.

## Officers.

NAMES.		Residence.	Salary.
John S. Young, . . . .	President, . . . . .	Hanover, Pa., . . . .	None.
A. J. Frey, . . . . .	Vice President, . . . . .	York, Pa., . . . . .	None.
J. P. Smith, . . . . .	Secretary, . . . . .	Hanover, Pa., . . . .	None.
J. H. Alleman, . . . .	Treasurer, . . . . .	Hanover, Pa., . . . .	None.

Names of Directors.		Residences.
George D. Klinefelter, . . . . .		Hanover, Pa.
Isaac Loucks, . . . . .		Hanover, Pa.
William J. Young, . . . . .		Hanover, Pa.
Henry Bittinger, . . . . .		Hanover, Pa.
Samuel Shirk, . . . . .		Hanover, Pa.
J. P. Smith, . . . . .		Hanover, Pa.
P. H. Glatfelter, . . . . .		Spring Grove, Pa.
A. J. Frey, . . . . .		York, Pa.
Michael Schall, . . . . .		York, Pa.
W. L. Small, . . . . .		York, Pa.
David E. Small, . . . . .		York, Pa.
William McConkey, . . . . .		Wrightsville, Pa.

## Capital Stock.

Capital stock authorized by law, . . . . .	\$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, . . . . .	20	00

## Debt.

Funded Debt.		
First mortgage bonds, (due January 1, 1895, bear interest at seven per cent., which is payable January 1, and December 1,) amount, . . . . .	\$150,000	00
Total amount now of funded debt, . . . . .	\$150,000	00
Floating Debt.		
The amount now of floating debt, certificates of indebtedness bearing seven per cent. interest, . . . . .	35,000	00
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, . . . . .	35,000	00
Total cash realized from capital stock and debt, . . . . .	\$392,200	00

Cost.

Total cost of entire road to date, . . . . .	\$345,000	00
Average of same per mile of road laid, . . . . .	18,200	00
Proportion of same for Pennsylvania, . . . . . All in Pennsylvania.		
Average cost of equipment per mile of road operated by company, (invested in the purchase of a controlling interest of the stock of Littlestown railroad,) . . . . .	47,200	00

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, . . . . .	18 $\frac{4}{10}$	18 $\frac{4}{10}$
Length of single main track, . . . . .	18 $\frac{4}{10}$	

Track.

Miles of iron rail in use, . . . . .	18 $\frac{4}{10}$
Weight of rail per yard, . . . . .	56 and 60 lbs.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Hanover Junction, and Hanover and Gettysburg railroad, at Hanover, Pa.

What regulations govern your employes in regard to crossings? Refer to Pennsylvania Railroad Company.

The Hanover and York railroad has been leased to the Pennsylvania Railroad Company for the term of nine hundred and ninety nine years, on the following terms, viz:

The Pennsylvania Railroad Company to have entire charge of the transportation department. To maintain and operate the road, charging actual cost only for the same. Semi-annual settlement to be made. The Hanover and York Railroad Company to receive all the earnings of the road over and above the cost of operating and maintaining the same.

For the year ending December 31, 1878, the earnings were:

Gross earnings, . . . . .	\$55,849	15
Expenses, . . . . .	34,310	81
Net earnings, . . . . .	\$21,508	34
Cash on hand, . . . . .	\$3,770	48
Amount due from Pennsylvania Railroad Company, . . . . .	4,073	05
Coupons Littlestown railroad first mortgage bonds, on hand . . . . .	7,000	00

Interest on first mortgage bonds, and certificates of indebtedness of the

Hanover and York Railroad Company has been promptly paid on maturity, out of the net earnings of the road.

Stock and Dividends.

Amount of common stock now outstanding, . . . . . 4,144 shares.

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

Personally appeared before me, John S. Young, president, and John H. Alleman, 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. 1878, 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. 1879.

A. N. MICHAEL, *Notary Public.*

HANOVER JUNCTION AND SUSQUEHANNA.

Officers.

NAMES.		Residence.	Salary.	
Samuel Eby, . . . . .	President, . . . . .	Elizabethtown, Pa.	\$300	00
John S. Given, . . . . .	Secretary, . . . . .	Columbia, . . . . .	1,000	00
A. Summy, . . . . .	Treasurer, . . . . .	Marietta, . . . . .	250	00
George Nauman, . . . . .	Solicitors, . . . . .	Lancaster,		
Wm. B. Given, . . . . .		Columbia,		
Joseph F. McMakin, . . . . .	Chief Engineer,	Columbia,		

*Names of Directors.*

*Residences.*

Samuel Eby, . . . . .	Elizabethtown, Penna.
H. L. Haldeman, . . . . .	Chickles, Penna.
E. L. Reinhold, . . . . .	Marietta, Penna.
Henry Hiestand, . . . . .	Marietta, Penna.
C. A. Shaffner, . . . . .	Marietta, Penna.
A. Summy, . . . . .	Marietta, Penna.
Henry Copenheffer, . . . . .	Columbia, Penna.
John S. Given, . . . . .	Columbia, Penna.
H. E. Wolfe, . . . . .	Columbia, Penna.



**Capital Stock.**

Capital stock authorized by law, . . . . .	\$250,000	00
Capital stock, amount subscribed, . . . . .	150,000	00
Capital stock paid in by last report, . . . . .	75,935	26
Capital stock, total amount now paid in, . . . . .	79,009	38
Capital stock, number of shares issued, . . . . .	1,331	
Capital stock, amount paid in on each share: All installments called in, those not paid in full in <i>suft.</i>		
Capital stock, par value of each share, . . . . .	50	00

**Debt.**

<b>Funded Debt.</b>		
First mortgage bonds, (due 1st of June, A. D. 1905, bear interest at 7 per cent., which is payable 1st June and December in each year,) amount, . . . . .	\$86,600	00
Total amount now of funded debt, . . . . .	86,600	00
<b>Floating Debt.</b>		
The amount now of floating debt, . . . . .	34,879	00
Total amount now of floating and funded debt, . . . . .	\$121,279	09
Funded debt as per last report, . . . . .	\$84,000	00
Floating debt as per last report, . . . . .	21,427	18

**Cost.**

Total cost of entire road to date, . . . . . \$195,797 60

**Characteristics of Road.**

<b>Main Line.</b>	<b>MILES.</b>	
	<b>Whole length.</b>	<b>Length in Penn'a.</b>
Length of main line from near Landisville to Hanover Branch, in York county, . . . . .	34	
Length of single main track: Road in course of construction.		

## General Balance Sheet, December 1, 1878.

Amount of capital stock subscribed, . . . . .		\$150,600	00
Amount paid on 3,012 shares, . . . . .	\$79,009	88	
Amount unpaid shares, . . . . .	71,590	62	
		\$150,600	00
<b>Assets of the Company.</b>			
Amount due from J. A. Britton & Co., . . . . .	\$3,995	62	
Amount unpaid stock subscriptions, . . . . .	71,590	62	
		\$75,586	24
<b>Liabilities.</b>			
Amount due contractors, employes, &c., . . . . .		\$34,679	09
Assets over liabilities, . . . . .		40,907	15
<b>Construction Account.</b>			
Amount construction account, . . . . .	\$161,159	88	
Amount land damages, . . . . .	4,122	47	
Amount, expense, interest, discount, &c., . . . . .	30,515	25	
		\$195,797	60
<b>First Mortgage Bonds.</b>			
Amount paid contractors, . . . . .	\$86,600	00	
Amount collateral, . . . . .	48,400	00	
		\$135,000	00

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

Personally appeared before me, Samuel Eby, president, and Abraham Summy, treasurer, of the Hanover Junction 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 1, A. D. 1878, according to the best of their knowledge and belief.

(Signed,)

SAMUEL EBY, *President.*

A. SUMMY, *Treasurer.*

Sworn and subscribed before me, this 4th day of December, A. D. 1878.

J. L. PINKERTON, *Notary Public.*

**HANOVER JUNCTION, HANOVER AND GETTYSBURG.**

**Officers.**

NAMES.		RESIDENCE.	SALARY.	
A. W. Eichelberger, . . .	President, . . . . .	Hanover, Pa., . . . .	\$1,000	00
R. M. Wirt, . . . . .	Secretary, . . . . .	Hanover, Pa., . . . .	50	00
R. A. Eichelberger, . . .	Treasurer, . . . . .	Hanover, Pa., . . . .	150	00
D. A. Wills, . . . . .	General Solicitor, . . .	Gettysburg, Pa., . . .	100	00
H. A. Young, . . . . .	Gen'l Superintendent,	Hanover, Pa., . . . .	500	00

*Names of Directors.*

*Residences.*

Jacob Forney, . . . . .	Hanover, Pa.
John Nyman, . . . . .	Hanover, Pa.
Peter Flickinger, . . . . .	Hanover, Pa.
Stephen Keefer, . . . . .	Hanover, Pa.
R. Young, . . . . .	Hanover, Pa.
William Grumbine, . . . . .	Hanover, Pa.
R. M. Wirt, . . . . .	Hanover, Pa.
George Swope, . . . . .	Gettysburg, Pa.
Matthew Eichelberger, . . . . .	Gettysburg, Pa.
C. W. Slagle, . . . . .	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, . . . . .	116,850	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, . . . . .	20	00

**Debt.**

Funded Debt.		
First mortgage bonds, (due 1895, bear interest at six per cent., which is payable at Hanover,) amount, . . . . .	\$188,900	00
Total amount now of funded debt, . . . . .	\$188,900	00
Floating Debt.		
Debt incurred for any other purpose, and for what: For building Baltimore and Hanover railroad, . . . . . \$16,000 00		
The amount now of floating debt, . . . . .	16,000	00
Total amount now of floating and funded debt, . . . . .	\$204,900	00
Funded debt as per last report, . . . . . \$178,700 00		
Total cash realized from capital stock and debt, . . . . .	\$308,037	00

## Cost.

Total cost of entire road to date, . . . . .	\$387,816	00
Average of same per mile of road laid, . . . . .	12,927	20
Proportion of same for Pennsylvania, . . . . .	12,927	20
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, per mile, . . . . .	2,952	16
Cost of road and equipment per mile, . . . . .	15,879	36
Proportion of same for Pennsylvania, per mile, . . . . .	15,879	36

## 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
Aggregate length of sidings and other track not above enumerated, . . . . .	2,448	2,448
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	32,448	32,448

## Gauge.

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

## Track.

Miles of iron rail in use, . . . . . 28 $\frac{1}{2}$   
 Miles of steel rail in use, . . . . . 1 $\frac{1}{2}$   
 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? The durability of steel rails is at least four times greater than iron. Practicability of use, equal.

Number of bridges and trestles on whole line, . . . . . 20  
 Wooden bridges, number of, 19; aggregate length, . . . . . 433 feet.  
 Iron bridges, number of, 1; aggregate length, . . . . . 120 feet.

## Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Hanover and York railroad, at Hanover.

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 there are neither gates nor flagmen, . . . . . 40

What regulations govern your employes in regard to these crossings? The engine bell must be rung before reaching public road crossings, and

the whistle sounded at all the principal crossings, and also where the view is obstructed.

**Stations.**

Number of stations on main road :	{ Passenger, 14, } . . . . .	16
	{ Freight, . 16, }	
Number of engine-houses and shops in Pennsylvania 5 ;		
total number entire road, . . . . .		5
Number of wood and water stations on main road, . . . . .		5
Value of real estate held by the company, exclusive of roadway, . . . . .		\$16,000 00

How is track laid and on what foundation? On oak ties, resting on ballast of earth and stone.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, . . . . .	1	\$13,700 00
Number of locomotives of more than 20 tons weight, . . . . .	6	6,665 00
Number of locomotives of more than 10 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

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, . . . . .	72 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, . . . . .	38,500
Number of miles run by freight trains, . . . . .	41,200
Number of miles run by coal trains, . . . . .	
Number of through passengers for the year on main road,	21,790

Number of passengers (all classes) carried in cars, . . . . .	45,500
Number of passengers carried one mile, . . . . .	858,260
Number of passengers carried one mile in Pennsylvania, . . . . .	858,260
Number of tons, of 2,000 lbs., of through freight for the year on main road, . . . . .	4,707½
Number of tons of freight carried one mile, . . . . .	534,484 <sup>681</sup> / <sub>1000</sub>
Number of tons of freight carried one mile in Pennsylvania, . . . . .	534,484 <sup>681</sup> / <sub>1000</sub>
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	40,366
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.

January, 1878, . . . . .	2,829	July, 1878, . . . . .	4,088
February, 1878, . . . . .	2,774	August, 1878, . . . . .	5,351
March, 1878, . . . . .	2,929	September, 1878, . . . . .	4,515
April, 1878, . . . . .	3,289	October, 1878, . . . . .	4,979
May, 1878, . . . . .	4,166	November, 1878, . . . . .	3,230
June, 1878, . . . . .	4,826	December, 1878, . . . . .	2,494

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

Bituminous coal, . . . . .	7,873½	Merchandise and manufactures, . . . . .	17,286½
Iron and other ores, . . . . .	3,571	Live stock, . . . . .	606½
Stone and lime, . . . . .	7,487	Lumber, . . . . .	3,541

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, . . . . .	3 <sup>40</sup> / <sub>100</sub> cents.
For through coal per ton per mile, . . . . .	2 <sup>3</sup> / <sub>4</sub> cents.
For local freight per ton per mile, . . . . .	4 cents.
For local coal per ton per mile, . . . . .	2 <sup>3</sup> / <sub>4</sub> cents.

Monthly Earnings for the Year.  
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1878, . . . . .	\$592	66	\$816	61	\$1,409	17
February, 1878, . . . . .	608	41	787	19	1,395	60
March, 1878, . . . . .	569	36	733	52	1,302	88
April, 1878, . . . . .	754	40	921	46	1,675	86
May, 1878, . . . . .	1,006	23	1,252	51	2,258	74
June, 1878, . . . . .	1,471	76	795	54	2,267	30
July, 1878, . . . . .	1,349	19	896	24	2,245	48
August, 1878, . . . . .	2,071	68	915	70	2,987	38
September, 1878, . . . . .	1,307	75	974	55	2,282	30
October, 1878, . . . . .	1,502	13	961	25	2,463	38
November, 1878, . . . . .	710	93	855	37	1,566	30
December, 1878, . . . . .	623	36	821	65	1,445	01
<b>Total, . . . . .</b>	<b>\$12,567</b>	<b>76</b>	<b>\$10,781</b>	<b>59</b>	<b>\$23,299</b>	<b>85</b>

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1878, . . . . .	\$883	15	\$1,131	92	\$2,015	07
February, 1878, . . . . .	481	11	883	19	1,364	30
March, 1878, . . . . .	474	54	1,329	87	1,804	41
April, 1878, . . . . .	394	38	2,108	83	2,503	21
May, 1878, . . . . .	504	91	2,020	03	2,524	94
June, 1878, . . . . .	395	90	1,122	60	1,518	50
July, 1878, . . . . .	358	75	1,202	08	1,560	83
August, 1878, . . . . .	598	68	2,117	05	2,715	78
September, 1878, . . . . .	456	55	2,210	07	2,666	62
October, 1878, . . . . .	428	22	2,124	55	2,552	77
November, 1878, . . . . .	347	90	1,978	77	2,326	67
December, 1878, . . . . .	439	50	1,848	33	2,287	83
<b>Total, . . . . .</b>	<b>\$5,768</b>	<b>59</b>	<b>\$20,077</b>	<b>29</b>	<b>\$25,840</b>	<b>88</b>

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1878, . . . . .	\$167	00	\$36	52	\$130	50	\$334	02
February, 1878, . . . . .	167	00	25	87	168	84	361	21
March, 1878, . . . . .	167	00	29	92	88	16	285	08
April, 1878, . . . . .	167	00	31	11	694	10	892	21
May, 1878, . . . . .	167	00	48	37	360	05	575	42
June, 1878, . . . . .	167	00	27	80	98	07	292	37
July, 1878, . . . . .	167	00	44	01	40	00	251	01
August, 1878, . . . . .	167	00	32	98	269	71	469	69
September, 1878, . . . . .	167	00	31	69	31	66	230	35
October, 1878, . . . . .	167	00	37	22	185	00	389	22
November, 1878, . . . . .	167	00	37	27	125	32	329	59
December, 1878, . . . . .	167	00	49	80	270	50	467	30
<b>Total, . . . . .</b>	<b>\$2,004</b>	<b>00</b>	<b>\$482</b>	<b>06</b>	<b>\$2,461</b>	<b>41</b>	<b>\$4,897</b>	<b>47</b>

Total passenger earnings for the year, . . . . .	\$23,299	35
Total freight earnings for the year, . . . . .	25,840	88
Total earnings from all other sources, . . . . .	4,897	47
<b>Total earnings for the year, . . . . .</b>	<b>\$54,037</b>	<b>70</b>
Total receipts from all sources on whole length of line, . . . . .	\$54,037	60
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	54,037	60

### Expenditures for Operating during the Year.

#### Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$7,815	23
New iron rails, number of tons, 110, . . . . .	3,850	00
All other expenses for maintenance of way, . . . . .	24	62
<b>Total for maintenance of way, . . . . .</b>	<b>\$11,689</b>	<b>85</b>
Cost per mile of road kept in repair, . . . . .	\$389	66
Proportion for Pennsylvania, . . . . .	11,689	85

#### Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	}	\$3,498	23
Repairs of machinery, . . . . .		936	88
Repairs of passenger, baggage, and mail cars, . . . . .		117	30
Repairs of freight cars, . . . . .			
All other expenses for maintenance of motive power and cars, . . . . .			
<b>Total for maintenance of motive power and cars, . . . . .</b>		<b>\$4,552</b>	<b>41</b>
Cost per mile of road operated, . . . . .		\$151	74
Proportion for Pennsylvania, . . . . .		4,552	41

#### Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	}	\$7,577	03
Salaries, wages, and incidentals chargeable to freight department, . . . . .			
Fuel—number of cords of wood, 315; cost, . . . . .		897	75
Fuel—number of tons of coal, 1,125; cost, . . . . .		4,756	89
Oil and waste, . . . . .		781	50
Taxes, . . . . .		3,488	78
Telegraph expenses, . . . . .		300	00
Amount paid other corporations or individuals for use of all other cars, . . . . .		144	11
General salaries and office expenses, law expenses, and all other expenses, (except interest,) not included in any of the above items, . . . . .		4,691	71
<b>Total miscellaneous, . . . . .</b>		<b>\$22,637</b>	<b>22</b>
Amount per mile of road operated, . . . . .		754	57
Proportion for Pennsylvania, . . . . .		22,637	22
Total expenditures for operating the road, . . . . .		38,879	48
Expenses per mile of the road operated, . . . . .		1,295	91
Expenses per mile of single track operated, not including sidings, . . . . .		1,295	91
Expenses per train mile, . . . . .			48.6
Proportion for Pennsylvania, . . . . .		38,879	48



Earnings.

Passenger transportation, local, . . . . .	\$10,781 59	} Total,	\$28,299	85
Passenger transportation, through, . . . . .	12,567 76			
Freight transportation, local, . . . . .	20,077 29	} Total,	25,840	88
Freight transportation, through, . . . . .	5,768 69			
Mail service, . . . . .			2,004	00
Express service, . . . . .			432	06
Rents, . . . . .			458	50
All other sources of income, . . . . .			2,007	91
<b>Total, . . . . .</b>			<b>\$54,037</b>	<b>70</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$11,689 85			
Maintenance of motive power and cars, . . . . .	4,552 41			
Miscellaneous, . . . . .	22,637 22			
<b>Total operating expenses, being 72 per cent. of earnings, . . . . .</b>			<b>38,879</b>	<b>48</b>
<b>Net earnings, . . . . .</b>			<b>\$15,158</b>	<b>22</b>
Earnings per mile of road operated, . . . . .			\$1,801	25
Expenses per mile of road operated, . . . . .			1,295	98
Net earnings per mile, . . . . .			505	27

General Balance Sheet, January 1, 1879.

<b>DR.</b>		
Construction, . . . . .	\$387,816	00
Equipment, . . . . .	88,565	00
Real estate, . . . . .	16,000	00
Stocks and bonds in other roads, . . . . .	96,067	00
Materials on hand, . . . . .	5,250	00
Cash and bills receivable, . . . . .	17,329	40
	<b>\$611,027</b>	<b>40</b>
<b>CR.</b>		
Capital stock, . . . . .	\$116,850	00
Funded debt, . . . . .	188,900	00
Floating debt, . . . . .	16,000	00
Unclaimed dividends, . . . . .	724	00
Profit and loss, . . . . .	288,553	40
	<b>\$611,027</b>	<b>40</b>

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. ? Adams Express Company. Through rate twenty cents per hundred pounds; less distances 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 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, &c.? 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? They pay us at the rate of \$66 80 per mile per annum, amounting to \$2,004. The contract to continue for three years from July, 1877.

**Stock and Dividends.**

Amount of common stock now outstanding, . . . . . 2,337 shares.

Balance for the year, or surplus, . . . . .	\$2,370	40
Surplus at commencement of the year, . . . . .	56,099	10
<b>Total surplus, . . . . .</b>	<b>\$58,969</b>	<b>50</b>
Surplus invested as follows :		
Cash and loans, . . . . .	\$5,737	31
Balance of accounts due company, . . . . .	11,592	09
Material, fuel, and stores, . . . . .	5,250	00
Other items: Invested in other railroads, . . . . .	36,390	10
<b>For the year, . . . . .</b>	<b>\$58,969</b>	<b>50</b>

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. 1879.

C. W. FORNEY, *Justice of the Peace.*

**HARRISBURG AND POTOMAC.**

**Officers.**

NAMES.		Residence.	Salary.
Daniel V. Ahl, . . . . .	President, . . . . .	Newville, . . . . .	\$1,000 00
John Evans, . . . . .	Secretary, . . . . .	Allen P. O., . . . . .	200 00
* Robert H. Middleton, . . . . .	Treasurer, . . . . .	Boiling Springs, . . . . .	
Robert H. Middleton, . . . . .	General Superintendent, . . . . .	Boiling Springs, . . . . .	600 00

\* One and a quarter per cent. on collections.

General offices at Boiling Springs, Cumberland county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Daniel V. Ahl, . . . . .	Newville, Pa.
John Moore, . . . . .	Dickinson, Pa.
Joshua Hunt, . . . . .	Catasauqua, Pa.
Asbury Derland, . . . . .	Boiling Springs, Pa.
Jacob Bowman, . . . . .	Bowmansdale, Pa.
J. J. Dull, . . . . .	Harrisburg, Pa.
L. W. Heikes, . . . . .	York Springs, Pa.
Henry J. Myers, . . . . .	Oxford, Pa. . . . .
A. W. Eichelberger, . . . . .	Hanover, Pa.

**Capital Stock.**

Capital stock authorized by law, . . . . .	Unlimited.	
Capital stock authorized by votes of company, . . . . .		\$500,000 00
Capital stock, amount subscribed, . . . . .		218,350 00
Capital stock paid in by last report, . . . . .		358,273 18
Capital stock, total amount now paid in, . . . . .		879,165 20
Capital stock, number of shares issued, . . . . .	3,710 $\frac{1}{2}$	
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.**

<b>Funded Debt.</b>		
First mortgage bonds, (due January 1, 1904, bear interest at 7 per cent., which is payable July and January,) amount, . . . . .		\$507,200 00
<b>Total amount now of funded debt, . . . . .</b>		<b>\$507,200 00</b>
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$5,949 34	
The amount now of floating debt, . . . . .		\$5,949 34
<b>Total amount now of floating and funded debt, . . . . .</b>		<b>\$513,149 34</b>
Funded debt as per last report, . . . . .	\$482,000 00	
Floating debt as per last report, . . . . .	1,251 00	

Cost.

Total cost of entire road to date, . . . . .	\$827,987	83
Average of same per mile of road laid, . . . . .	29,439	52
Proportion of same for Pennsylvania, . . . . .	Same.	
Total cost of entire equipment, . . . . .	5,766	05
Average cost of equipment per mile of road operated by company, . . . . .	205	01
Proportion of same for Pennsylvania, . . . . .	Same.	
Cost of road and equipment per mile, . . . . .	29,644	53
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 Jacksonville, . . . . .	25½	25½
Length of single main track, . . . . .	25½	25½
<b>Branches.</b>		
Ore branch, from main line to ore mines of Philadelphia and Reading Coal and Iron Company, length of single track, . . . . .	2	2
Aggregate length of main line and branches, . . . . .	27½	27½
Aggregate length of sidings and other track not above enumerated, . . . . .	1	1
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	28½	28½

Gauge.

What is the gauge of your lines? . . . . . 4 ft. 9 in.

Track.

Miles of iron rail in use, . . . . . 28½  
 Weight of rail per yard, (iron,) . . . . . 56 lbs.

Bridges and Trestles erected in Pennsylvania during the Year.

LOCATION.	Kind.	Whether wood, stone, or iron.	Length in feet.	When completed.
Doners, . . . . .	Single stringer,	Wood, . .	16	August 23, 1878.
Wolfs, . . . . .	Single stringer,	Wood, . .	10	August 23, 1878.
Wolfs, . . . . .	Single stringer,	Wood, . .	16	August 23, 1878.
Widders, . . . . .	Single stringer,	Wood, . .	12	August 23, 1878.
Gipple, . . . . .	Single stringer,	Wood, . .	16	August 23, 1878.
Moore, . . . . .	Single stringer,	Wood, . .	14	August 23, 1878.
Hayes, . . . . .	Single stringer,	Wood, . .	14	August 23, 1878.

Number of bridges and trestles on whole line, . . . . .	34
Wooden bridges, number of, 33; aggregate length, . . . . .	1,309 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 Mount Holly, Pa.; Mechanicsburg and Dillsburg railroad, two (2) miles north of Dillsburg, Pa.

Number of crossings of highways, at grade, in this Commonwealth, . . . . .	35
Number of crossings of highways, under railroad, . . . . .	1
Number of crossings at which there are neither gates nor flagmen, . . . . .	35

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, . . . 17, } { Freight, . . . . 17, }	17
Number of engine-houses and shops in Pennsylvania, 2; total number entire road, . . . . .	2
Number of wood and water stations on main road, . . . . .	3
Value of real estate held by the company, exclusive of roadway, . . . . .	\$77,692 36
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, } { Trucks, . . . 4, }	6	700 00

What kind of train brake is in use on your road? Hand brakes.	
Average number of cars in passenger trains, including baggage cars, . . . . .	2
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, about, . . . . .	14
Same in Pennsylvania, . . . . .	14

Doings of the Year.

Transportation and Total Miles Run .

Number of miles run by passenger trains, . . . . .	} Mixed trains,	19,242
Number of miles run by freight trains, . . . . .		
Number of miles run by coal trains, . . . . .		
Number of passengers (all classes) carried in cars, . . . . .		9,801
Gross amount of tonnage for the year, (2,000 lbs. per ton.)		30,342
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,) . . . . .		
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .		

Monthly Statement of Passengers, all classes, carried in Cars.

January, 1878, . . . . .	342	July, 1878, . . . . .	1,088
February, 1878, . . . . .	331	August, 1878, . . . . .	4,096
March, 1878, . . . . .	418	September, 1878, . . . . .	948
April, 1878, . . . . .	500	October, 1878, . . . . .	497
May, 1878, . . . . .	423	November, 1878, . . . . .	300
June, 1878, . . . . .	506	December, 1878, . . . . .	352

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

Anthracite coal, . . . . .	3,329	Stone and lime, . . . . .	32
Bituminous coal, . . . . .	519	Agricultural products, . . . . .	3,886
Petroleum and other oils, . . . . .	9	Merchandise and manufactures, . . . . .	1,172
Pig iron, . . . . .	1,080	Lumber, . . . . .	569
Other iron or castings, . . . . .	58	Other articles, . . . . .	727
Iron and other ores, . . . . .	19,461		

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, 1878.		\$81 98	
February, 1878.		81 15	
March, 1878.		102 75	
April, 1878.		121 88	
May, 1878.		92 30	
June, 1878.		117 80	
July, 1878.		205 38	
August, 1878.		1,168 75	
September, 1878.		243 60	
October, 1878.		138 28	
November, 1878.		71 80	
December, 1878.		74 48	
<b>Total,</b>		<b>\$2,500 15</b>	

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1878.		\$1,050 30	
February, 1878.		844 95	
March, 1878.		679 22	
April, 1878.		654 15	
May, 1878.		670 59	
June, 1878.		431 69	
July, 1878.		384 16	
August, 1878.		554 45	
September, 1878.		654 45	
October, 1878.		646 64	
November, 1878.		700 29	
December, 1878.		764 52	
<b>Total,</b>		<b>\$8,035 41</b>	

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1878.		2 76	50 50	
February, 1878.		3 45	37 05	
March, 1878.			17 19	
April, 1878.			20 64	
May, 1878.			17 85	
June, 1878.			6 02	
July, 1878.			4 79	
August, 1878.			2 70	
September, 1878.			3 39	
October, 1878.			3 38	
November, 1878.			8 28	
December, 1878.			39 38	
<b>Total,</b>		<b>\$9 62</b>	<b>\$211 17</b>	

Total passenger earnings for the year, . . . . .	\$2,500	15
Total freight earnings for the year, . . . . .	8,035	41
Total earnings from all other sources, . . . . .	220	79
<b>Total earnings for the year, . . . . .</b>	<b>\$10,756</b>	<b>35</b>
Total receipts from all sources on whole length of line, . . . . .	\$10,756	35
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	10,756	35

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

Extension or alteration of road, . . . . .	\$121,173	08
<b>Total, . . . . .</b>	<b>\$121,173</b>	<b>08</b>
Proportion for Pennsylvania, . . . . .	121,173	08

**Expenditures for Operating during the Year.**

**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$1,995	55
Repairs of bridges, . . . . .	58	20
<b>Total for maintenance of way, . . . . .</b>	<b>\$2,048</b>	<b>75</b>
Cost per mile of road kept in repair, . . . . .	72	84
Proportion for Pennsylvania, . . . . .	72	84

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	\$128	64
Repairs of passenger, baggage, and mail cars, . . . . .	77	00
Repairs of freight cars, . . . . .	75	16
All other expenses for maintenance of motive power and cars, . . . . .	103	62
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$384</b>	<b>42</b>
Cost per mile of road operated, . . . . .	13	67
Proportion for Pennsylvania, . . . . .	13	67

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger and freight department, switchmen, signal-men, gate-keepers, and watchmen, . . . . .	\$1,815	00
Fuel—number of cords of wood, 15; cost, \$2 50, . . . . .	87	50
Fuel—number of tons of coal, 450; cost, \$3 80, . . . . .	1,710	00
Oil, waste, and tallow, . . . . .	223	17
Damages for loss of goods and baggage, . . . . .	9	50
Taxes, . . . . .	105	40
Rents, . . . . .	216	00
Amount paid other corporations or individuals for use of all other cars, . . . . .	116	68
General salaries and office expenses, law expenses, and all other expenses, (except interest,) not included in any of the above items, . . . . .	2,343	04
<b>Total miscellaneous, . . . . .</b>	<b>\$6,576</b>	<b>29</b>
Amount per mile of road operated, . . . . .	\$293	82
Proportion for Pennsylvania, . . . . .	293	82
<b>Total expenditures for operating the road, . . . . .</b>	<b>\$9,009</b>	<b>46</b>
Total charged to road and equipment, . . . . .	121,173	08
Expenses per mile of the road operated, . . . . .	320	34
Expenses per mile of single track operated, not including sidings, . . . . .	332	15
Expenses per train mile, . . . . .		47
Proportion for Pennsylvania, . . . . .		47



Earnings.

Passenger transportation, local and through, . . . . .	\$2,500	15
Freight transportation, local and through, . . . . .	8,085	41
Express service, . . . . .	9	62
All other sources of income, . . . . .	211	17
<b>Total, . . . . .</b>	<b>\$10,756</b>	<b>85</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$2,048 75	
Maintenance of motive power and cars, . . . . .	384 42	
Miscellaneous, . . . . .	6,576 29	
<b>Total operating expenses, \$9,009 46, being 83½ per cent. of earnings.</b>	<b>9,009</b>	<b>49</b>
<b>Net earnings, . . . . .</b>	<b>\$1,746</b>	<b>89</b>
Earnings per mile of road operated, . . . . .	\$382	44
Expenses per mile of road operated, . . . . .	520	84
<b>Net earnings, . . . . .</b>	<b>62</b>	<b>11</b>

General Balance Sheet, January 1, 1879.

<b>DR.</b>		
Construction account, . . . . .	\$827,987	83
Material on hand, . . . . .	100	00
Equipment, . . . . .	5,766	05
Real estate, . . . . .	77,692	36
Unpaid subscription to capital stock on York Springs branch, . . . . .	20,280	00
Unpaid subscription to capital stock on main line, . . . . .	20,000	00
Subscription to main line considered worthless, . . . . .	4,817	00
Cash and accounts collectible, . . . . .	1,746	89
	<b>\$958,370</b>	<b>18</b>
<b>CR.</b>		
Capital stock, . . . . .	\$379,165	20
Funded debt, . . . . .	507,200	00
Unfunded debt, . . . . .	5,949	84
Balance, . . . . .	66,055	59
	<b>\$958,370</b>	<b>18</b>

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, one dollar 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 company ? Depot.

Transportation Companies.

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.

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.

## 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? Mail is not now carried.

## Stock and Dividends.

Amount of common stock now outstanding, 3,710 $\frac{1}{2}$  shares.

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

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

Personally appeared before me, Daniel V. Ahl, president, and Robert H. Middleton, 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. 1878, according to the best of their knowledge and belief.

(Signed)

DANIEL V. AHL, *President.*

ROBERT H. MIDDLETON, *Treasurer.*

Sworn and subscribed before me, this 27th day of January, A. D. 1879.

A. L. SPONSLER, *Notary Public.*

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**HUNTINGDON AND BROAD TOP MOUNTAIN.**


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**Officers.**


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NAMES.		Residence.	Salary.	
B. Andrews Knight,	President, . . . . .	Philadelphia, Pa., .	\$4,000	00
J. P. Donaldson, . .	Secretary and Treasurer,	Philadelphia, Pa., .	1,600	00
James W. Paul, . . .	General Solicitor, . . . . .	Philadelphia, Pa.		
John Fulton, . . . .	Consulting Chief Eng'eer,	Johnstown, Pa.		
George F. Gage, . . .	General Superintendent,	Huntingdon, Pa., .	2,700	00

General offices, at Philadelphia and Huntingdon, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Rathmell Wilson, . . . . .	Philadelphia, Pa.
I. V. Williamson, . . . . .	Philadelphia, Pa.
William P. Jenks, . . . . .	Philadelphia, Pa.
James Long, . . . . .	Philadelphia, Pa.
James Whitaker, . . . . .	Philadelphia, Pa.
Joseph H. Trotter, . . . . .	Philadelphia, Pa.
Thomas R. Patton, . . . . .	Philadelphia, Pa.
John Devereux, . . . . .	Philadelphia, Pa.
Jacob Naylor, . . . . .	Philadelphia, Pa.
Charles W. Wharton, . . . . .	Philadelphia, Pa.
James Day Rowland, . . . . .	Philadelphia, Pa.
D. J. Morrell, . . . . .	Johnstown, Pa.

**Capital Stock.**

Capital and preferred stock authorized by law: \$3,300,000, and merger of Hedford 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, . . . . .	41,036	00
Capital stock, par value of each share, . . . . .		50
Capital stock, average market value during the year: Cannot say.		

**Debt.**

<b>Funded Debt.</b>		
First mortgage bonds, (due September 30, 1890, bear interest at seven per cent., which is payable April and October,) amount, . . . . .	\$416,000	00
Second mortgage bonds, (due January 31, 1895, bear interest at seven per cent., which is payable February and August,) amount, . . . . .	367,500	00
Third mortgage bonds, (due March 31, 1895, bear interest at seven per cent., which is payable April and October,) interest in default, . . . . .	1,500,000	00
Script, (bear interest at six and seven per cent., which is payable at sundry times,) amount, . . . . .	126,660	00
<b>Total amount now of funded debt, . . . . .</b>	<b>\$2,410,160</b>	<b>00</b>
<b>Floating Debt.</b>		
Debt incurred for other purposes, and for what: Renewal of road, new motive power, cars, &c., . . . . . \$162,650 00		
The amount now of floating debt, . . . . .	\$162,650	00
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$2,572,810</b>	<b>00</b>
Funded debt as per last report, . . . . .	\$2,402,320	00
Floating debt as per last report, . . . . .	169,650	00

**Cost.**

Total cost of entire road to date, as per construction and equipment account, . . . . .	\$4,367,620	92
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, Pa., to Mount Dallas, Pa.,	45	45
Length of single main track, . . . . .	45	45
Length of double main track, . . . . .	None.	
<b>Branches.</b>		
Shoup's Run branch, from Saxton to } Length of branch, . . . . .	9½	9½
Broad Top City, . . . . . } Length of single track, . . . . .	9½	9½
Six Mile Run branch, from Riddles- } Length of branch, . . . . .	4½	4½
burg to Edge Hill, . . . . . } Length of single track, . . . . .	4½	4½
Sandy Run Branch, from Hopewell to } Length of branch, . . . . .	2½	2½
Lane Mine, . . . . . } Length of single track, . . . . .	2½	2½
Aggregate length of main line and branches, . . . . .	61 <sup>5</sup> / <sub>10</sub>	61 <sup>5</sup> / <sub>10</sub>
Aggregate length of sidings and other track not above enumerated, . . . . .	16	16
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	77 <sup>5</sup> / <sub>20</sub>	77 <sup>5</sup> / <sub>20</sub>

**Gauge.**

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

**Track.**

Miles of iron rails in use, . . . . . 71<sup>1</sup>/<sub>10</sub>

Miles of steel rails in use, . . . . . 6<sup>5</sup>/<sub>10</sub>

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? Have not used steel long enough to say.

Number of bridges and trestles on whole line, . . . . . 81

Wooden bridges, number of 28; aggregate length, . . . . . 2,125 feet.

Iron bridges, number of, 4; aggregate length, . . . . . 200 feet.

Wooden trestles, number of, 49; aggregate length, . . . . . 9,740 feet.

**Crossings.**

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 there are neither gates nor flagmen, . . . . . 46

What regulations govern your employes in regard to these crossings? Engineers are required to give timely warning, when approaching road crossings, by bell or whistle.

**Stations.**

Number of stations on main road, { Passenger, 14, } . . . . . 28  
Freight, 14, }

Number of stations on branches, { Passenger, 2, } . . . . . 5  
 { Freight, 3, }

Number of engine-houses and shops in Pennsylvania? One engine-house at Mt. Dallas, and one at Huntingdon. The principal engine-house is at Saxton, where the shops are located.

Number of wood and water stations on main roads, . . . . . 8

Number of wood and water stations on branches, . . . . . 2

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.

How is track laid, and on what foundation? On white oak cross-ties, ballasted with cinder and gravel.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than thirty tons weight, . . . . .	13	\$13,423 07
Number of locomotives of more than twenty tons weight, . . . . .	5	11,504 79
Number of first class passenger cars, . . . . .	4	5,500 00
Number of baggage, mail, and express cars, . . . . .	3	3,000 00
Number of freight cars, trucks, 13; total, . . . . .	13	450 00
Number of coal, ore, and stone cars, . . . . .	28	364 29
Number of caboose cars, . . . . .	9	456 00

What kind of train brake is in use on your road: Westinghouse air brake on passenger trains, and 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, . . . . . About 190.

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . . 57,005

Number of miles run by freight trains, . . . . . 28,000

Number of miles run by coal trains, . . . . . 87,910

Number of through passengers for the year on main road, . . . . . 6,515

Number of passengers, all classes, carried in cars, . . . . . 43,618

Number of passengers carried one mile, . . . . . 754,787

Number of passengers carried one mile in Pennsylvania, . . . . . 754,787

Number of tons, of 2,000 lbs., of through freight for the year on main road, . . . . .	275,601
Number of tons of freight carried one mile, . . . . .	12,146,492
Number of tons of freight carried one mile in Pennsylvania, . . . . .	12,146,492
Gross amount of tonnage for the year, (2,000 lbs per ton,) . . . . .	394,788
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, 1878, . . . . .	2,668½	July, 1878, . . . . .	4,447
February, 1878, . . . . .	2,600½	August, 1878, . . . . .	4,609
March, 1878, . . . . .	3,322½	September, 1878, . . . . .	4,350½
April, 1878, . . . . .	3,827	October, 1878, . . . . .	3,682½
May, 1878, . . . . .	3,709½	November, 1878, . . . . .	3,138
June, 1878, . . . . .	3,887	December, 1878, . . . . .	3,426

The Amount of Freight, Specifying the Quantity in Tons of 2,000 lbs.

Anthracite coal, . . . . .	1,138	Stone and lime, . . . . .	14,763
Bituminous coal, . . . . .	313,818	Agricultural products, . . . . .	148
Petroleum and other oils, . . . . .	151	Merchandise and manufactures, . . . . .	8,601
Pig iron, . . . . .	13,206	Live stock, . . . . .	569
Railroad iron, . . . . .	381	Lumber, . . . . .	10,636
Other iron or castings, . . . . .	52	Total, . . . . .	394,788
Iron and other ores, . . . . .	31,325		

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

For first class through and way passengers, proximate, . . . . . 3 cents.

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

For through freight, per ton per mile, proximate average, . . . . . .02 <sup>2</sup>/<sub>10</sub>  
 For through coal, per ton per mile, proximate average, . . . . . .01 <sup>1</sup>/<sub>2</sub>  
 For local freight, per ton per mile, according to distance, . . . . . 2 to 5 cents.  
 For local coal, per ton per mile, proximate average, . . . . . .03

Monthly Earnings for the Year.  
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1878, . . . . .	\$578	96	\$862	19	\$1,441	15
February, 1878, . . . . .	415	34	731	33	1,146	67
March, 1878, . . . . .	521	78	1,026	64	1,548	42
April, 1878, . . . . .	654	45	1,059	40	1,713	85
May, 1878, . . . . .	608	02	1,258	33	1,866	35
June, 1878, . . . . .	1,163	85	1,003	94	2,167	29
July, 1878, . . . . .	2,040	12	1,125	83	3,165	95
August, 1878, . . . . .	1,705	62	1,431	90	3,137	52
September, 1878, . . . . .	788	52	1,967	50	2,156	02
October, 1878, . . . . .	690	82	1,218	99	1,909	81
November, 1878, . . . . .	559	12	1,012	68	1,571	80
December, 1878, . . . . .	701	98	1,117	32	1,819	30
<b>Total, . . . . .</b>	<b>\$10,428</b>	<b>08</b>	<b>\$13,216</b>	<b>05</b>	<b>\$23,644</b>	<b>13</b>

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1878, . . . . .	\$7,264	40	\$3,778	98	\$11,043	38
February, 1878, . . . . .	4,920	71	3,446	62	8,367	33
March, 1878, . . . . .	9,359	46	4,125	06	13,484	52
April, 1878, . . . . .	16,427	56	3,625	63	20,052	99
May, 1878, . . . . .	10,421	09	3,910	97	14,332	06
June, 1878, . . . . .	14,071	54	5,082	93	19,154	47
July, 1878, . . . . .	13,132	50	4,361	99	17,494	49
August, 1878, . . . . .	16,837	21	4,364	35	21,201	56
September, 1878, . . . . .	17,380	44	3,594	01	20,974	45
October, 1878, . . . . .	23,706	00	4,435	64	28,141	64
November, 1878, . . . . .	18,843	94	3,721	98	22,565	92
December, 1878, . . . . .	8,444	79	8,680	97	12,125	76
<b>Total, . . . . .</b>	<b>\$160,809</b>	<b>44</b>	<b>\$48,129</b>	<b>13</b>	<b>\$208,938</b>	<b>57</b>

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1878, . . . . .	\$239	17	\$187	41	\$121	45	\$548	08
February, 1878, . . . . .	239	17	157	95	93	35	490	47
March, 1878, . . . . .	239	17	212	19	80	89	532	25
April, 1878, . . . . .	239	17	200	46	279	89	719	52
May, 1878, . . . . .	239	17	214	87	122	82	576	86
June, 1878, . . . . .	239	18	170	25	239	58	649	01
July, 1878, . . . . .	225	40	226	94	152	01	604	35
August, 1878, . . . . .	227	21	237	80	123	85	588	86
September, 1878, . . . . .	227	22	252	67	11	77	491	66
October, 1878, . . . . .	227	21	148	21	130	27	505	69
November, 1878, . . . . .	227	21	202	21	188	53	617	95
December, 1878, . . . . .	227	22	241	79	665	11	1,134	12
<b>Total, . . . . .</b>	<b>\$2,796</b>	<b>50</b>	<b>\$2,452</b>	<b>75</b>	<b>\$2,209</b>	<b>62</b>	<b>\$7,458</b>	<b>77</b>

Total passenger earnings for the year, . . . . .	\$23,644	13
Total freight earnings for the year, . . . . .	208,938	57
Total earnings from all other sources, . . . . .	7,458	77
<b>Total earnings for the year,* . . . . .</b>	<b>\$240,041</b>	<b>47</b>
Total receipts from all sources on whole length of line, . . . . .	\$240,041	47
Proportion of earnings in Pennsylvania to earnings on whole line, . . . . .	240,041	47

* Receipts from all sources as above, . . . . .	\$240,041	47
Less drawbacks, . . . . .	\$3,633	70
Rent of mines, . . . . .	619	92
	<u>4,252</u>	<u>62</u>

As per semi-annual returns of amount of gross receipts, . . . . . \$235,788 85

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

Extension or alteration of road: Extension of side track, south of Rough and Ready, . . . . .	\$190	93
Any other expenditures chargeable to this account: New masonry, river bridge at Huntingdon, . . . . .	1,289	16
<b>Total, . . . . .</b>	<b>\$1,430</b>	<b>09</b>
Proportion for Pennsylvania, . . . . .	1,430	09

#### Expenditures for Operating during the year.

##### Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$17,541	55
New iron rails, number of tons, 160,440, . . . . .	6,563	30
New steel rails, number of tons, 100,240, . . . . .	4,424	22
Repairs of bridges and trestles, . . . . .	10,444	04
Repairs of buildings and fixtures, . . . . .	\$1,533	56
Repairs of mines and real estate, . . . . .	288	64
All other expenses for maintenance of way, . . . . .	1,822	20
	3,083	68
<b>Total for maintenance of way, . . . . .</b>	<b>\$43,678</b>	<b>99</b>
Cost per mile of road kept in repair, . . . . .	\$567	64
Proportion for Pennsylvania, . . . . .	567	64

##### Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$5,501	43
Repairs of machinery, . . . . .	1,007	85
Repairs of passenger, baggage, and mail cars, . . . . .	1,867	41
Repairs of freight cars, . . . . .	795	82
All other expenses for maintenance of motive power and cars, . . . . .	2,164	26
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>11,336</b>	<b>87</b>
Cost per mile of road operated, . . . . .	184	94
Proportion for Pennsylvania, . . . . .	184	94



Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$10,241	96
Salaries, wages, and incidentals chargeable to freight department,	27,892	03
Wages of switchmen, signal-men, gate-keepers, and watchmen,	389	35
Fuel—number of cords of wood, 64 $\frac{1}{2}$ ; cost,	107	19
Fuel—number of tons of coal, 4,596 $\frac{1}{10}$ ; cost,	3,628	98
Oil and waste,	1,053	38
Damages for injuries to persons,	20	00
Damages for loss of goods and baggage,	19	04
Taxes,	180	80
Telegraph expenses,	2,585	08
Amount paid other corporations or individuals for use of all other cars,	1,499	90
General salaries and office expenses, law expenses, fire insurance, etc., and all other expenses, (except interest,) not included in any of the above items,	22,198	98
<b>Total miscellaneous,</b>	<b>\$69,816</b>	<b>64</b>
Amount per mile of road operated,	1,188	93
Proportion for Pennsylvania,	1,188	93
<b>Total expenditures for operating the road,</b>	<b>\$125,032</b>	<b>50</b>
Total charged to road and equipment,	1,480	09
Expenses per mile of the road operated,	2,039	68
Expenses per mile of single track operated, not including sidings,	2,039	68
Proportion for Pennsylvania,	2,039	68

Earnings.

Passenger transportation, local,	\$13,216 05	} Total,	\$23,644	18
Passenger transportation, through,	10,428 08			
Freight transportation, local,	48,129 13	} Total,	208,938	57
Freight transportation, through,	160,809 44			
Mail service,			2,796	50
Express service,			2,452	75
Rents,			1,151	92
All other sources of income,			1,057	60
<b>Total,</b>			<b>\$240,041</b>	<b>47</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings,	\$48,878 99			
Maintenance of motive power and cars,	11,336 87			
Miscellaneous,	69,816 64			
<b>Total operating expenses, being 52<math>\frac{1}{100}</math> per cent. of earnings,</b>			<b>125,032</b>	<b>50</b>
<b>Net earnings,</b>			<b>\$115,008</b>	<b>97</b>
Earnings per mile of road operated,			\$8,915	85
Expenses per mile of road operated,			2,039	68
<b>Net earnings,</b>			<b>1,876</b>	<b>17</b>

The form of this report being different from that in which the books of the company are kept, the figures under the different "headings" do not always agree with the company's published annual reports, though in the aggregate they do agree.

## General Balance Sheet, December 31, 1878.

DR.			
To construction and equipment account, including cost of road and branches, sidings, land damage, cars, engines, shops, houses, water-stations, bridges, &c.		\$4,367,620	92
To working expenses, viz:			
Roadway department and transportation department, . . . . .	102,563		30
Drawback account, . . . . .	3,632		70
Mines, (taxes,) . . . . .	288		64
To incidental expenses, viz:			
Salaries, rent, insurance, stationery, &c., . . . . .	15,727		60
Tax account . . . . .	2,319		30
Real estate and mines, . . . . .	52,406		93
Book accounts, . . . . .	30,568		13
Scrip held by trustees, . . . . .	7,512		50
Interest on bonds, . . . . .	55,020		00
Interest on scrip, . . . . .	8,723		25
Interest account, . . . . .	12,639		41
Bonds belonging to company, . . . . .	97,000		00
Rathmel Wilson and James Long, trustees, . . . . .	126,660		00
General supplies, stock on hand, . . . . .	11,745		33
Cash in hands of treasurer, . . . . .	18,184		30
		\$4,911,622	40
CR.			
By stock, common, . . . . .	\$930,000 00		
By stock, preferred, . . . . .	1,122,800 00		
		\$2,052,800	00
By bonds, first mortgage, . . . . .	\$416,000 00		
By bonds, second mortgage, . . . . .	367,500 00		
By bonds, consolidated, . . . . .	1,500,000 00		
		2,383,500	00
By scrip, first and second mortgage, . . . . .	\$126,660 00		
By scrip, convertible into bonds, . . . . .	3,007 79		
By scrip, convertible into stock, . . . . .	1,411 90		
		131,079	69
By freights, passengers, and rent of mines and houses, . . . . .		240,041	47
By bills payable, and other debts, . . . . .		193,271	75
By profit and loss, . . . . .		11,929	49
		\$4,912,622	40

## 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 freight 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.

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? R. Hare Powell & Co., 424 Walnut street, Philadelphia, Pa., \$477 22; Union Line, corner Liberty and Twenty-third streets, Pittsburgh, Pa., \$77 15; J. B. Hoyt & Co., New York city, N. Y., \$19 92.

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.

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? For the first six months of 1878, we received \$239 17½ per month, making \$1,435 03 less deductions of 1.81 by United States Postoffice Department—\$1,433 22, and for the remaining six months, \$227 21½, making \$1,363 28. Total, \$2,796 50.

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, . . . . .	. . . . .	. . . . .	. . . . .	6	. . . . .	6

Statement of Each Accident.

March 13, 1878. At Riddlesburg station, George Fulton, conductor of coal train; in attempting to get on train, fell through a bridge, and injured his leg, slightly, below the knee.

April 13, 1878. At Riddlesburg station, Frederick Richardson, fireman of engine No. 14; in attempting to get on caboose car, slipped, and the wheels bruised the heel of his foot.

April 20, 1878. At Stonerstown bridge, Willie Wells, a boy about eight years old, crossing the bridge with fishing pole in hand, was overtaken by a train, and not getting far enough away from the train, his fishing

pole caught and he was thrown under; he escaped with a few trifling cuts and bruises.

May 6, 1878. One mile below Marklesburg station, George D. Knee, conductor of freight train; in throwing off a brake, had a nail torn off little finger.

May 18, 1878. In Saxton yard, Sylvester Houp, conductor of coal train; whilst running coal cars over weigh scales, was struck by a car, and had his hip slightly injured.

June 5, 1878. At Stonerstown trestle, Frederick Beichy, aged twenty-nine years, "a tramp;" whilst crossing the trestle, was overtaken by express train No. 2, and, as he claims, was struck by said train and knocked off the trestle; his injuries consisted of two severe scalp wounds, and he was badly shocked by the fall.

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

Personally appeared before me, B. Andrews Knight, president, and J. P. Donaldson, treasurer, of the Huntingdon and Broad Top Mountain 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. 1878, according to the best of their knowledge and belief.

(Signed)

B. ANDREWS KNIGHT, *President.*

J. P. DONALDSON, *Treasurer.*

Affirmed and subscribed before me, this 1st day of February, A. D. 1879.

WM. H. WHITALL, *Notary Public.*

## HUNTINGDON, FULTON AND FRANKLIN.

### Officers.

NAMES.		Residence.	Salary.
William A. Meeker,	President, . . . . .	Philadelphia, . . . .	None.
John Dougherty, . . .	Vice President, . . . . .	Mount Union, . . . .	None.
E. B. McCrum. . . . .	Secretary and Treasurer,	Selinsgrove, Pa., . .	None.

<i>Names of Directors.</i>	<i>Residences.</i>
William A. Meeker, . . . . .	Philadelphia, Pa.
John Dougherty, . . . . .	Mt. Union, Pa.
James Kelly, . . . . .	Burnt Cabins, Pa.
E. B. McCrum, . . . . .	Selinsgrove, Pa.
Noah Hertzler, . . . . .	Port Royal, Pa.
D. B. Spanogle, . . . . .	East Waterford, Pa.
Edward Dougherty, . . . . .	Mt. Union, Pa.
William P. Schell, . . . . .	Bedford, Pa.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$100,000	00
Capital stock, amount subscribed, . . . . .	11,650	00
Capital stock paid in by last report, . . . . .	1,867	00
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, . . . . .	None.	

**Cost.**

Total cost of entire road to date, for survey, . . . . . \$2,000

**Characteristics of Road.**

<b>Main Line.</b>	<b>MILES.</b>	
	Whole length.	Length in Penn'a.
Length of main line, from Mifflintown, Pa., to Hancock, Md., . . . . .	82½	80
Aggregate length of main line and branches, . . . . .	82½	80

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

Personally appeared before me, E. B. McCrum, treasurer of the Huntingdon, Fulton and Franklin Railroad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared, 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 January 1, 1879, according to the best of his knowledge and belief.

(Signed,)

E. B. McCRUM, *Treasurer.*

Sworn and subscribed before me, this 27th day of January, A. D. 1879.

H. H. PINE, *Notary Public.*

## IRONTON.

## Officers.

NAMES.		Residence.	Salary.
Eli J. Saeger, . . .	President, . . . . .	Allentown, . . .	\$250 00
Charles S. Wurts, . . .	Secretary, . . . . .	Philadelphia. . .	
Robert McAllister, . . .	Treasurer, . . . . .	Allentown, . . .	3,000 00
William Andrews, . . .	General Manager, . . . . .	Ironton, . . . . .	1,500 00
	Superintendent, . . . . .		

*Names of Directors.**Residences.*

Eli J. Saeger, . . . . .	Allentown, Pa.
R. L. Kennedy, . . . . .	New York, N. Y.
M. A. Wurts, . . . . .	Philadelphia.
C. S. Wurts, . . . . .	Philadelphia.
Robert McAllister, . . . . .	Allentown, Pa.

## 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, . . . . .	\$200,000 00	
Floating Debt.		
Unfunded debt: Current liabilities over current resources, \$13,410 98		
The amount now of floating debt, . . . . .	13,410 98	
Total amount now of floating and funded debt, . . . . .	\$213,410 98	
Funded debt as per last report, . . . . . \$200,000 00		
Floating debt as per last report, . . . . . 13,179 81		

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, . . . . . All in Pennsylvania.		
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, . . . . . All in Pennsylvania.		
Cost of road and equipment per mile, . . . . .	26,800	00
Proportion of same for Pennsylvania, . . . . . All in Pennsylvania.		

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Caplay to Ironton and Orefield, . . . . .	10	10
Length of single main track, . . . . .	10	10
Aggregate length of main line and branches, . . . . .	10	10
Aggregate length of sidings and other track not above enumerated, . . . . .	About 4	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	About 14	14

Gauge.

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

Track.

Miles of iron rail in use, . . . . . Ten (10.)  
 Weight of rail per yard, iron, . . . . . 50@57 lbs.  
 Number of bridges and trestles on whole line, . . . . . 5  
 Wooden bridges, number of, 5; aggregate length, . . . . . 150 feet.

Crossings.

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, . . . . . 1

What regulations govern your employes in regard to these crossings?  
 Blowing of whistle and ringing of bell.

Stations.

Number of engine-houses in Pennsylvania, . . . . . 1  
 Number of wood and water stations on main road, . . . . . 2  
 Value of real estate held by the company, exclusive of roadway, (assessed,) . . . . . \$22,555 00  
 Value of real estate held by the company, exclusive of roadway, in Pennsylvania? All in Pennsylvania.

How is track laid, and on what foundation? Oak ties, furnace cinder ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than thirty tons weight, . . .	1	
Number of locomotives of more than twenty tons weight, . . .	1	
Number of freight cars, . . . . .	1	

What kind of train brake is in use on your road? Common brake.  
 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 freight trains, . . . . .	About 9,672
Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	77,789.17
Number of tons of freight carried one mile, . . . . .	69,131.12
Number of tons of freight carried one mile in Pennsylvania, . . . . .	69,131.12
Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . .	77,789.17
Average rate of speed adopted by freight trains, including stops, (miles per hour:) Six miles per hour.	

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

Anthracite coal, . . . . . 6,813.14	Stone and lime, . . . . . 8,653.17
Iron and other ores, . . . . . 60,872.	Other articles, . . . . . 1,449.16

**The rate per Ton (of 2,000 lbs.) 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 Freight.

MONTHS.	Through.		Local.		Total.	
January, 1878, . . . . .	\$2,951	06				
February, 1878, . . . . .	2,681	88				
March, 1878, . . . . .	2,504	60				
April, 1878, . . . . .	2,418	45				
May, 1878, . . . . .	2,819	68				
June, 1878, . . . . .	2,924	77				
July, 1878, . . . . .	3,286	18				
August, 1878, . . . . .	3,358	25				
September, 1878, . . . . .	3,017	58				
October, 1878, . . . . .	3,174	40				
November, 1878, . . . . .	2,941	61				
December, 1878, . . . . .	2,625	62				
<b>Total, . . . . .</b>	<b>\$34,702</b>	<b>08</b>			<b>\$34,702</b>	<b>08</b>
<b>Total freight earnings for the year, . . . . .</b>					<b>\$34,702</b>	<b>08</b>
<b>Total earnings for the year, . . . . .</b>					<b>\$34,702</b>	<b>08</b>
<b>Proportion of earnings in Pennsylvania to earnings of whole line, All in Pennsylvania.</b>						

**Expenditures for Operating During the Year.**

**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$7,202	29
<b>Total for maintenance of way, . . . . .</b>	<b>\$7,202</b>	<b>29</b>
Cost per mile of road kept in repair, . . . . .	\$514	45
Proportion for Pennsylvania, . . . . . All in Pennsylvania.		

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	\$1,424	80
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$1,424</b>	<b>80</b>
Cost per mile of road operated, . . . . .	\$101	59
Proportion for Pennsylvania, . . . . . All in Pennsylvania.		

## Miscellaneous.

Salaries, wages, and incidentals chargeable to freight department:	\$3,529	55
Fuel: Number of cords of wood, 45; cost, \$3 per cord, . . . . .	135	00
Fuel: Number of tons of coal, . . . . .	961	09
Oil and waste, . . . . .	219	13
Taxes, . . . . .	547	64
General salaries and office expenses, law expenses, and all other expenses, (except interest,) not included in any of the above items, . . . . .	3,680	59
<b>Total miscellaneous, . . . . .</b>	<b>\$9,073</b>	<b>00</b>
Amount per mile of road operated, . . . . .	\$648	59
Proportion for Pennsylvania, . . . . . All in Pennsylvania.		59
Total expenditures for operating the road, . . . . .	17,699	25
Total charged to road and equipment, . . . . .	17,699	98
Expenses per mile of road operated, . . . . .	1,264	77
Expenses per mile of single track operated, not including sidings, . . . . .	1,769	24
Expenses per train mile, . . . . .	1	
Proportion for Pennsylvania, . . . . . All in Pennsylvania.		

## Earnings.

Freight transportation, local, . . . . . }	\$31,702	08
Freight transportation, through, . . . . . }		
<b>Total, . . . . .</b>	<b>\$31,702</b>	<b>08</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . . \$7,202 29		
Maintenance of motive power and cars, . . . . . 1,421 80		
Miscellaneous, . . . . . 9,073 00		
<b>Total operating expenses being 51 per cent. of earnings, . . . . .</b>	<b>17,699</b>	<b>59</b>
<b>Net earnings, . . . . .</b>	<b>\$17,002</b>	<b>49</b>
Earnings per mile of road operated, . . . . .	\$2,478	72
Expenses per mile of road operated, . . . . .	1,264	25
<b>Net earnings, . . . . .</b>	<b>\$1,214</b>	<b>47</b>

## General Balance Sheet, January 1, 1879.

<b>DR.</b>			
Railroad account, . . . . .	\$200,000	00	
Real estate, . . . . .	182,303	82	
Motive power, . . . . .	18,000	00	
Water privileges, . . . . .	1,500	00	
Bills receivable, . . . . .	3,015	00	
Cash and cash items, . . . . .	9,654	89	
Mining accounts, . . . . .	7,202	15	
Profit and loss account, . . . . .	4,405	01	
	<b>\$428,080</b>	<b>37</b>	
<b>CR.</b>			
Capital stock, . . . . .	\$700,000	00	
Income bonds, . . . . .	200,000	00	
Bills and accounts payable, . . . . .	26,080	37	
	<b>\$426,080</b>	<b>37</b>	

Stock and Dividends.

Amount of common stock now outstanding, . . . Four thousand shares.

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

Personally appeared before me, Charles Stewart Wurts, treasurer of the Ironton 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, 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. 1878, according to the best of his knowledge and belief.

CHARLES STEWART WURTS, *Treasurer.*

Affirmed and subscribed before me this 27th day of January, A. D. 1879.  
 JNO. C. SIMS, Jr., *Notary Public.*

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

Personally appeared before me, Eli J. Saeger, president of the Ironton 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 December 31, A. D. 1878, according to the best of his knowledge and belief.

(Signed,) ELI J. SAEGER, *President.*

Sworn and subscribed before me this 28th day of January, A. D. 1879.

JAMES HAUSMAN,

*An Alderman of the city of Allentown and ex-off., a J. P. in and for Lehigh county.*

JAMESTOWN AND FRANKLIN.

Officers.

NAMES.		Residence.	Salary.
James Miles, . . . . .	President, . . . . .	Girard, Pa., . . . . .	None.
J. C. Cornwell, . . . . .	Secretary, . . . . .	Stoneboro', Pa., . . . . .	\$600 00
R. P. Cann, . . . . .	Treasurer, . . . . .	Stoneboro', Pa., . . . . .	

General offices at Stoneboro', Pa.

*Names of Directors.**Residences.*

J. C. Cornwell, . . . . .	Stoneboro', Pa.
James Mason, . . . . .	Cleveland, O.
William Gibson, . . . . .	Jamestown, Pa.
J. S. McCalmont, . . . . .	Franklin, Pa.
S. P. McCalmont, . . . . .	Franklin, Pa.
A. W. Raymond, . . . . .	Franklin, 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, . . . . .	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.**

<b>Funded Debt.</b>			
First mortgage bonds, (due January 1, 1897, bear interest at 7 per cent., which is payable January and July,) amount, . . . . .	\$410,000	00	
Second mortgage bonds, (due January 1, 1894, bear interest at 7 per cent., which is payable June and December,) amount, . . . . .	500,000	00	
Total amount now of funded debt, . . . . .	\$910,000	00	
<b>Floating Debt.</b>			
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$1,050,296	26	
The amount now of floating debt, . . . . .	1,050,296	26	
Total amount now of floating and funded debt, . . . . .	\$1,960,296	26	
Funded debt as per last report, . . . . .	\$922,000	00	
Floating debt as per last report, . . . . .	1,053,654	34	
Total cash realized from capital stock and debt, . . . . .	2,500,000	00	

**Cost.**

Total cost of entire road to date, . . . . .	\$2,530,646	84
Average of same per mile of road laid, . . . . .	49,523	42
Proportion of same for Pennsylvania, . . . . .	2,530,646	84
Cost of road and equipment per mile, . . . . . Equipped by lessee.		

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
<b>Branches.</b>		
Coal Mine branch—length of branch, . . . . .	1.70	1.70

Gauge.

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

Track.

Miles of iron rail in use, . . . . . 62.39  
 Miles of steel rail in use, . . . . . 7.29  
 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, . . . . .	. . . . .	Iron, . . . . .	457	1878.

(This bridge built by lessee, to take the place of a wooden bridge.)

Number of bridges and trestles on whole line, . . . . . 16  
 Wooden bridges, number of, 9; aggregate length, . . . . . 904 feet.  
 Iron bridges, number of, 1; aggregate length, . . . . . 457 feet  
 Wooden trestles, number of, 7; aggregate length, . . . . . 835 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Erie and Pittsburgh railroad, at Jamestown, Pa.; Atlantic and Great Western railroad, at Amasa, and New Castle and Franklin railroad, at Branch.

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, . . . . . 64  
 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, . . . . . 3

Number of crossings at which there are neither gates nor flagmen, . . . . . 67

**Stations.**

Number of stations on main road: Passenger, 9; freight, 4, . . . . . 13  
 Number of engine-houses and shops in Pennsylvania, 4; total number entire road, . . . . . 4  
 Number of wood and water stations on main road, . . . . . 9  
 Number of tunnels, 1; aggregate length, . . . . . 925 feet.

**Equipment.**

Equipped by lessee. See report of lessee—Lake Shore and Michigan Southern Railway Company.

**Doings of the Year.**

See report of lessee—Lake Shore and Michigan Southern Railway Company.

**Monthly Earnings for the Year.**

**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.	
January, 1878, . . . . .			\$2,993	73
February, 1878, . . . . .			2,754	20
March, 1878, . . . . .			3,270	14
April, 1878, . . . . .			3,017	59
May, 1878, . . . . .			2,718	20
June, 1878, . . . . .			2,851	27
July, 1878, . . . . .			3,043	12
August, 1878, . . . . .			2,920	34
September, 1878, . . . . .			2,221	95
October, 1878, . . . . .			3,189	60
November, 1878, . . . . .			2,258	61
December, 1878, . . . . .			2,248	51
Total, . . . . .			\$33,517	26

**From Transportation of Freight.**

MONTHS.	Through.	Local.	Total.	
January, 1878, . . . . .			\$11,794	66
February, 1878, . . . . .			13,644	65
March, 1878, . . . . .			14,734	24
April, 1878, . . . . .			18,689	50
May, 1878, . . . . .			11,120	52
June, 1878, . . . . .			7,725	88
July, 1878, . . . . .			10,325	08
August, 1878, . . . . .			19,278	52
September, 1878, . . . . .			14,189	90
October, 1878, . . . . .			19,205	42
November, 1878, . . . . .			16,197	43
December, 1878, . . . . .			14,967	24
Total, . . . . .			\$166,872	99

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1878, . . .	\$191	66	\$62	18	\$44	92	\$298	76
February, 1878, . . .	191	66	42	18			233	84
March, 1878, . . .	191	66	67	90	66	00	325	56
April, 1878, . . .	191	66	124	00	272	50	588	16
May, 1878, . . .	191	66	139	55			331	21
June, 1878, . . .	191	66	181	97			373	63
July, 1878, . . .	191	66	110	63			302	29
August, 1878, . . .	191	66	154	88	601	75	948	29
September, 1878, . . .	191	66	125	43			317	09
October, 1878, . . .	191	66	67	88	66	00	325	54
November, 1878, . . .	191	66	55	50			247	16
December, 1878, . . .	191	66	63	11	100	00	354	77
<b>Total, . . . . .</b>	<b>\$2,299</b>	<b>92</b>	<b>\$1,195</b>	<b>21</b>	<b>\$1,151</b>	<b>17</b>	<b>\$4,646</b>	<b>30</b>

Total passenger earnings for the year, . . . . .	\$33,517	26
Total freight earnings for the year, . . . . .	166,872	99
Total earnings from all other sources, . . . . .	4,646	30
<b>Total earnings for the year, . . . . .</b>	<b>\$205,036</b>	<b>55</b>
<b>Total receipts from all sources on whole length of line, . . . . .</b>	<b>\$205,036</b>	<b>55</b>
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	205,036	55

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

Any other expenditures chargeable to this account, . . . . .	\$232	77
<b>Total, . . . . .</b>	<b>\$232</b>	<b>77</b>
Proportion for Pennsylvania, . . . . .	232	77

Expenditures for Operating During the Year.

All repairs made by lessee—Lake Shore and Michigan Southern Railway Company.

Earnings.

Passenger transportation, local, } Total, . . . . .	\$33,517	26
Passenger transportation, through, } Total, . . . . .	166,872	99
Freight transportation, local, } Total, . . . . .	2,299	92
Freight transportation, through, } Total, . . . . .	1,195	21
Mail service, . . . . .	1,151	17
Express service, . . . . .		
Rents, . . . . .		
<b>Total, . . . . .</b>	<b>\$205,036</b>	<b>55</b>
<b>Operating Expenses.</b>		
Total operating expenses being 60 per cent. of earnings, . . . . .	124,967	17
<b>Net earnings, . . . . .</b>	<b>\$80,069</b>	<b>38</b>
Earnings per mile of road operated, . . . . .	\$4,012	44
Expenses per mile of road operated, . . . . .	2,445	55
<b>Net earnings, . . . . .</b>	<b>\$1,566</b>	<b>89</b>

Payments by Lake Shore and Michigan Southern Railway Company lessee, out of net earnings.

Interest on funded debt, 1878,	\$64,120	00
First mortgage bonds matured July 1, 1878, and paid, . . . . .	12,000	00
Reducing number outstanding from \$422,000 to \$410,000.	\$76,120	00

General Balance Sheet, January 1, 1879.

DR.			
Construction account, . . . . .	\$2,530,646	84	
Coal lands, . . . . .	34,607	79	
Bills collectible, &c., . . . . .	8,311	08	
	\$2,573,565	66	
CR.			
Capital stock, . . . . .	\$601,310	50	
First mortgage bonds, . . . . . \$410,000	00		
Second mortgage bonds, . . . . . 500,000	00		
	910,000	00	
Floating debt, advances made by Lake Shore and Michigan Southern Railway Company, . . . . .	1,050,296	25	
Sundry balances due individuals, &c., . . . . .	5,932	50	
Profit and loss, . . . . .	6,026	49	
	\$2,573,565	66	

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.? Union Express Company, under arrangements made by lessee.

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 of lessee, Lake Shore and Michigan Southern Railway Company.

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 31, A. D. 1878, according to the best of their knowledge and belief.

(Signed)

JAMES MILES, *President.*

ROBERT P. CANN, *Treasurer.*

Sworn and subscribed before me, this 24th day of February, A. D. 1879.

NICHOLAS BARTLETT,

*Commissioner for State of Pennsylvania.*

JEFFERSON.

Officers.

NAME.		Residence.	Salary.
Edward M. Clymer, . . .	President, . . . . .	Reading, Pa., . .	None.
Augustus R. Macdonough,	Secretary, . . . . .	New York City, . .	None.
*B. Thomas, . . . . .	Div. Superintendent. . .		

\*Superintendent of the Delaware division of the New York, Lake Erie, and Western railroad.

General offices at Scranton, Pennsylvania.

<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 I. 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: An amount sufficient to build the 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 they ear: None. Nearly all of this stock was issued to contractors for construction of road.		

## Debt.

Funded Debt.	
First mortgage bonds, (due January 1, 1889, bear interest at 7 per cent., which is payable January 1 and July 1,) for Carbondale Branch, amount,	\$2,000,000 00
Second mortgage bonds, (due January 1, 1887, bear interest at 7 per cent., which is payable January 1 and July 1,) for Hawley Branch, amount,	204,000 00
Third mortgage bonds, (due January 1, 1889, bear interest at 7 per cent., which is payable January 1 and July 1,) for Hawley Branch, amount,	96,000 00
Total amount now of funded debt, . . . . .	\$2,300,000 00
Floating Debt.	
Unfunded debt, incurred for construction, equipment, or purchase of property: We know of none.	
Debt incurred for any other purpose, and for what: We know of none.	
Total amount now of floating and funded debt, . . . . .	\$2,300,000 00
Floating debt as per last report, . . . . .	2,300,000 00

## Cost.

Total cost of entire road to date, as represented by stock and bonds, as above mentioned, . . . . .	\$4,396,050 00
Total cost of entire equipment: Supplied by New York, Lake Erie and Western Railroad Company.	

## Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Susquehanna Depot to Carbondale, . . . . .	45½	45½
Length of main line from Hawley to Honesdale . . . . .		
Length of single main track, . . . . .	45½	
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
Weight of rail per yard, iron, . . . . .	50, 60, & 67½ lbs.
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.
Wooden trestles, number of, 3; aggregate length, . . . . .	2,977 feet.

Crossings.

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 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 a 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

How is track laid, and on what foundation? Wooden cross-ties, filled in with earth, stone, and cinders.

Equipment.

Supplied by the New York, Lake Erie and Western Railroad Company, and particulars reported 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, . . . . .	2
Average number of cars in freight trains, . . . . .	25
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	166,000 lbs.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	778,000 lbs.

Employees.

Average number of persons employed by company, including officials. Supplied by the New York, Lake Erie and Western Railroad company, and on its pay-rolls.

With regard to the inquiries contained in pages 10, 11, 12, 13, 14, and 15, the following statement is made:

The Jefferson road is leased to the Erie Railway Company, and operated by its successor, the New York, Lake Erie and Western Railroad Company, under a lease, running from January 1, 1869, during the continuance of the charters of both companies, and all renewals thereof. The particulars of the operations and expenditures during the past year have been kept as a part of the general accounts of the receiver of the Erie Railway Company until June 1, 1878, and of the New York, Lake Erie and Western Railway Company since that date, and cannot be particularly specified as applicable to this road.

The Jefferson Railroad Company keeps no books of account, nor any

statement or memoranda from which a balance sheet, as set forth in pages 16 and 17 of this report, could be drawn up, excepting the items on page 17 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 New York, Lake Erie and Western Railroad Company's accounts, not distinguished therein as applicable to the Jefferson railroad, and will appear and be stated in the general balance sheet of the said New York, Lake Erie and Western Railroad 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; on terms settled by their contract with the New York, Lake Erie and Western 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? They receive and forward money packages, valuables of every description, and merchandise 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.? The Delaware and Hudson Canal Company; on terms settled by their contract with the New York, Lake Erie and Western Railroad Company.

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 no preference is given to their cars or freight.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? 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? There is no special contract between the Government and this company, the service being performed by the New York, Lake Erie and Western Railroad Company.

#### Stock and Dividends.

Amount of common stock now outstanding? 41,921 shares, \$2,096,050.

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, . . . . .						
Employees, . . . . .				1		
Others, . . . . .			1	1		
<b>Total, . . . . .</b>			<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>

Statement of Each Accident.

John M. Prime, residence, Thompson, Pennsylvania, (bridge carpenter ; ) while walking over the trestle at Jefferson branch bridge, No. 1, April 28, 1878, he stepped on a piece of blocking, which turned over, letting him fall through the trestle ; he struck on a stay lath, fracturing three of his ribs.

Daniel Kelly, residence, Susquehanna, Pennsylvania, while he was attempting to get on the caboose of coal nine, near Brant's, at six-fifteen P. M., September 23, 1878, he fell upon the track, the hind wheel of the caboose running over his left foot, bruising it quite badly ; no bones broken.

Virgil Ledger, residence, Red Rock, near Great Bend ; he was run over at Brant's, about seven-fifteen, A. M., September 30, 1878, by either D. and H. coal five, or D. and H. extra coal five, receiving injuries from which he died two hours afterwards ; as the unfortunate man was subject to fits, of which he had suffered an attack the night previous ; the supposition is that he became dizzy while looking at the train, and fell forward under the wheels.

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

Personally appeared before me, Edward M. Clymer, president, and A. R. Macdonough, secretary, 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. 1878, according to the best of their knowledge and belief.

(Signed)

EDWARD M. CLYMER, *President.*

A. R. MACDONOUGH, *Secretary.*

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

EDSON D. HAMMOND,

*Commissioner for Pennsylvania, in New York.*

## JERSEY SHORE, PINE CREEK AND BUFFALO.

### Officers.

NAMES.	Residence.	Salary.
John S. Ross, . . . . .	President, . . . . .	Coudersport, Pa.
John M. Hamilton, . . . . .	Secretary, . . . . .	Coudersport, Pa.
John S. Ross, . . . . .	Treasurer, . . . . .	Coudersport, Pa.

General office at Coudersport, Potter county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Honorable A. G. Olmsted, . . . . .	Coudersport, Pa.
Aroh. F. Jones, . . . . .	Coudersport, Pa.
Charles H. Arms'rong, . . . . .	Coudersport, Pa.
Pierre A Stebbins, junior, . . . . .	Coudersport, Pa.
William K. Jones, . . . . .	Coudersport, Pa.
T. Gullford Smith, . . . . .	Buffalo, N. Y.

### Capital Stock.

Capital stock authorized by law, with right to increase to \$4,000,000,	\$1,000,000	00
Capital stock, amount subscribed, . . . . .	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	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, . . . . .	\$328,039	22
The amount now of floating debt, . . . . .	\$328,039	22
Floating debt as per last report, . . . . .	313,179	19

### Cost.

Total cost of entire road to date, . . . . .	\$312,723	61
Proportion of same for Pennsylvania, . . . . . All in Pennsylvania.		

Characteristics of Road.

Main Line.	MILES.	
	Length in Penna.	Whole Length.
Length of proposed main line, from Williamsport to Port Allegheny, . . . . .	118	118
Length of track, . . . . . No track laid.		

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

Personally appeared before me, John S. Ross, president and treasurer of the Jersey Shore, Pine Creek and Buffalo 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. 1878, according to the best of his knowledge and belief.

(Signed) JOHN S. ROSS, *President and Treasurer.*

Sworn and subscribed before me, this 23d day of January, A. D. 1879.

ARTHUR B. MANN, *Notary Public.*



JUNCTION.



Officers.

NAMES.		Residence.	Salary.
Isaac Hinckley, . . . . .	President, . . . . .	Philadelphia, . . . . .	\$2,000 00
Joseph Lesley, . . . . .	Secretary, . . . . .	Philadelphia, . . . . .	500 00
John Walker, junior, . . . . .	Treasurer, . . . . .	Philadelphia, . . . . .	1,000 00
A. Feldbunehs, . . . . .	Chief Engineer, . . . . .	Philadelphia, . . . . .	960 00
Charles E. Pugh, . . . . .	Gen'l Superintendent, . . . . .	Philadelphia, . . . . .	1,200 00

*Names of Directors.*

*Residences.*

Isaac Hinckley, . . . . .	Philadelphia.
Thomas A. Scott, . . . . .	Philadelphia.
Franklin B. Gowen, . . . . .	Philadelphia.
George B. Roberts, . . . . .	Philadelphia.
Henry Lewis, . . . . .	Philadelphia.

## Capital Stock.

Capital stock authorized by law, . . . . .	\$250,000	00
Capital stock, amount subscribed, . . . . .	250,000	00
Capital stock paid in by last report, . . . . .	250,000	00
Capital stock, total amount now paid in, . . . . .	250,000	00
Capital stock, number of shares issued, . . . . . 5,000		
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.

<b>Funded Debt.</b>		
First mortgage bonds, (due in 1882, bear interest at six per cent., which is payable January and July,) amount, . . . . .	\$455,000	00
Second mortgage bonds, (due in 1900, bear interest at six per cent., which is payable April and October,) amount, . . . . .	300,000	00
<b>Total amount now of funded debt, . . . . .</b>	<b>\$755,000</b>	<b>00</b>
<b>Floating Debt.</b>		
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$755,000</b>	<b>00</b>
<b>Total cash realized from capital stock and debt, . . . . .</b>	<b>\$1,050,000</b>	<b>00</b>

## Cost.

Total cost of entire road to date, . . . . .	\$1,064,730	50
Average of same per mile of road laid, . . . . . \$289,643 75		
<b>Total cost of entire equipment, . . . . .</b>	<b>\$1,064,730</b>	<b>50</b>

## Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Belmont to Gray's Ferry, . . . . .	3.676	3.676
Length of single main track, . . . . .	7.352	7.352
Length of double main track, . . . . .	3.676	3.676
Aggregate length of main line and branches, . . . . .	3.676	3.676
Aggregate length of sidings and other track not above enumerated, . . . . .	5,821 ft.	5,821 ft.
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	3,676	3,676

## Gauge.

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



Track.

Miles of iron rail in use, . . . . .	2,352 feet.
Miles of steel rail in use, . . . . .	5
Weight of rail per yard, { Iron, . . . . .	60 pounds.
{ Steel, . . . . .	60 pounds.
Number of bridges and trestles on whole line, . . . . .	4
Iron bridges, number of, 4; aggregate length, . . . . .	425 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? West Chester and Philadelphia railroad, at West Philadelphia; Pennsylvania railroad, at West Philadelphia; Philadelphia, Wilmington and Baltimore railroad, at Gray's Ferry.

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

Number of crossings of highways, at grade, in this Commonwealth, . . . . .	1
Number of crossings of highways, over railroad, . . . . .	4
Number of crossings of highways, under railroad, . . . . .	2

Stations.

Number of tunnels, aggregate length, . . . . .	750 feet.
How is track laid, and on what foundation? Stone ballast, white oak ties.	
Average number of cars in passenger trains, including baggage cars, . . . . .	5
Average number of cars in freight trains, . . . . .	30

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains, . . . . .	10,014
Number of miles run by freight trains, . . . . .	34,920
Number of through passengers for the year on main road, . . . . .	308,237
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,) . . . . .	8

Monthly Statement of Passengers, (all Classes,) Carried in Cars.

January, 1878, . . . . .	24,279	July, 1878, . . . . .	26,942
February, 1878, . . . . .	23,920	August, 1878, . . . . .	27,037
March, 1878, . . . . .	24,460	September, 1878, . . . . .	27,324
April, 1878, . . . . .	25,522	October, 1878, . . . . .	26,223
May, 1878, . . . . .	28,673	November, 1878, . . . . .	24,714
June, 1878, . . . . .	28,542	December, 1878, . . . . .	24,601

## Monthly Earnings for the Year.

## From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1878,	\$2,192	50			\$2,192	50
February, 1878,	1,976	25			1,976	25
March, 1878,	2,210	00			2,210	00
April, 1878,	2,121	25			2,121	25
May, 1878,	2,182	50			2,182	50
June, 1878,	2,081	83			2,081	83
July, 1878,	2,182	50			2,182	50
August, 1878,	2,166	25			2,166	25
September, 1878,	2,010	00			2,010	00
October, 1878,	2,147	73			2,147	73
November, 1878,	1,945	00			1,945	00
December, 1878,	2,008	75			2,008	75
<b>Total,</b>	<b>\$25,224</b>	<b>56</b>			<b>\$25,224</b>	<b>56</b>

## From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1878,	\$9,015	84			\$9,015	84
February, 1878,	8,693	64			8,693	64
March, 1878,	11,248	80			11,248	80
April, 1878,	12,831	12			12,831	12
May, 1878,	13,091	56			13,091	56
June, 1878,	12,805	04			12,805	04
July, 1878,	11,832	88			11,832	88
August, 1878,	14,175	84			14,175	84
September, 1878,	13,887	12			13,887	12
October, 1878,	17,321	04			17,321	04
November, 1878,	15,428	96			15,428	96
December, 1878,	11,717	80			11,717	80
<b>Total,</b>	<b>\$152,044</b>	<b>64</b>			<b>\$152,044</b>	<b>64</b>

## From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1878,			\$276	00	\$183	27	\$459	27
February, 1878,			252	80	88	50	341	30
March, 1878,	\$540	00	276	00	100	12	916	12
April, 1878,			289	60	23	86	312	96
May, 1878,			407	20	276	48	683	68
June, 1878,	540	00	349	60	829	00	1,718	60
July, 1878,			432	80	307	01	739	81
August, 1878,			426	40	438	61	865	01
September, 1878,	540	00	268	00	321	91	1,129	91
October, 1878,			382	40	217	49	599	89
November, 1878,			369	60	183	07	552	67
December, 1878,	540	00	372	00	25	52	937	52
<b>Total,</b>	<b>\$2,160</b>	<b>00</b>	<b>\$4,103</b>	<b>40</b>	<b>\$2,994</b>	<b>34</b>	<b>\$9,256</b>	<b>74</b>

Total passenger earnings for the year, . . . . .	\$25,224	56
Total freight earnings for the year, . . . . .	152,044	64
Total earnings from all other sources, . . . . .	9,256	74
<b>Total earnings for the year, . . . . .</b>	<b>\$186,525</b>	<b>94</b>
<b>Total receipts from all sources on whole length of line, . . . . .</b>	<b>\$186,525</b>	<b>94</b>

**Expenditures for Operating During the Year.**

**Cost of Maintenance of Way and Buildings.**

New steel rails, number of tons, 56,730, . . . . .	\$2,013	04
All other expenses for maintenance of way, . . . . .	27,269	98
<b>Total for maintenance of way, . . . . .</b>	<b>\$29,282</b>	<b>97</b>

**Miscellaneous.**

Taxes, . . . . .	\$2,100	35
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	4,834	28
<b>Total miscellaneous, . . . . .</b>	<b>\$6,934</b>	<b>63</b>

**Earnings.**

Passenger transportation, through, . . . . .	\$25,224	56
Freight transportation, through, . . . . .	152,044	64
Mail service, . . . . .	2,160	00
Express service, . . . . .	4,102	40
Rents, . . . . .	723	24
All other sources of income, . . . . .	2,271	10
<b>Total, . . . . .</b>	<b>\$186,525</b>	<b>94</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$29,282 97	
Maintenance of motive power and cars, . . . . .	62,845 05	
<b>Miscellaneous, . . . . .</b>	<b>\$91,628</b>	<b>02</b>
	6,934	63
<b>Total operating expenses, . . . . .</b>	<b>\$98,562</b>	<b>65</b>
<b>Net earnings, (exclusive of interest on bonds, \$45,300,) . . . . .</b>	<b>\$87,963</b>	<b>29</b>
Interest on bonds and mortgages, loan 1862—1882: On \$445,000, interest due January and July, at 6 per cent., . . . . .	\$27,300	00
Loan 1865—1900: On \$300,000, interest due April and October, at 6 per cent., . . . . .	18,000	00
	<b>\$45,300</b>	<b>00</b>

## General Balance Sheet, January 1, 1879.

DR.			
Construction, . . . . .		\$879,710	80
Land damages, &c., . . . . .		141,739	15
Real estate, . . . . .		43,280	55
Assets—Cash on hand, . . . . .	\$1,851	88	
Due by agent, . . . . .	32,432	20	
		34,283	58
		\$1,099,014	08
CR.			
Capital stock, . . . . .		\$250,000	00
Loan 1862—1882, . . . . .		455,000	00
Loan 1865—1900, . . . . .		300,000	00
Bonds and mortgages on real estate, . . . . .		12,000	00
Transportation expenses, . . . . .		9,616	13
J. McFadden, . . . . .			50
Taxes, &c., . . . . .		2,400	00
Sinking fund, . . . . .		45,000	00
Coupons, July, 1877, . . . . .		150	00
Coupons, January, 1878, . . . . .		300	00
Coupons, July, 1878, . . . . .		330	00
Surplus account this date, . . . . .		24,217	45
		\$1,099,014	08

## 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.? Eighty cents per car per mile. Adams Express Company.

## 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 mail service is performed by a contractor, and nothing is paid to the railroad company by the United States Government, on account of mail service.

## Stock and Dividends.

Amount of common stock now outstanding, 5,000 shares, \$250,000 00

Rate and date of all cash dividends on stock of original and consolidated companies:

April 30, 1878, 4 per cent. in cash on 5,000 shares, . . . \$10,000 00

October 28, 1878, 10 per cent. in cash on 5,000 shares, . . . 25,000 00

Number and per cent. of dividends: Two dividends, 4 and 10 per cent.		
Amount paid in dividends, . . . . .	\$35,000	00
Paid to sinking fund, . . . . .	25,000	00
Surplus at commencement of the year, (fiscal year February 28, 1878,)	31,119	63

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, . . . . .	. . . . .	. . . . .	2	. . . . .	2	. . . . .

Statement of Each Accident.

July 11. Henry Haney, employé of this company ; killed instantly at West Chester and Philadelphia railroad crossing, while working on tracks.  
 November 30. Emma Simons, run over at Lanneganville ; leg cut off, from the effects of which she died. The child got on the train that was stopped at this point, to get coal, and fell off. Age, about seven years.

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

Personally appeared before me, Isaac Hinckley, president, and John Walker, junior, treasurer, of the Junction 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,) ISAAC HINCKLEY, *President.*  
 JOHN WALKER, Jr., *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1879.  
 J. Y. HUMPHREY, *Notary Public.*

## LAKE SHORE AND MICHIGAN SOUTHERN.

## Officers.

NAMES.	Residence.	Salary.
William H. Vanderbilt, . . . . .	President, . . . . .	New York, No salary.
Augustus Schell, . . . . .	Vice President, . . . . .	New York, No salary.
Edwin D. Worcester, . . . . .	Secretary and Treasurer, . . . . .	New York, *\$8,300 00
James Mason, . . . . .	General Solicitor, . . . . .	Cleveland, 5,400 00
L. H. Clarke, . . . . .	Chief Engineer, . . . . .	Cleveland, 6,750 00
John Newell, . . . . .	General Manager, . . . . .	Cleveland, 13,500 00
Charles Paine, . . . . .	General Superintendent, . . . . .	Cleveland, 7,200 00
C. B. Couch, . . . . .	Division Superintendent, Pa., . . . . .	Cleveland, 2,700 00
W. P. Taylor, . . . . .	Division Superintendent, Pa., . . . . .	Buffalo, 2,250 00
George H. McIntire, . . . . .	Division Superintendent, J. and F. R. R., Pa., . . . . .	Stoneboro', 2,160 00

General offices at Cleveland, Ohio.

<i>Names of Directors.</i>	<i>Residences.</i>
† 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.
William L. Scott, . . . . .	Erie.
Charles M. Reed, . . . . .	Erie.
Rasselas Brown, . . . . .	Warren, Pa.
Amasa Stone, . . . . .	Cleveland.
Henry B. Payne, . . . . .	Cleveland.
Albert Keep, . . . . .	Chicago.

\* See letter March 4, 1879.

† Executive committee.

## 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, . . . . .	64 00

Debt.

Funded Debt.		
First mortgage bonds, (due July 1, 1900, bear interest at 7 per cent., which is payable January, April, July, and October,) amount, . . .	\$23,000,000	00
Second mortgage bonds, (due December 1, 1903, bear interest at 7 per cent., which is payable June and December,) amount, . . . . .	12,500,000	00
Total amount now of funded debt, . . . . .	\$35,500,000	00
Funded debt as per last report, . . . . .	\$35,750,000	00

Cost.

Total cost of entire road to date, . . . . .	\$65,801,205	65
Average of same per mile of road laid, . . . . .	75,874	00
Proportion of same for Pennsylvania, { 44.06 miles main line, } . . . . .	3,744,872	00
{ 5.29 miles branch, } . . . . .		
Total cost of entire equipment, . . . . .	14,878,709	04
Average cost of equipment per mile of road operated by company, . . . . .	12,227	00
Proportion of same for Pennsylvania, . . . . .	1,228,202	00
Cost of road and equipment per mile, . . . . .	88,101	00
Proportion of same for Pennsylvania, . . . . .	4,972,574	00

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line from Buffalo, N. Y., to Chicago, Illinois, . . .	540.37	44.06
Length of single main track, . . . . .	304.72	
Length of double main track, . . . . .	235.65	44.06
Branches.		
Ashtabula Branch, from Ashtabula Harbor to Jamestown, Pennsylvania, . . .	38.60	5.29
} Length of single track, . . .	38.60	
Sandusky Branch, from Elyria to Millbury, Ohio, . . . . .	72.96	
} Length of single track, . . .	72.96	
Sandusky Pier Branch, from (junction) Sandusky to old depot, . . . . .	3.74	
} Length of single track, . . .	3.74	
Air Line Branch, from Toledo, Ohio, to Elkhart, Indiana, . . . . .	130.70	
} Length of branch, . . . . .	130.70	
} Length of single track, . . .	130.70	
Monroe Branch, from Lenawee junction to Monroe, Michigan, . . . . .	29.50	
} Length of branch, . . . . .	29.50	
} Length of single track, . . .	29.50	
Jackson Branch, from Lenawee junction to Jackson, Michigan, . . . . .	41.90	
} Length of branch, . . . . .	41.90	
} Length of single track, . . .	41.90	
Palmyra Branch, from Palmyra to Adrian, Michigan, . . . . .	5.33	
} Length of branch, . . . . .	5.33	
} Length of single track, . . .	5.33	
Connecting Branch, from D. A. V. and P. junction in Dunkirk, . . . . .	1.50	
} Length of branch, . . . . .	1.50	
} Length of single track, . . .	1.50	

Main Line.	MILES.		
	Whole length.	Length in Penn'a.	
<b>Leased Roads.</b>			
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, Pennsylvania,	Length of road, . . . . .	51.10	51.10
	Length of single track,	51.10	51.10
Mahoning Coal Railroad Branch, from Andover to Youngstown, . . . . .	Length of road, . . . . .	42.99	
	Length of single track,	42.99	
* Detroit, Monroe and Toledo Branch, from Air Line junction to Detroit, . .	Length of road, . . . . .	62.29	
	Length of single track,	62.29	
* Kalamazoo and White Pigeon Branch, from White Pigeon to Kalamazoo, Michigan, . . . . .	Length of road, . . . . .	36.68	
	Length of single track,	36.68	
* Northern Central Michigan Branch, from Jonesville to North Lansing, . .	Length of road, . . . . .	61.14	
	Length of single track,	61.14	
Aggregate length of main line and branches, . . . . .		1,024.71	49.35
Aggregate length of leased roads, . . . . .		152.09	51.10
Aggregate length of sidings and other track not above enumerated, . . . . .		462.44	43.96
Aggregate length of second track, . . . . .		235.65	44.06
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .		1,874.89	188.47

\* These three roads owned by Lake Shore and Michigan Southern.

#### Gauge.

What is the gauge of your lines? . . . . . 56½ inches (4-8½)

#### Track.

Miles of iron rail in use, . . . . .	872
Miles of steel rails in use, . . . . .	1,002
Weight of rail per yard: { Iron, . . . . .	60 lbs.
{ Steel, . . . . .	60 lbs.
Number of bridges and trestles on whole line, . . . . .	402
Wooden bridges, number of, 71; aggregate length, . . . . .	7,957 feet.
Stone bridges, number of, 11; aggregate length, . . . . .	1,680 feet.
Iron bridges, number of, 47; aggregate length, . . . . .	5,091 feet.
Wooden trestles, number of, 273; aggregate length, . . . . .	25,646 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 Girard; Erie and Pittsburgh railroad, at Erie, (Dock Junction.)

Number of crossings of highways, at grade, in this Commonwealth, . . . . .	128
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 maintained, . . . . . 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, } 201  
 { Freight, . . . . 57, }

Number of stations on branches: { Passenger, . . . 59, } 82  
 { Freight, . . . . 23, }

Number of stations on leased roads: { Passenger, . . . 28, } 35  
 { Freight, . . . . 7, }

Number of engine-houses and shops in Pennsylvania, 3; total number entire road, . . . . . 42

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

How is track laid and on what foundation: Ballasted with stone and gravel. Joints fastened with angle splices.

Equipment.	Number.	Av. cost of each.
Number of locomotives of more than 40 tons weight, . . . . .	294	\$10,000 00
Number of locomotives of more than 30 tons weight, . . . 495	195	10,000 00
Number of locomotives of more than 20 tons weight, . . . . .	6	10,000 00
Number of first class passenger cars, . . . . .	143	4,000 00
Number of second class passenger cars, . . . . .	9	3,000 00
Number of baggage, mail, and express cars, . . . . .	80	2,500 00
Number of freight cars: { House cars, 6,805, } . . . . .		600 00
{ Trucks, . . . 1,683, } . . . . .	8,488	500 00
Number of coal, ore, and stone cars, . . . . .	1,397	500 00
Number of caboose cars, . . . . .	243	500 00

What kind of train brake is in use on your road? The Westinghouse air brake.

Average number of cars in passenger trains, including baggage cars, . . . . . 5

Average number of cars in freight trains, . . . . . 39

Average weight of passenger trains, including locomotive and tender, in working order, . . . . . 175 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, . . . . . 8,820

Same in Pennsylvania, . . . . . 671

## Doings of the Year.

## Transportation and Total Miles Run.

Number of miles run by passenger trains, . . . . .	2,296,194
Number of miles run by freight trains, . . . . .	6,470,848
Number of miles run by coal trains, . . . . .	
Number of through passengers for the year on main road, . . . . .	56,224
Number of passengers (all classes) carried in cars, . . . . .	2,682,127
Number of passengers carried one mile, . . . . .	123,877,842
Number of passengers carried one mile in Pennsylvania, . . . . .	7,402,670
Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	839,510
Number of tons of freight carried one mile, . . . . .	1,340,467,826
Number of tons of freight carried one mile in Pennsylvania, . . . . .	80,428,070
Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . .	6,098,445
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	25 miles.
Average rate of speed adopted by express trains, including stops, (miles per hour,) . . . . .	30 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.

January, 1878, . . . . .	208,173	July, 1878, . . . . .	230,507
February, 1878, . . . . .	184,157	August, 1878, . . . . .	247,344
March, 1878, . . . . .	229,571	September, 1878, . . . . .	288,441
April, 1878, . . . . .	219,194	October, 1878, . . . . .	234,987
May, 1878, . . . . .	205,395	November, 1878, . . . . .	212,735
June, 1878, . . . . .	207,983	December, 1877, . . . . .	215,639

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

Anthracite coal, . . . . .	153,529	Agricultural products, . . . . .	1,614,570
Bituminous coal, . . . . .	569,086	Merchandise and manufactures, . . . . .	649,075
Petroleum and other oils, . . . . .	570,249	Live stock, . . . . .	543,876
Pig iron, . . . . .	79,785	Lumber, . . . . .	465,633
Railroad iron, . . . . .	31,123	Other articles, . . . . .	1,175,432
Other iron or castings, . . . . .	119,766		
Iron and other ores, . . . . .	14,853	Total, . . . . .	6,098,445
Stone and lime, . . . . .	111,357		

## 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, Buffalo and Chicago, per ton per mile, . . . . .	0 <sup>521</sup> / <sub>1000</sub> cents.
For through coal, Buffalo and Chicago, per ton per mile, . . . . .	0 <sup>292</sup> / <sub>1000</sub> cents.
For local freight, per ton per mile, (estimated,) . . . . .	1 <sup>5</sup> / <sub>10</sub> cents.
For local coal, per ton per mile, (estimated,) . . . . .	1 cent.
For all freight, per ton per mile, . . . . .	0 <sup>734</sup> / <sub>1000</sub> cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1878,	\$30,992	50	\$178,805	89	\$209,728	39
February, 1878,	34,642	40	155,405	86	190,048	26
March, 1878,	43,848	00	206,278	56	250,126	56
April, 1878,	52,083	20	198,188	23	250,271	43
May, 1878,	58,138	50	187,924	32	246,062	82
June, 1878,	57,751	20	190,975	61	248,726	81
July, 1878,	54,453	00	207,882	63	262,335	63
August, 1878,	51,844	65	240,266	03	292,100	68
September, 1878,	57,863	35	266,126	71	323,990	06
October, 1878,	61,363	15	254,001	08	315,364	23
November, 1878,	43,876	85	205,947	28	249,324	13
December, 1878,	39,112	50	180,201	23	219,313	73
Total, . . . . .	\$585,399	30	\$2,471,993	43	\$3,057,392	73

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1878,	\$363,444	69	\$628,535	78	\$991,980	47
February, 1878,	288,656	95	533,321	95	821,978	90
March, 1878,	292,706	99	557,581	97	850,288	96
April, 1878,	210,595	51	525,569	48	736,164	99
May, 1878,	238,068	88	513,160	08	751,228	96
June, 1878,	176,202	67	452,020	97	628,223	64
July, 1878,	203,476	00	490,272	93	693,748	93
August, 1878,	221,084	77	742,892	16	963,976	93
September, 1878,	175,734	16	695,005	55	870,739	71
October, 1878,	185,729	61	797,087	23	982,810	84
November, 1878,	193,738	48	698,343	49	892,081	97
December, 1878,	246,975	38	618,746	10	865,721	48
Total, . . . . .	\$2,796,414	09	\$7,252,537	69	\$10,048,951	78

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1878, . .	\$42,000	00	\$19,737	23	\$8,696	84	\$68,434	07
February, 1878, . .	42,000	00	16,564	64	6,951	25	65,515	89
March, 1878, . . .	42,000	00	20,118	58	9,303	86	71,422	42
April, 1878, . . .	42,000	00	21,772	00	7,847	29	71,119	29
May, 1878, . . . .	42,000	00	22,148	88	7,774	90	71,923	78
June, 1878, . . . .	42,000	00	23,170	63	7,675	92	72,846	55
July, 1878, . . . .	42,000	00	21,327	87	7,714	29	71,042	16
August, 1878, . . .	42,000	00	23,023	34	8,571	50	73,594	84
September, 1878, . .	42,000	00	22,895	91	9,911	83	74,807	74
October, 1878, . . .	42,000	00	24,021	44	7,996	43	74,017	87
November, 1878, . .	42,000	00	24,764	67	13,336	52	80,101	19
December, 1878, . .	41,765	29	23,073	18	13,767	69	78,596	11
Total, . . . . .	\$503,765	29	\$262,618	30	\$107,038	32	\$873,421	91

Total passenger earnings for the year, . . . . .	\$3,057,392	73
Total freight earnings for the year, . . . . .	10,048,951	78
Total earnings from all other sources, . . . . .	873,421	91
Total earnings for the year, . . . . .	\$13,979,766	42
Total receipts from all sources on whole length of line, . . . . .	\$13,979,766	42
Proportion of earnings in Pennsylvania to earnings of whole line, including Jamestown and Franklin, reporting separately, . . . . .	1,198,872	00

**Expenditures Charged to Cost of Road and Equipment During the Year.**

Land or land damages: Three blocks land in Chicago, . . . . .	\$80,000	00
Any other expenditures chargeable to this account: New Iron bridge, Toledo, . . . . .	80,000	00
Total, . . . . .	\$160,000	00
Proportion for Pennsylvania, . . . . .	None.	

**Expenditures for Operating during the Year.**

**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$1,036,043	07
New steel rails, number of tons, . . . . . 10,000	279,608	76
Repairs of bridges, . . . . .	176,018	66
Repairs of buildings and fixtures, . . . . .	179,988	16
Repairs of fences, . . . . .	19,351	23
Total for maintenance of way, . . . . .	\$1,691,004	88
Cost per mile of road kept in repair, . . . . .	\$1,436	70
Proportion for Pennsylvania, . . . . . 100.45 miles operated.	144,216	51

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	\$531,275	06
Repairs of passenger, baggage, and mail cars, . . . . .	105,292	09
Repairs of freight cars, . . . . .	570,077	43
Total for maintenance of motive power and cars, . . . . .	\$1,206,644	58
Cost per mile of road operated, . . . . .	\$1,025	18
Proportion for Pennsylvania, . . . . . 100.45 miles.	102,979	33

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$3,821,669	25
Salaries, wages, and incidentals chargeable to freight department, } Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .		
Fuel—number of cords of wood, 38,701; cost, . . . . . }	967,197	56
Fuel—number of tons of coal, 307,618; cost, . . . . . }	105,972	79
Oil and waste, . . . . .	38,024	01
Damages for injuries to persons, . . . . .	10,993	08
Damages for cattle killed or injured, . . . . .	31,437	06
Damages for loss of goods and baggage, . . . . .		
Taxes in six states: New York, Pennsylvania, Ohio, Michigan, Indiana, Illinois, . . . . .	466,335	57
Telegraph expenses, . . . . .	16,331	96
Amount paid other corporations or individuals for use of all other cars, . . . . .	380,009	24
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	750,980	89
<b>Total miscellaneous,</b> . . . . .	<b>\$5,588,951</b>	<b>41</b>
Amount per mile of road operated, . . . . .	\$4,748	47
Proportion for Pennsylvania, . . . . .	476,983	81
Total expenditures for operating the road, . . . . .	5,588,951	41
Total charged to road and equipment, . . . . .	2,897,649	46
Expenses per mile of the road operated, . . . . .	7,210	00
Expenses per mile of single track operated, not including sidings, . . . . .	6,010	00
Expenses per train mile, . . . . .		97
Proportion for Pennsylvania, . . . . .	724,755	72

Earnings.

Passenger transportation, local, . . . . . \$2,471,993 43	} Total,	\$3,057,392	73
Passenger transportation, through, . . . . . 585,399 30			
Freight transportation, local, . . . . . \$7,252,537 69	} Total,	10,048,951	78
Freight transportation, through, . . . . . 2,796,414 09			
Mail service, . . . . .		503,765	29
Express service, . . . . .		262,618	30
Rents, . . . . .		58,241	70
All other sources of income, . . . . .		50,796	62
<b>Total,</b> . . . . .		<b>\$13,979,766</b>	<b>42</b>
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . . \$1,691,004 88			
Maintenance of motive power and cars, . . . . . 1,206,644 58			
Miscellaneous, . . . . . 5,588,951 41			
<b>Total operating expenses, being 60.70 per cent of earnings,</b> . . . . .		<b>\$8,846,600</b>	<b>87</b>
<b>Net earnings,</b> . . . . .		<b>5,493,165</b>	<b>55</b>
Earnings per mile of road operated, . . . . .		\$11,877	00
Expenses per mile of road operated, . . . . .		7,210	00
<b>Net earnings,</b> . . . . .		<b>4,667</b>	<b>00</b>

## General Balance Sheet, January 1, 1879.

Assets.		
Lake Shore and Michigan Southern railway and branches, miles, . . . . .	864.60	\$65,601,205 65
Detroit, Monroe and Toledo railroad, miles, . . . . .	62.29	1,295,600 00
Kalamazoo and White Pigeon railroad, miles, . . . . .	36.68	610,000 00
Northern Central Michigan railroad, miles, . . . . .	61.14	1,359,548 85
Total roads owned, miles, . . . . .	1,024.71	\$68,866,354 50
Equipment for 1,177 miles road operated, 495 locomotives, 10,546 cars, . . . . .		14,378,709 04
Investment in Jamestown and Franklin railroad, (in Pennsylvania,) 51.10 miles, . . . . .		1,866,081 56
Material on hand, (rails, fuel, &c.,) . . . . .		637,577 61
Cash and earnings in transit, December 31, . . . . .		2,267,325 46
Bills receivable, . . . . .		514,969 91
Pacific Hotel Company, Chicago, . . . . .		415,712 50
General office property, and other real estate, . . . . .		227,513 22
Lake Shore and Michigan Southern railway stock, 2,654 shares, . . . . .		265,400 00
Detroit, Monroe and Toledo railroad stock, 4,136 shares, . . . . .		413,600 00
Union Stock-Yard stock, Chicago, . . . . .		400,000 00
Pittsburgh and Lake Erie railroad stock, . . . . .		200,000 00
Merchants' Dispatch stock, . . . . .		79,226 28
Empire Line stock, (in liquidation,) . . . . .		46,214 50
Capital advanced to Coöperative Freight Line, . . . . .		171,254 54
Bonds of other railroad companies, (\$1,470,500,) . . . . .		1,441,498 02
Bond scrip, our own issue, . . . . .		3,515 01
		\$92,194,952 15
Liabilities.		
Capital stock, (\$533,500—guaranteed 10 per cent.,) . . . . .		\$50,000,000 00
Funded debt, all 7 per cent., . . . . .		35,500,000 00
Funded debt, Detroit, Monroe and Toledo railroad, . . . . .		924,000 00
Funded debt, Kalamazoo and White Pigeon railroad, . . . . .		600,000 00
Floating debt, . . . . .	None.	
December liabilities, paid in January, . . . . .		415,149 78
Dividend, paid February 1, 1879, . . . . .		1,510,670 00
Income, or profit and loss, . . . . .		3,245,132 37
		\$92,194,952 15

## 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.? American—Buffalo to Cleveland; through, 70 cents per 100 lbs.; way, 50 and 30 cents. United States—Cleveland to Chicago, \$250. per day. Union—Ashtabula to Oil City; through, 50 cents per 100 lbs.; way, 25 cents 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? Money and merchandise. Take 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, &c.? Coöperative companies—Red Line, White Line, G. W. Dispatch. Stock companies—Empire Line, Merchant's Dispatch,

Lake Shore Crude Oil Transportation Company. The three cooperative lines owned by the companies over which they run. The stock companies furnish cars, receiving current rates of mileage for their use; also, commissions on freight.

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 reasons therefor. All companies or individuals shipping like character or quantities of freight, are treated alike as regards 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 run trains over L. S. and M. S. tracks, between Girard and Erie, seventeen miles. L. S. and M. S. railway run trains over E. and P. track between Girard and Jamestown, forty miles. Each company receives a *pro rata* of earnings, less 55 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?

Empire Transportation Company, F. M. Bissell, auditor,	
Philadelphia, . . . . .	\$123,003 68
Merchants' Dispatch, H. D. Penfold, auditor, New York, . .	79,646 19
Lake Shore Crude Oil Company, George J. Vail, auditor,	
Cleveland, . . . . .	30,150 16
Standard Oil Company, George J. Vail, auditor, Cleveland,	10,284 14
Union Tank Line, George J. Vail, auditor, Cleveland, . . .	602 38

**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 on the cars at their own cost, and maintain the interior, receiving therefor the usual charges 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 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? Main Line—Postal cars twice each way daily, at about \$664 per mile per annum, (\$358,629 05.) Branches—In baggage cars, once per day, each way, at \$50 to \$200 per mile, (\$145,136 24.)

Stock and Dividends.

Amount of preferred stock, and rate of preference, and for what issued: \$533,500 old Michigan Southern, guaranteed—ten per cent.—assumed at consolidation, in 1869.

Amount of common stock now outstanding, . . . . . \$49,466 500

Rate and date of all cash dividends on stock of original and consolidated companies:

1870, . . . . .	8 per cent.
1871, . . . . .	8 per cent.
1872, . . . . .	8 per cent.
1873, . . . . .	4 per cent.
1874, . . . . .	3½ per cent.
1875, . . . . .	2 per cent.
1876, . . . . .	3½ per cent.
1877, . . . . .	2 per cent.
1878, . . . . .	4 per cent.

Number and per cent. of dividends: 1878, 1 and 3 per cent., . . . . .	\$1,978,660 00
Amount paid in dividends, guaranteed, 1878, 5 and 5 per cent., . . . . .	53,350 00
Paid to sinking fund, . . . . .	250,000 00
Balance for the year, or surplus, . . . . .	680,259 76
Surplus at commencement of the year, nominal, . . . . .	2,564,872 61
Total surplus, nominal, . . . . .	3,245,132 37
Surplus invested as follows: See balance sheet.	

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, . . . . .	1	1	1	6	2	9
Others, . . . . .			6	2	6	2
Total, . . . . .	1	1	7	11	8	12



## Statement of Each Accident.

January 2. Erie; Peter Helman, citizen; trying to get over a crossing through a freight train; leg broken.

February 9. Erie; J. G. Winshell, laborer; walking on track; killed.

March 15. Point Switch; J. G. McBride, trespasser; walking on track; killed.

April 15. Girard; C. Kelly, warehouseman; pulley in engine-house gave way; he fell about fifteen feet; killed.

April 15. Harbor Creek; Charles Elliot, farmer; walking on track; killed.

April 23. Springfield; Matthias Flick, trespasser; stealing ride; fell from train; killed.

May 14. Oil City; Thomas Conners, brakeman; coupling cars; hurt internally.

May 14. Girard; James Kennedy, trespasser; boarding a moving train; killed.

May 28. Erie; John Drixoll, yard conductor; coupling cars; foot crushed.

May 29. Hadley; John Sohlinger, engineer; fell from engine; arm hurt.

July 31. Northeast; Conrad Schuler, brakeman; fell from train; killed.

August 31. Erie; Fred. Grossman, brakeman; coupling cars; arm smashed.

September 13. Swanville; Michael Hassett, watchman; standing on track; hit by engine; shoulder dislocated.

September 21. Franklin; M. Fitzpatrick, laborer; rail fell on him; leg broken.

October 18. Branch; William Calvert, brakeman; train thrown from track; leg crushed.

October 24. Erie; Henry Smith, trespasser; stealing ride; fell from train; leg amputated.

October 27. Springfield; J. H. Crew, merchant; jumped from moving train; badly bruised.

September 24. Jamestown; Barney Harrison, trespasser; walking on track; killed.

November 26. Erie; George Barrett, employé; jumped from train; leg broken.

December 24. Stoneboro'; Thomas McCaw, fireman; fell from engine; rib broken.

## Income, or Profit and Loss Account, 1878.

Gross earnings, . . . . .	\$18,979,766	42
Operating expenses and taxes, (60.70 per cent,) . . . . .	8,488,600	87
Net earnings, . . . . .	\$5,493,165	55
Deduct interest, leases, dividend on guaranteed stock, less interest and dividend on assets, (\$197,661 90,) . . . . .	\$2,718,791 71	
Ashtabula accident, . . . . .	77,909 48	
Other items, . . . . .	37,544 60	
	2,834,245	79
Balance, . . . . .	\$2,658,919	76
Dividends: One and three, 4 per cent., . . . . .	1,978,660	00
Surplus, . . . . .	\$680,259	76
From this surplus the following investments were made:		
Sinking fund, . . . . .	\$250,000 00	
Pittsburgh and Lake Erie railroad stock, . . . . .	200,000 00	
Three blocks land, Chicago, . . . . .	80,000 00	
New iron bridge, Toledo, . . . . .	80,000 00	
Total, . . . . .	610,000	00
Leaving an unexpended balance of . . . . .	\$70,259	76
Details of \$2,718,791 71, for interest on funded debt, leases, &c.:		
Interest on Lake Shore and Michigan Southern railway debt, \$35,750,000, at 7 per cent., . . . . .	\$2,502,500	00
Interest on Detroit, Monroe, and Toledo railway debt, \$924,000, at 7 per cent., . . . . .	64,680	00
Interest on Kalamazoo and White Pigeon debt, \$600,000, at 7 and 8 per cent., . . . . .	44,000	00
	\$2,611,180	00
Dividend 10 per cent., guaranteed stock, . . . . .	53,350	00
Rental Erie and Kalamazoo railroad, . . . . .	80,000	00
Rental Kalamazoo, Allegan and Grand Rapids railroad, . . . . .	103,800	00
Rental Jamestown and Franklin railroad, . . . . .	81,554	15
Rental Mahoning Coal railroad, . . . . .	86,569	46
	\$2,916,453	61
Less interest and dividends on assets, . . . . .	197,661	90
	\$2,718,791	71

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

Personally appeared before me, William H. Vanderbilt, 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. 1878, according to the best of their knowledge and belief.

(Signed,)

W. H. VANDERBILT, *President.*

E. D. WORCESTER, *Treasurer.*

Sworn and subscribed before me this 3d day of March, A. D. 1879.

DWIGHT W. PARDEE,

*Commissioner for the State of Pennsylvania.*

**LANCASTER AND READING NARROW GAUGE.**

**Officers.**

NAMES.		Residence.	Salary.
R. W. Shenk, . . .	President, . . . . .	Lancaster, Pa., . . .	None.
W. Leaman, . . .	Secretary and Treasurer, . . .	Lancaster, Pa., . . .	None.

*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 Carperter, . . . . .	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 company, . . . . .	150,000	00
Capital stock, amount subscribed, . . . . .	128,750	00
Capital stock paid in by last report, . . . . .	82,720	00
Capital stock, total amount now paid in, . . . . .	82,720	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 7 per cent., which is payable semi-annually,) amount, . . . . .	\$350,000	00	
Total amount now of funded debt, . . . . .	\$350,000	00	

**Cost.**

Total cost of entire road to date, . . . . .	142,041	43
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## Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Lancaster to Reading, . . . . .	34	
<b>Branches.</b>		
Quarryville Branch, from Lancaster to Quarryville, . . . . .	15½	

On the 13th day of March, 1874, this company entered into a contract with William H. Bines, representing the Philadelphia and Reading Railroad Company, to complete the construction of the Quarryville section as a railroad of 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 Lancaster and Reading Narrow Gauge Railroad Company, and settlements are to be made every six months. No surplus has been accounted for under the said terms of the lease.

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. 1878, according to the best of their knowledge and belief.

(Signed)

R. W. SHENK, *President.*

W. LEAMAN, *Treasurer.*

Affirmed and subscribed before me, this 6th day of February, A. D. 1879.

J. L. LYTE, *Notary Public.*

LEHIGH AND EASTERN.

Officers.

NAMES.		Residence.	Salary.
Charles F. Chidsey, . . .	President, . . .	Easton, Pa.	
Edward B. Wesley, . . .	Vice President, . . .	New York.	
Peter F. Bellinger, . . .	Vice President, . . .	Elizabeth, N. J.	
Philip F. Fullmer, . . .	Secretary, . . .	Dingman's Ferry, Pa.	
Isaiah C. Babcock, . . .	Treasurer, . . .	Orange, N. J.	

General offices at Easton, Pa., and New York City.

<i>Names of Directors.</i>	<i>Residences.</i>
Edward B. Wesley, . . . . .	New York.
Peter F. Bellinger, . . . . .	Elizabeth, N. J.
William Davis, . . . . .	Stroudsburg, Pa.
Anthony P. Giberson, . . . . .	Stroudsburg, Pa.
Charlton Burnett, . . . . .	Stroudsburg, Pa.
Philip F. Fullmer, . . . . .	Dingman's Ferry, Pa.
Jacob Klimany, . . . . .	Milford, Pa.
Simon P. Kase, . . . . .	Philadelphia, Pa.
Albert G. Story, . . . . .	Little Falls, N. Y.
Charles G. Clark, . . . . .	New York, N. Y.

Debt.

Funded Debt.			
First mortgage bonds, (due July 1, 1908, bear interest at 7 per cent., which is payable Union Trust Company, N. Y., amount, . . . . .		\$75,000	00
Total amount now of funded debt, . . . . .		\$75,000	00

General Balance Sheet, January 1, 1879.

DR.			
* Construction account, paid contractor, . . . . .		\$75,000	00
CR.			
First mortgage bonds issued for construction, . . . . .		\$75,000	00

\*The above is the only transaction since last report.

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

Personally appeared before me, E. B. Wesley, vice president, and I. C. Babcock, treasurer, of the Lehigh and Eastern 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. 1878, according to the best of their knowledge and belief.

(Signed,)

E. B. WESLEY, *Vice President.*

I. C. BABCOCK, *Treasurer.*

Sworn and subscribed before me, this 28th day of January, A. D. 1879, as witness my hand and official seal.

CHARLES NETTLETON,

*Commissioner for Pennsylvania in New York.*

LEHIGH AND LACKAWANNA.

Officers.

NAMES.		Residence.	Salary.
E. W. Clark, . . . . .	President, . . . . .	Philadelphia, . . .	None.
S. Shepherd, . . . . .	Secretary, } Treasurer, }	Philadelphia, . . .	None.

<i>Names of Directors.</i>	<i>Residences.</i>
Francis R. Cope, . . . . .	Philadelphia.
Francis C. Yarnall, . . . . .	Philadelphia.
Fisher Hazard, . . . . .	Philadelphia.
Edward Lewis, . . . . .	Philadelphia.

**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.**

<b>Funded Debt.</b>		
First mortgage bonds, (due December 1, 1907, bear interest at seven per cent., which is payable December 1, and June 1,) amount, . . . . .	\$100,000	00
Second mortgage bonds, (due December 10, 1907, bear interest at seven per cent., which is payable December 10, and June 10,) amount, . . . . .	500,000	00
Total amount now of funded debt, . . . . .	\$600,000	00
<b>Floating Debt.</b>		
Funded debt as per last report, . . . . .	\$600,000	00

**Cost.**

Total cost of entire road to date, . . . . . \$775,100 00

**Characteristics of Road.**

<b>Main Line.</b>	<b>MILES.</b>	
	Whole length.	Length in Penn'a.
Length of main line—from Bethlehem to Wind Gap, . . . . .	. . . . .	25
Length of single main track, . . . . .	. . . . .	25
Aggregate length of main line and branches, . . . . .	. . . . .	25
Aggregate length of sidings and other track not above enumerated, . . . . .	. . . . .	2
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	. . . . .	27

**Gauge.**

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

Track.

Miles of iron rail in use, . . . . .	37
Weight of rail per yard, iron, . . . . .	50 lbs.
Wooden bridges, number of, 2; aggregate length, . . . . .	100 feet

Stations.

Number of stations on main road, passenger and freight,	4
Number of wood and water stations on main road, . . . . .	1
How is track laid, and on what foundation? Gravel ballast, wooden ties.	

Equipment.

Equipment furnished by Central Railroad Company of New Jersey, and included in report of Lehigh and Susquehanna railroad.

Doings of the Year.

Transportation and Total Miles Run.

Number of through passengers for the year on main road,	978
Number of passengers (all classes) carried in cars, . . . . .	12,400
Number of passengers carried one mile, . . . . .	118,693
Number of tons of 2,000 lbs. of through freight for the year on main road, { Coal, . . . . .	8,463
{ Merchandise, . . . . .	29,419
Number of tons of freight carried one mile in Pennsylvania, { Coal, . . . . .	90,533
{ Merchandise, . . . . .	276,961
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	37,882
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, 1878, . . . . .	860	July, 1878, . . . . .	897
February, 1878, . . . . .	1,058	August, 1878, . . . . .	1,273
March, 1878, . . . . .	851	September, 1878, . . . . .	1,068
April, 1878, . . . . .	722	October, 1878, . . . . .	1,366
May, 1878, . . . . .	727	November, 1878, . . . . .	995
June, 1878, . . . . .	1,182	December, 1878, . . . . .	1,374

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

Anthracite coal, . . . . .	8,463	Stone and lime, . . . . .	9,395
Petroleum and other oils, . . . . .	3	Agricultural products, . . . . .	817
Other iron or castings, . . . . .	50	Merchandise and manufactures, . . . . .	436
Iron and other ores, . . . . .	18,513	Live stock, . . . . .	10
		Lumber, . . . . .	200



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

For first class through passengers, since September 1, . . . 3 and 2½ cents.  
 For first class way passengers, prior to that, . . . . . 4 and 3 cents.

The Rate per Ton (of 2,000 lbs.) per Mile, charged for Freight.

For through freight, per ton per mile, . . . . . .07<sup>33</sup>/<sub>100</sub> cents.  
 For through coal, per ton per mile, . . . . . .03<sup>23</sup>/<sub>100</sub> cents.  
 For local freight, per ton per mile, . . . . . .07<sup>33</sup>/<sub>100</sub> cents.  
 For local coal, per ton per mile, . . . . . .03<sup>23</sup>/<sub>100</sub> cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .			\$258 43
February, 1878, . . . . .			327 76
March, 1878, . . . . .			248 60
April, 1878, . . . . .			238 87
May, 1878, . . . . .			233 83
June, 1878, . . . . .			290 59
July, 1878, . . . . .			291 48
August, 1878, . . . . .			374 23
September, 1878, . . . . .			326 48
October, 1878, . . . . .			431 55
November, 1878, . . . . .			303 01
December, 1878, . . . . .			383 98
Total, . . . . .			\$3,708 81

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .			\$1,012 79
February, 1878, . . . . .			862 55
March, 1878, . . . . .			1,884 26
April, 1878, . . . . .			2,399 86
May, 1878, . . . . .			2,167 72
June, 1878, . . . . .			3,196 06
July, 1878, . . . . .			2,230 70
August, 1878, . . . . .			2,078 19
September, 1878, . . . . .			1,651 91
October, 1878, . . . . .			2,584 65
November, 1878, . . . . .			1,601 22
December, 1878, . . . . .			1,568 82
Total, . . . . .			\$23,238 73

## From all Other Sources.

MONTHS.	Mails,	Express.	Miscellaneous.	Total.
March, 1878, . . .	\$193 28			\$193 28
June, 1878, . . .	193 27	\$23 58		216 85
September, 1878, . . .	183 66			183 66
October, 1878, . . .		29 13		29 13
November, 1878, . . .		47 34		47 34
December, 1878, . . .	183 61	86 68		220 27
Total, . . . . .	\$753 82	\$136 71		\$890 53
Total passenger earnings for the year, . . . . .				\$3,708 81
Total freight earnings for the year, . . . . .				23,233 73
Total earnings from all other sources, . . . . .				890 53
Total earnings for the year, . . . . .				\$27,838 67

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

Extension or alteration of road, . . . . .	\$100,000 00
Total, . . . . .	\$100,000 00
Proportion for Pennsylvania, . . . . .	100,000 00

## Expenditures for Operating during the Year.

## Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$4,741 13
Repairs of bridges, . . . . .	1,217 63
Repairs of buildings and fixtures, . . . . .	423 91
All other expenses for maintenance of way, . . . . .	2,439 55
Total for maintenance of way, . . . . .	\$8,827 22
Cost per mile of road kept in repair, . . . . .	353 09

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$3,150 60
Salaries, wages, and incidentals chargeable to freight department, . . . . .	
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	
Fuel—number of cords of wood, { And engine use, . . . . .	7,454 50
Fuel—number of tons of coal, { Passenger, . . . . .	762 48
Amount paid for use of cars: { Freight, . . . . .	639 06
{ Coal, . . . . .	669 06
General salaries and office expenses, law expenses, and all other expenses, (except interest,) not included in any of the above items, . . . . .	1,502 47
Total miscellaneous, . . . . .	\$14,178 19
Amount per mile of road operated, . . . . .	567 13
Total expenditures for operating the road, . . . . .	23,005 41
Expenses per mile of the road operated, . . . . .	920 22

Earnings.

Passenger transportation, local and through, . . . . .	\$3,708	81
Freight transportation, local and through, . . . . .	23,238	73
Mail service, . . . . .	753	82
Express service, . . . . .	136	71
<b>Total, . . . . .</b>	<b>\$27,835</b>	<b>67</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$8,827	22
Miscellaneous, . . . . .	14,178	19
Expenses per mile of road operated, . . . . .	920	22

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, regular 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? At depots, as with other shippers.

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? \$753 82 per annum.

Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$375,100 00

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

Personally appeared before me, E. W. Clark, president, and Sol. 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. 1878, according to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*

S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me this 24th day of February, A. D. 1879.

W. C. ALDERSON, *Notary Public.*

**LEHIGH AND SUSQUEHANNA.**

**Officers.**

Same as the Lehigh Coal and Navigation Company. No separate organization, no officers, no salaries.

*Names of Directors.*

*Residences.*

Same as the Lehigh Coal and Navigation Company.

**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, . . . . . \$13,802,955 70

**Characteristics of Road.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Phillipsburg to Union Junction, . . . . .		105
Length of single main track, . . . . .		105
Length of double main track, . . . . .		51½
<b>Branches.</b>		
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, . . . . .	20½
	Length of single track, . . . . .	20½
Coplay Branch, from Laubach's to Hockendauqua, . . . . .	Length of branch, . . . . .	½
	Length of single track, . . . . .	½
Drifton Branch, from Leslie's Run to Eckley, . . . . .	Length of branch, . . . . .	10½
	Length of single track, . . . . .	10½
Lee Branch, from Lee station to Nanticoke, . . . . .	Length of single track, . . . . .	2
Pond Creek Branch, from Sandy Run to Nescopec Branch, . . . . .	Length of branch, . . . . .	2½
	Length of single track, . . . . .	2½
South Bethlehem Branch, from South Bethlehem to Junction, . . . . .	Length of branch, . . . . .	½
	Length of single track, . . . . .	½
Ashley Branch, from Solomon's Gap to Ashley, . . . . .	Length of single track, . . . . .	3
	Length of double track, . . . . .	3

Mine Line.	MILES.	
	Length in Penna.	Whole Length.
<b>Leased Roads.</b>		
Lehigh and Lackawanna railroad and branch, from Bethlehem to Wind Gap,	Length of road, . . . . .	25
Nesquehoning Valley railroad branch, from Nesquehoning Junction Tamawend,	Length of single track, . . . . .	25
	Length of road, . . . . .	16½
Trescow Branch, from Silver Brook to Audenried,	Length of single track, . . . . .	16½
	Length of double track, . . . . .	6½
Aggregate length of main line and branches,	Length of road, . . . . .	7½
	Length of single track, . . . . .	7½
Aggregate length of leased roads,		210½
Aggregate length of sidings and other track not above enumerated,		48½
Aggregate length of main line, branches, leased roads, sidings, and other track,		80
		388½

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 196  
 Miles of steel rail in use, . . . . . 142½  
 Weight of rail per yard, { Iron, . . . . . 56, 60, 62½ lbs.  
                                   { Steel, . . . . . 60, 62½ lbs.  
 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 and 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 combination, smoking, and baggage cars, . . . . .	11	
Number of pay cars, . . . . .	1	
Number of freight cars: House cars and trucks, . . . . .	536	
Number of coal, ore, and stone cars, . . . . .	17,513	

Equipment furnished by the Central railroad of New Jersey.

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,  
 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, . . . . .	353,616
Number of miles run by freight trains, . . . . .	193,493
Number of miles run by coal trains, . . . . .	873,273
Number of through passengers for the year on main road,	847
Number of passengers (all classes) carried in cars, . . . .	358,536½
Number of passengers carried one mile, . . . . .	4,793,561
Number of passengers carried one mile in Pennsylvania, }	
Number of tons of 2,000 lbs. of through freight for the year on main road, . . . .	{ Coal, . . . . . 2,237,650
	{ Merchandise, . . . . . 275,994
Number of tons of freight carried one mile, {	{ Coal, . . . . . 158,370,227
	{ Merchandise, . . . . . 10,316,644
Number of tons of freight carried one mile {	{ Coal, . . . . . 158,370,227
in Pennsylvania, . . . . .	{ Merchandise, . . . . . 10,316,644
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	2,513,644
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	24
Average rate of speed adopted by express trains, includ- ing stops, (miles per hour,) . . . . .	24
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	19

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

January, 1878, . . . . .	29,412½	July, 1878, . . . . .	39,085
February, 1878, . . . . .	27,106	August, 1878, . . . . .	30,741
March, 1878, . . . . .	29,987	September, 1878, . . . . .	30,007
April, 1878, . . . . .	26,864	October, 1878, . . . . .	33,363½
May, 1878, . . . . .	25,954½	November, 1878, . . . . .	25,189
June, 1878, . . . . .	26,313	December, 1878, . . . . .	34,665

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

Anthracite coal, . . . . .	2,287,650	Stone and lime, . . . . .	10,089
Bituminous coal, . . . . .	1,050	Agricultural products, . . . . .	17,366
Petroleum and other oils, . . . . .	1,418	Merchandise and manufactures, . . . . .	30,732
Pig iron, . . . . .	14,896	Live stock, . . . . .	636
Railroad iron, . . . . .	3,242	Lumber, . . . . .	83,680
Other iron or castings, . . . . .	14,240	Other articles, . . . . .	11,913
Iron and other ores, . . . . .	86,780		

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.

The Rate per Ton (of 2,000 pounds,) per Mile Charged for Freight.

For through freight, per ton per mile, . . . . .	02 <sup>4</sup> / <sub>100</sub> cents.
For through coal, per ton per mile, . . . . .	00 <sup>9</sup> / <sub>100</sub> cents.
For local freight, per ton per mile, . . . . .	02 <sup>4</sup> / <sub>100</sub> cents.
For local coal, per ton per mile, . . . . .	00 <sup>9</sup> / <sub>100</sub> cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .			\$5,997 50
February, 1878, . . . . .			6,594 88
March, 1878, . . . . .			8,496 90
April, 1878, . . . . .			7,711 65
May, 1878, . . . . .			8,188 10
June, 1878, . . . . .			7,560 76
July, 1878, . . . . .			11,419 20
August, 1878, . . . . .			10,286 25
September, 1878, . . . . .			9,455 98
October, 1878, . . . . .			10,088 78
November, 1878, . . . . .			7,216 42
December, 1878, . . . . .			7,720 59
Total, . . . . .			\$100,737 01

## From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .			\$79,531 18
February, 1878, . . . . .			107,220 10
March, 1878, . . . . .			107,355 11
April, 1878, . . . . .			119,135 20
May, 1878, . . . . .			146,837 18
June, 1878, . . . . .			135,133 76
July, 1878, . . . . .			207,398 37
August, 1878, . . . . .			180,161 63
September, 1878, . . . . .			125,226 25
October, 1878, . . . . .			198,074 76
November, 1878, . . . . .			205,481 72
December, 1878, . . . . .			159,806 83
Total, . . . . .			\$1,771,434 89

## From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1878, . . . . .		\$18 20		\$18 20
February, 1878, . . . . .		10 86		10 86
March, 1878, . . . . .		113 44		113 44
April, 1878, . . . . .	\$237 36	28 64		266 00
May, 1878, . . . . .		137 21		137 21
June, 1878, . . . . .		61 83		61 83
July, 1878, . . . . .	339 66	19 81		359 47
August, 1878, . . . . .		63 34		63 34
September, 1878, . . . . .		63 75		63 75
October, 1878, . . . . .	327 09	69 04		396 13
November, 1878, . . . . .		72 80		72 80
December, 1878, . . . . .	323 00	72 57		395 57
Total, . . . . .	\$1,227 11	\$726 49		\$1,953 60
Total passenger earnings for the year, . . . . .				\$100,737 01
Total freight earnings for the year, . . . . .				1,771,362 09
Total earnings from all other sources, . . . . .				1,953 60
Total earnings for the year, . . . . .				\$1,874,052 70

## Expenditures for Operating during the Year.

## Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	}	\$231,233 50
New iron rails, number of tons, . . . . .		
New steel rails, number of tons, . . . . .		
Repairs of bridges, . . . . .		
Repairs of buildings and fixtures, . . . . .		
Repairs of fences, . . . . .		
All other expenses for maintenance of way, . . . . .		
Total for maintenance of way, . . . . .		\$231,233 50
Cost per mile of road kept in repair, . . . . .		\$1,384 63



**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	} \$142,077	24
Repairs of machinery, . . . . .		
Repairs of passenger, baggage, and mail cars, . . . . .		
Repairs of freight cars, . . . . .		
All other expenses for maintenance of motive power and cars, . . . . .		
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$142,077</b>	<b>24</b>
<b>Cost per mile of road operated, . . . . .</b>	<b>\$850</b>	<b>76</b>

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	} \$539,163	25
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, . . . . .		
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, . . . . .		
<b>Total miscellaneous, . . . . .</b>	<b>\$539,163</b>	<b>25</b>
<b>Amount per mile of road operated, . . . . .</b>	<b>\$3,228</b>	<b>52</b>
<b>Total expenditures for operating the road, . . . . .</b>	<b>912,473</b>	<b>99</b>
<b>Expenses per mile of the road operated, . . . . .</b>	<b>5,463</b>	<b>91</b>
<b>Expenses per train mile, . . . . .</b>	<b>61½</b>	<b>61½</b>

**Earnings.**

Passenger transportation, local and through, . . . . .	\$101,629	88
Freight transportation, local and through, . . . . .	1,773,711	24
Mail service, . . . . .	} 2,053	09
Express service, . . . . .		
Rents, . . . . .		
All other sources of income, . . . . .		
<b>Total, . . . . .</b>	<b>\$1,877,893</b>	<b>71</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$231,283	50
Maintenance of motive power and cars, . . . . .	142,077	24
Miscellaneous, . . . . .	539,163	25
<b>Total operating expenses being 48½ per cent. of earnings, . . . . .</b>	<b>912,473</b>	<b>99</b>
<b>Net earnings, . . . . .</b>	<b>964,919</b>	<b>72</b>
<b>Earnings per mile of road operated, . . . . .</b>	<b>\$11,241</b>	<b>88</b>
<b>Expenses per mile of road operated, . . . . .</b>	<b>5,463</b>	<b>91</b>
<b>Net earnings, . . . . .</b>	<b>5,777</b>	<b>97</b>

## General Balance Sheet, January 1, 1879.

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. Regular 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? Freights taken at depots, as from other shippers.

## 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? \$1,308 36 per annum, July 1, 1878, to June 30, 1881.

## Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .						
Employees, . . . . .			2	1		
Others, . . . . .			7	2		
Total, . . . . .			9	3		

## Statement of Each Accident.

January 5. Peter Swartwood, laborer, Lehigh and Susquehanna division; while engaged in shoveling snow from track near Penobscot station, was struck by engine of train No. 4, and instantly killed; he leaves a wife and nine children. J. N. Street, engineer; George Geary, conductor.

January 17. Mrs. Owen Driesbach, of Siegfried's Bridge, Pennsylvania; stepped on track near that station, directly in front of freight train No. 19, which was running about eight miles an hour; the engine struck her, killing her instantly, and eight cars passed over her body; no one to blame but the deceased, which her husband admits. Charles Wort, engineer; William McGeary.

January 18. Jacob Horn, attempted to board an irregular coal train, in motion, near Sandy Run junction; he slipped and fell, and two car wheels passed over his leg, necessitating amputation below the knee; (aged sixteen years.) George Bradford, engineer; Albert Duval, first brakeman.

May 23. James McDermott, seven or eight years of age, of Jerusalem, Pennsylvania; engaged in gathering wood at saw-mill, near White Haven,

Pennsylvania, stepped too near the track, and was struck, and instantly killed, by engine of passenger train No. 9; no fault of company's or of its employes. J. J. Moyer, conductor; George Wintersteen, engineer.

June 8. Charles Rehrig, a deaf man, of White Haven, Pennsylvania; while walking on the track near that place, was struck by engine No. 207, of irregular coal train, and instantly killed; every effort was made to save him, but to no avail; company assume no responsibility. T. J. Heeland, conductor; Fred. Bates, engineer.

July 5. Jessie Tillery, a young girl, of No. 906 North Second street, Philadelphia; while walking on track, was run over and killed by shifting engine, in Bethlehem junction yard; none of the crew saw her until after the accident. William Raub, conductor; Peter Styers, engineer.

September 9. Patrick Gillespie, track laborer, Lehigh and Susquehanna division; engaged in taking ties out of track, slipped and fell over a wall twenty-one feet high, breaking two bones of left leg, and otherwise injuring himself. W. S. Polhemus, A. G. S.

September 18. Matthew Brady, walking on Lehigh and Lackawanna branch track, was struck and instantly killed, by engine of passenger train No. 24, near Bethlehem station, this date; he paid no attention to the repeated danger signals of engineer; coroner's jury exonerated company. M. L. Parks, conductor; James McCarty, engineer.

September 20. Doctor John E. Gilliard, of 503 North Fortieth street, Philadelphia; in attempting to drive across track with horse and wagon, near Freemansburg station, was struck by engine of passenger train No. 6, and injured in head and spine; the horse was killed, and wagon broken up. C. E. Starr, conductor; George E. Wintersteen, engineer.

November 3. Michael Byrne; while lying down on side of track, and apparently asleep was struck, and killed by engine of passenger train No. 48, near Warrior Run station, Pennsylvania, (Lehigh and Susquehanna division;) deceased resided within three hundred or four hundred yards of place of accident. James Street, engineer; H. H. Horn, conductor.

November 23. Charles Wenner, brakeman, train No. 41, Lehigh and Susquehanna division; stepped from first to second car of train just as the coupling parted, which threw him on the track in front of portion of train following, the first car of which passed over both legs, crushing them badly, and breaking his right arm; in trying to extricate himself, he fell through the trestling to the ground, a distance of fifteen feet. This occurred below Upper Lehigh. The injured man was conveyed to Wilkes-Barre hospital, where he died subsequently. Adam Bates, engineer; Calvin Reed, conductor.

December 24. William Reddy, (twenty-five years of age,) of Forty Fort, Pennsylvania; was lying down on the rails, near Pittston, Pennsylvania; passenger train No. 13, came along at usual rate of speed; engineer discovered him too late to save his life; remains delivered to his friends. John H. Butz, engineer; James Brady, conductor.

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

Personally appeared before me, E. W. Clark, president, and Sol. 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. 1878, according to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President*.  
S. SHEPHERD, *Treasurer*.

Sworn and subscribed before me this 24th day of February, A. D. 1879  
W. C. ALDERSON, *Notary Public*.

LIGONIER VALLEY.

Officers.

NAMES.		Residence.	Salary.
S. H. Baker, . . . . .	President, . . . . .	Latrobe, Pa., . . . . .	None.
John Murdock, . . . . .	Secretary and Treasurer, . . . . .	Ligonier, Pa., . . . . .	None.
Hon. Thomas Mellon, . . . . .	General Solicitor, . . . . .	Pittsburgh, Pa., . . . . .	None.
John McIntire, . . . . .	Chief Engineer, . . . . .	Latrobe, Pa., . . . . .	None.
Thomas A. Mellon, . . . . .	General Manager, . . . . .	Pittsburgh, Pa., . . . . .	None.
R. B. Mellon, . . . . .	Gen'l Freight and Pass. Ag't,	Ligonier, Pa., . . . . .	\$720 00
J. C. Moore, . . . . .	Division Superintendent, . . . . .	Kingston Forge, Pa., . . . . .	300 00
James R. Mellon, . . . . .	Auditor, . . . . .	Pittsburgh, Pa., . . . . .	None.

General offices at Station street, Nineteenth ward, Pittsburgh, Pa.

*Names of Directors.*

*Residences.*

R. M. Graham, . . . . .	Ligonier, Pa.
W. A. Baer, . . . . .	Ligonier, Pa.
J. M. Brenhizer, . . . . .	Ligonier, Pa.
W. H. Covode, . . . . .	Ligonier, Pa.
Hon. N. M. Marker, . . . . .	Ligonier, Pa.
Dr. W. D. McGowan, . . . . .	Ligonier, Pa.
A. A. Johnston, . . . . .	Youngstown, 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, . . . . .	61,000	00
Capital stock, total amount now paid in: Capital stock purchased for \$5,000, at sheriff's sale.		
Capital stock, number of shares issued, 2,000 shares, at \$50 per share,	100,000	00
Capital stock, amount paid in on each share: Estimated at full amount.		
Capital stock, par value of each share, . . . . .	50	00
Capital stock, average market value during the year: Nominal.		

Debt.

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, about . . . . .	\$64,000	00
The amount now of floating debt, about . . . . .	64,000	00
Total amount now of floating and funded debt, . . . . .		
Floating debt as per last report, . . . . .	\$49,460	65

Cost.

Total cost of entire road to date, and equipment, . . . . .	\$71,347	48
Average of same per mile of road laid, and equipment, . . . . .	7,000	00
Proportion of same for Pennsylvania: All in Pennsylvania.		
Total cost of entire equipment: Not kept separate from construction account.		
Cost of road and equipment per mile, . . . . .	\$7,000	00
Proportion of same for Pennsylvania: All in Pennsylvania.		

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Iatrobe, Pa., to Ligonier, Pa., . . . . .	10½	10½
Length of single main track, . . . . .	10½	10½
Branches.		
Coal Pit Branch, . . . . .	½	½
Aggregate length of main line and branches, . . . . .	11	11
Aggregate length of sidings and other track not above enumerated, . . . . .	1¼	1¼
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	12¼	12¼

Gauge.

What is the gauge of your lines? . . . . . 3 feet.

**Track.**

Miles of iron rail in use, . . . . .	12
Miles of steel rail in use, . . . . .	$\frac{1}{4}$
Weight of rail per yard, { Iron, . . . . .	35 lbs.
{ Steel, . . . . .	30 lbs.

What is the relative durability, practicability of use, and value, as used on your road? Cannot report, as the road is but new.

**Bridges and Trestles erected in Pennsylvania during the year.**

LOCATION.	Kind.	Whether wood, stone, or iron.	Length in feet.	When completed.
Mill Creek, . . . . .	Bents & stringers,	White oak, . .	100	Nov'r, 1877.
Coal Pit, . . . . .	Bents & stringers,	Stone and oak,	60	Nov'r, 1877.
Bayard's Run, . . . . .	Stone abutments,	Oak stringers,	16	Nov'r, 1877.
Rock Hollow, . . . . .	Bents & stringers,	White oak, . .	96	Nov'r, 1877.
Kingston, . . . . .	Stone abutments,	Oak stringers,	19	Nov'r, 1877.
Kingston, No. 2, . . . . .	Bents & stringers,	Oak, . . . . .	32	Nov'r, 1877.
Lohr's, . . . . .	Bents & stringers,	Oak, . . . . .	32	Nov'r, 1877.

Number of bridges and trestles on whole line, . . . . .	7
Wooden bridges, number of, 3; aggregate length, . . . . .	95 feet.
Wooden trestles, number of, 4; aggregate length, . . . . .	260 feet.

**Crossings.**

Number of crossings of highways, at grade, in this Commonwealth, . . . . .	15
Number of crossings at which there are neither gates nor flagmen, . . . . .	15

What regulations govern your employes in regard to these crossings? Engineers are required to whistle and ring bell when approaching crossings.

**Stations.**

Number of stations on main road, { Passenger, 10, } { Freight, 10, . }	10
Number of engine-houses and shops in Pennsylvania, 1; total number entire road, . . . . .	1
Number of wood and water stations on main road, . . . . .	3
Value of real estate held by the company, exclusive of roadway, . . . . .	\$300 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . .	300 00

How is track laid, and on what foundation? Deep broken stone road bed, with oak cross-ties, and ballasted well with stone.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 10 tons weight, . . .	2	\$3,500 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, } . . . . .	6	275 00
Number of coal, ore, and stone cars, { Trucks, 4, } . . . . .	2	50 00
Number of caboose cars, . . . . .	1	200 00
*Transfer trucks, 7 set, . . . . .	7	200 00

\*These transfer trucks are heavy built narrow gauge, to carry bodies of broad gauge cars, transferred by Ramsey's patent car truck shifting apparatus, which works very successfully.

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

Average number of cars in passenger trains, including baggage cars, . . . . .	3
Average number of cars in freight trains, . . . . .	5

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, . . . . .	12,875
Number of miles run by freight trains, . . . . .	12,875
Number of through passengers for the year on main road, . . . . .	8,122
Number of passengers (all classes) carried in cars, . . . . .	12,973
Number of passengers carried one mile in Pennsylvania, . . . . .	All.
Number of tons, of 2,000 lbs., of through freight for the year on main road, . . . . .	5,203
Number of tons of freight carried one mile in Pennsylvania: All in Pennsylvania.	
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	About 8,000
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,) . . . . .	12

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

January, 1878, . . . . . 852	July, 1878, . . . . . 1,285
February, 1878, . . . . . 792	August, 1878, . . . . . 1,889
March, 1878, . . . . . 927	September, 1878, . . . . . 960
April, 1878, . . . . . 976	October, 1878, . . . . . 947
May, 1878, . . . . . 888	November, 1878, . . . . . 962
June, 1878, . . . . . 1,419	December, 1878, . . . . . 1,076

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

Bituminous coal, . . . . .	77	Merchandise and manufactures, . . .	787
Bark, . . . . .	1,258	Live stock, . . . . .	189
Other iron or castings, . . . . .	26	Lumber, . . . . .	2,042
Stone and lime, . . . . .	46	Other articles, . . . . .	587
Agricultural products, . . . . .	191		

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

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

The Rate per Ton (of 2,000 Pounds) per Mile charged for Freight.

For through freight per ton per mile, . . . . .	6 cents.
For through coal per ton per mile, . . . . .	5 cents.
For local freight per ton per mile, . . . . .	20 cents.
For local coal per ton per mile, . . . . .	6 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	* Through.	Local.	Total.
January, 1878, . . . . .	\$361 68		
February, 1878, . . . . .	311 35		
March, 1878, . . . . .	389 05		
April, 1878, . . . . .	391 55		
May, 1878, . . . . .	370 85		
June, 1878, . . . . .	464 00		
July, 1878, . . . . .	471 55		
August, 1878, . . . . .	759 50		
September, 1878, . . . . .	364 60		
October, 1878, . . . . .	393 35		
November, 1878, . . . . .	404 40		
December, 1878, . . . . .	421 25		
<b>Total, . . . . .</b>	<b>\$5,093 18</b>		

\* Through and local kept together.

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .	\$34 75	\$91 25	\$126 00
February, 1878, . . . . .	33 50	65 90	99 40
March, 1878, . . . . .	113 20	162 22	275 42
April, 1878, . . . . .	41 45	214 34	255 79
May, 1878, . . . . .	127 90	195 59	323 49
June, 1878, . . . . .	304 75	193 29	498 04
July, 1878, . . . . .	284 90	115 75	400 25
August, 1878, . . . . .	427 70	155 89	583 59
September, 1878, . . . . .	269 95	144 34	408 29
October, 1878, . . . . .	187 50	144 52	312 02
November, 1878, . . . . .	264 00	180 44	444 44
December, 1878, . . . . .	149 20	166 84	315 54
<b>Total, . . . . .</b>			<b>\$4,042 27</b>



From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
September, 1878, .	* 60	00	.	.	.	.	\$60	00
Total, . . . . .	.	.	.	.	.	.	\$60	00

Total passenger earnings for the year, . . . . .	\$5,093	13
Total freight earnings for the year, . . . . .	4,042	27
Total earnings from all other sources, . . . . .	60	00
<b>Total earnings for the year, . . . . .</b>	<b>\$9,195</b>	<b>40</b>
Total receipts from all sources on whole length of line, . . . . .	\$9,195	40
Proportion of earnings in Pennsylvania to earnings of whole line, All.		

\* Mails for the balance of the year are being carried directly for the Government, and compensation not yet ascertained.

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

Extension or alteration of road, (construction and equipment accounts kept together, . . . . .	\$7,347	78
Passenger and freight houses, about . . . . .	1,200	00
Engine houses, car sheds, wood and coal sheds, and water tanks, about . . . . .	150	00
New locomotives, No. 1, . . . . .	3,500	00
New passenger cars, No. 1, . . . . .	500	00
Any other expenditures chargeable to this account, . . . . .	9,189	05
<b>Total, . . . . .</b>	<b>\$21,886</b>	<b>83</b>
Proportion for Pennsylvania, . . . . . All.		

**Expenditures for Operating during the Year.**

**Cost of Maintenance of Way and Buildings.**

No separate accounts kept, as all was done under construction.

**Cost of Maintenance of Motive Power and Cars.**

Repairs of passenger, baggage, and mail cars, . . . . .	\$11	64
Repairs of freight cars, . . . . .		
All other expenses for maintenance of motive power and cars, . . . . .	1,732	11
Total for maintenance of motive power and cars, included in miscellaneous accounts, . . . . .	\$1,743	75
Cost per mile of road operated, . . . . .	\$170	00
Proportion for Pennsylvania, . . . . . All.		

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department,	\$1,111	00
Salaries, wages, and incidentals chargeable to freight department, . . .	1,234	00
Fuel—number of tons of coal, about 250; cost, . . . . .	325	00
Oil and waste, . . . . .	48	57
General salaries and office expenses, law expenses, and all other expenses, (except interest,) not included in any of the above items, . . . . .	177	34
<b>Total miscellaneous, . . . . .</b>	<b>\$2,895</b>	<b>91</b>
Amount per mile of road operated, . . . . .	\$280	00
Proportion for Pennsylvania, . . . . . All.		
Total expenditures for operating the road, and equipment, . . . . .	2,895	91
Expenses per mile of the road operated, . . . . .	280	00
Expenses per mile of single track operated, not including sidings, . . . . .	280	00
Expenses per train mile, . . . . . Don't know.		
Proportion for Pennsylvania, . . . . . All.		

**Earnings.**

Passenger transportation, local and through, . . . . .	\$5,093	13
Freight transportation, local and through, . . . . .	4,042	27
Mail service, . . . . .	60	00
<b>Total, . . . . .</b>	<b>\$9,195</b>	<b>40</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . . \$6 40		
Maintenance of motive power and cars, . . . . . 2,847 71		
Miscellaneous, . . . . . 41 80		
<b>Total operating expenses, being 31 per cent. of earnings, . . . . .</b>	<b>2,895</b>	<b>91</b>
<b>Net earnings, . . . . .</b>	<b>\$6,299</b>	<b>49</b>
Earnings per mile of road operated, . . . . .	900	00
Expenses per mile of road operated, . . . . .	280	00
Net earnings, . . . . .	600	00

**General Balance Sheet, January 1, 1870.**

No regular books have been kept this year of accounts, as the construction has been going on, so that a general balance sheet cannot be made out, except cost of operating and construction and equipment, as contained in the foregoing items.

**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? 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? Friendly relations with the Pennsylvania Railroad Company, but no contracts.

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 ascertained yet.

Stock and Dividends.

Amount of common stock now outstanding, 2,000 shares, at \$50, \$100,000

STATE OF PENNSYLVANIA, } ss. County of Westmoreland, }

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. 1878, according to the best of their knowledge and belief.

(Signed)

S. H. BAKER, President.

JNO. MURDOCK, Treasurer.

John Murdock sworn and subscribed before me, this 3d day of February, A. D. 1879.

H. BLACK, J. P.

S. H. Baker sworn and subscribed before me, this 4th day of February, 1879.

H. AMSLER, J. P.

LITTLE SAW MILL RUN.

Officers.

Table with 3 columns: NAMES, Residence, Salary. Rows include John S. Hollingshead (President), Charles S. Fetterman (Secretary), Jacob Henrid (Treasurer), Charles S. Fetterman (General Solicitor), and John S. Hollingshead (General Manager and Supt.).

\* For each meeting, \$3 50.

<i>Names of Directors.</i>	<i>Residences.</i>
Jacob Henrici, . . . . .	Economy, Pa.
Jonathan Lenz, . . . . .	Economy, Pa.
Jehu Haworth, . . . . .	Pittsburgh, Pa.
George Gray, . . . . .	Banksville, Pa.
William Espy, . . . . .	Banksville, Pa.
Jacob Painter, . . . . .	Pittsburgh, Pa.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$250,000	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
Capital stock, average market value during the year, . . . . .	No sales.	

**Debt.**

<b>Funded Debt.</b>		
First mortgage bonds, (due A. D. 1834, bear interest at 7 per cent., which is payable semi-annually,) amount, . . . . .	\$80,000	00
Total amount now of funded debt, . . . . .	\$80,000	00
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$34,000	00
Debt incurred for any other purpose, and for what: Quarterly bills and December pay-roll, . . . . .	2,997	33
The amount now of floating debt, . . . . .	36,977	33
Total amount now of floating and funded debt, . . . . .	\$116,977	33
Funded debt as per last report, . . . . .	\$80,000	00
Floating debt as per last report, . . . . .	8,506	16
Total cash realized from capital stock and debt, (during the year,) . . . . .	\$25,454	67

**Cost.**

Total cost of entire road to date, (estimated January, 1878,) . . . . .	\$101,017	16
Average of same per mile of road laid, . . . . .	33,672	39
Proportion of same for Pennsylvania, . . . . .	101,017	16
Total cost of entire equipment, (estimated January, 1878,) . . . . .	29,175	00
Average cost of equipment per mile of road operated by company, . . . . .	\$9,725	00
Proportion of same for Pennsylvania, . . . . .	29,175	00
Cost of road and equipment per mile, (estimated January, 1878,) . . . . .	43,397	39
Proportion of same for Pennsylvania, . . . . .	130,192	16

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, of which 2 <sup>3</sup> / <sub>8</sub> miles is double gauge.	3	3
Aggregate length of main line and branches, of which 2 <sup>7</sup> / <sub>8</sub> miles is double gauge. . . . .	3	3
Aggregate length of sidings and other track not above enumerated about.	1	1
Aggregate length of main line, branches, leased roads, sidings, and other track. . . . .	4	4
Length of track laid, if not completed: We are laying sidings off the "Pittsburgh and Lake Erie railroad," but cannot give length at present.		

Gauge.

What is the gauge of your lines? 4 feet 8½ inches, and 3 feet.

Track.

Miles of iron rail in use, (3 rails, or double gauge,) about 2½  
 Miles of steel rail in use, (3 rails, or double gauge,) about 1½  
 Weight of rail per yard, { Iron, . . . . . 53 and 56.  
                                   Steel, . . . . . 52<sup>6</sup>/<sub>10</sub>, 53, and 56.

What is the relative durability, practicability of use, and value, as used on your road? Have no data from which to make anything like an accurate report.

Number of bridges and trestles on whole line, . . . . . 4  
 Wooden bridges, number of, 4; aggregate length, . . . . . 300 feet.  
 Wooden trestles, number of, 4; aggregate length, . . . . . 1,860 feet.

Crossings.

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.) Pittsburgh and Lake Erie railroad, at Pittsburgh, (under.)

Number of crossings of highways, at grade, in this Commonwealth, . . . . . 5  
 Number of crossings of highways under railroad, . . . . . 3  
 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 when approaching crossings at grade, when fifty rods distant, and the bell must be rung until the train occupies the street or road crossing. No crossing must be occupied longer than time required to cross slowly.

**Stations.**

Number of stations on main road: Passenger, 1 at Pittsburg, and 1 at Banksville; trains stop anywhere when flagged, . . . . .	2
Number of engine-houses and shops in Pennsylvania 2; total number entire road; . . . . .	2
Number of wood and water stations on main road: No wood; 1 water, . . . . .	5 1
Value of real estate held by the company, exclusive of roadway, . . . . .	\$54,850 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . .	54,850 00
How is track laid and on what foundation? With splice bar, on oak cross-ties, laid on clay, coal slack, and stone.	

Equipment.	Number.	Average cost of each.
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 and baggage cars combined, . . . . .	1	2,000 00
Number of coal, ore, and stone cars, . . . . .	78	158 00

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

Average number of cars in mixed passenger and coal trains, including baggage cars, . . . . .	26
Average weight of mixed passenger and coal trains, including locomotive and tender, in working order, . . . . .	150 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, . . . . .	4,000
Number of miles run by coal trains, . . . . .	8,000
Number of through passengers for the year on main road, . . . . .	11,686½
Number of passengers (all classes) carried in cars, . . . . .	11,686½
Number of passengers carried one mile, . . . . .	35,049
Number of passengers carried one mile in Pennsylvania, . . . . .	35,049
Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	88,295 <sup>45</sup> / <sub>100</sub>
Number of tons of freight carried one mile, . . . . .	264,706 <sup>95</sup> / <sub>100</sub>

Number of tons of freight carried one mile in Pennsylvania, . . . . .	264,706 <sup>95</sup> / <sub>100</sub>	
Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . .	88,235 <sup>95</sup> / <sub>100</sub>	
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	} No regular speed adopted; say 6 to 10 miles.	
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .		

Monthly Statement of Passengers, all classes, carried in Cars.

January, 1878, . . . . .	1,842	June, 1878, . . . . .	954 <sup>1</sup> / <sub>2</sub>
February, 1878, . . . . .	1,414 <sup>1</sup> / <sub>2</sub>	July, 1878, . . . . .	1,104 <sup>1</sup> / <sub>2</sub>
March, 1878, . . . . .	2,406 <sup>1</sup> / <sub>2</sub>	August, 1878, . . . . .	882
April, 1878, . . . . .	1,634	December, 1878, . . . . .	678
May, 1878, . . . . .	1,270 <sup>1</sup> / <sub>2</sub>		

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

Bituminous coal, . . . . .	88,235 <sup>95</sup> / <sub>100</sub>
Other articles, . . . . .	300

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

For all through passengers, . . . . .	10 cents per trip.
For all way passengers, . . . . .	10 cents per trip.

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

For through freight, per 100 lbs. per mile, . . . . .	1 <sup>1</sup> / <sub>2</sub> cents.
For through coal, use of car and handling, per ton per mile, . . . . .	7 cents.
For local freight, per 100 lbs. per mile, . . . . .	1 <sup>1</sup> / <sub>2</sub> cents.
For local coal, use of car and handling, per ton per mile, . . . . .	7 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.\*

MONTHS.	Through.		Local.		Total.	
	\$				\$	
January, 1878, . . . . .	\$162	40			\$162	40
February, 1878, . . . . .	123	45			123	45
March, 1878, . . . . .	134	75			134	75
April, 1878, . . . . .	227	60			227	60
May, 1878, . . . . .	181	45			181	45
June, 1878, . . . . .	70	60			70	60
July, 1878, . . . . .	94	05			94	05
August, 1878, . . . . .	25	40			25	40
December, 1878, . . . . .	52	25			52	25
<b>Total, . . . . .</b>	<b>\$1,021</b>	<b>95</b>			<b>\$1,021</b>	<b>95</b>

\* Passengers carried by the Pittsburgh Southern railroad since July.

## From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .	\$1,389 81		\$1,389 81
February, 1878, . . . . .	1,844 16		1,844 16
March, 1878, . . . . .	2,051 20		2,051 20
April, 1878, . . . . .	1,822 56		1,822 56
May, 1878, . . . . .	45 94		45 94
June, 1878, . . . . .	132 14		132 14
July, 1878, . . . . .	79 70		79 70
August, 1878, . . . . .	91 87		91 87
September, 1878, . . . . .	2,150 23		2,150 23
October, 1878, . . . . .	2,805 38		2,805 38
November, 1878, . . . . .	3,124 06		3,124 06
December, 1878, . . . . .	2,741 19		2,741 19
Total, . . . . .	\$18,278 24		\$18,278 24

## From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1878, . . . . .			\$298 50	\$298 50
February, 1878, . . . . .			85 80	85 80
March, 1878, . . . . .			379 57	379 57
April, 1878, . . . . .			2,067 60	2,067 60
July, 1878, . . . . .			310 50	310 50
August, 1878, . . . . .			28 00	28 00
September, 1878, . . . . .			68 28	68 28
October, 1878, . . . . .			17 00	17 00
November, 1878, . . . . .			1,006 70	1,006 70
December, 1878, . . . . .			117 00	117 00
Total, . . . . .			\$4,328 95	\$4,328 65

Total passenger earnings for the year, . . . . .	\$1,021 95
Total freight earnings for the year, . . . . .	18,278 24
Total earnings from all other sources, . . . . .	4,828 95

Total earnings for the year, . . . . . \$23,829 14

Total receipts from all sources on whole length of line, . . . . .	\$23,829 14
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	23,829 14

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

Extension or alteration of road, . . . . .	\$10,055 06
Engine-houses, car sheds, wood and coal sheds, and water tanks, . . . . .	487 10
Total, . . . . .	\$10,542 16
Proportion for Pennsylvania, . . . . .	10,542 16



## Expenditures for Operating during the Year.

## Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$1,204	22
New steel rails, number of tons, 30, . . . . .	1,200	00
Repairs of bridges and trestles, . . . . .	501	32
Repairs of buildings and fixtures, . . . . .	1,852	89
Repairs of fences, . . . . .	5	25
<b>Total for maintenance of way, . . . . .</b>	<b>\$4,763</b>	<b>68</b>
<b>Cost per mile of road kept in repair, . . . . .</b>	<b>\$1,587</b>	<b>89</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>4,763</b>	<b>68</b>

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$4,951	58
Repairs of machinery, and all tools new or repaired, . . . . .	457	88
Repairs of passenger, baggage, and mail cars, . . . . .	63	40
Repairs of coal cars, . . . . .	747	07
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$6,219</b>	<b>88</b>
<b>Cost per mile of road operated, . . . . .</b>	<b>\$2,078</b>	<b>29</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>6,219</b>	<b>88</b>

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight department, . . . . .	\$5,647	87
Fuel—number of tons of coal, 373, . . . . .	488	70
Oil and waste, water and sand, &c., . . . . .	498	03
Taxes, . . . . .	2,084	44
General salaries and office expenses, law expenses, and all other expenses, (except interest,) not included in any of the above items, . . . . .	505	70
<b>Total miscellaneous, . . . . .</b>	<b>\$9,220</b>	<b>24</b>
<b>Amount per mile of road operated, . . . . .</b>	<b>\$3,073</b>	<b>41</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>9,220</b>	<b>24</b>
<b>Total expenditures for operating the road, . . . . .</b>	<b>\$20,203</b>	<b>80</b>
<b>Total charged to road and equipment, . . . . .</b>	<b>10,542</b>	<b>16</b>
<b>Expenses per mile of the road operated, . . . . .</b>	<b>6,734</b>	<b>60</b>
<b>Expenses per mile of single track operated, not including sidings, . . . . .</b>	<b>6,734</b>	<b>60</b>
<b>Expenses per train mile, . . . . .</b>	<b>1</b>	<b>83</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>5</b>	<b>51</b>

## Earnings.

Passenger transportation, local and through, . . . . .	\$1,021	5
Freight transportation, local and through, . . . . .	18,278	24
Use of road by "Pittsburgh Southern Railroad Company," . . . . .	1,000	7
Rents, . . . . .	2,529	9
All other sources of income, . . . . .	709	28
<b>Total, . . . . .</b>	<b>\$23,629</b>	<b>14</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$4,763	68
Maintenance of motive power and cars, . . . . .	6,219	88
Miscellaneous, . . . . .	9,220	24
<b>Total operating expenses being 85½ per cent. of earnings.</b>	<b>20,203</b>	<b>89</b>
<b>Net earnings, . . . . .</b>	<b>\$3,425</b>	<b>34</b>
Earnings per mile of road operated exclusive of sidings, . . . . .	\$7,876	38
Expenses per mile of road operated exclusive of sidings, . . . . .	6,734	60
<b>Net earnings per mile of road operated exclusive of sidings, . . . . .</b>	<b>\$1,141</b>	<b>78</b>

## General Balance Sheet, January 1, 1879.

DR.			
Real estate and improvements, . . . . .	\$54,850	00	
Construction, . . . . .	101,517	16	
Equipment, . . . . .	29,175	00	
Pittsburgh and Lake Erie railroad stock, 400 shares, . . . . .	20,000	00	
Coal, (unmined,) . . . . .	3,878	94	
Balances due from accounts current, . . . . .	2,978	04	
Balance due from old account, . . . . .	1,351	74	
Cash on hand, . . . . .	2,820	64	
	<b>\$216,571</b>	<b>52</b>	
CR.			
Capital stock, 2,000 shares, @ \$50 each, paid up, . . . . .	\$100,000	00	
Mortgage bonds, . . . . .	80,000	00	
Bills payable, . . . . .	34,000	00	
Profit and loss, . . . . .	2,571	52	
	<b>\$216,571</b>	<b>52</b>	

NOTE.—All figures in this report are precisely the same as if our books were closed at this time, though they are not, because the financial year of the "Little Saw Mill Run Railroad Company" ends on April 30 of each year.

## 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.? "Gray & Bell," coal operators, have a few cars of their own, but not a sufficient number for their business. We charge 60 cents per 100 bushels for all coal carried on our road. If our cars are used we then charge 10 cents more per 100 bushels, and if we unload the coal we charge 10 cents more per 100 bushels.

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 and our cars promiscuously, but no preference in speed, order, use, or any other particular is given either their cars or our own.

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? Pittsburgh Southern Railroad Company run their trains a distance of 2,700 miles on our road, for which purpose our company laid an additional rail at a gauge of three feet. For all receipts on our line only, we receive sixty per cent. For all other business over our road, as 2,700 miles is to the distance carried, so is our receipts to the total 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? 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? Mail is carried by the Pittsburgh Southern Railroad Company's trains.

**Stock and Dividends.**

Amount of common stock now outstanding, \$100,000.

Balance for the year, or surplus, . . . . .	\$3,425 84		
Less amount paid out of year's earnings for account of interest, &c., . . . . .	1,781 47		
Surplus at commencement of the year, . . . . .		\$1,643	87
		5,506	55
Total surplus, . . . . .		\$7,150	42
Surplus invested as follows:			
Cash and loans, . . . . .		\$2,820	64
Balance of accounts due company, . . . . .		4,329	78

**Statement of Each Accident.**

On August 10, 1878, a Mr. Murphy, master mechanic of the Pittsburgh Southern railroad had his arm badly broken at Gray & Bell's siding. For details of accident, see report of the Pittsburgh Southern Railroad Company.

STATE OF PENNSYLVANIA, }  
 County of Beaver, } 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 year ending December 31, A. D. 1878, according to the best of their knowledge and belief.

(Signed) JOHN S. HOLLINGSHEAD, *President.*  
 JACOB HENRICI, *Treasurer.*

Sworn, affirmed, and subscribed before me this 29th day of January, A. D. 1879.

CASPER HENNING, *Justice of the Peace*

**LITTLE SCHUYLKILL NAVIGATION, RAILROAD, AND COAL.**

**Officers.**

NAMES.		Residence.	Salary.
Alexander J. Derbyshire,	President,	Philadelphia,	\$1,800 00
Joseph Lapsley Wilson,	Secretary and Treasurer,	Philadelphia,	2,000 00

General offices at 410 Walnut street, Philadelphia.

<i>Names of Managers.</i>	<i>Residences.</i>
Adolph E. Borle, . . . . .	Philadelphia.
Samuel J. Reeves, . . . . .	Philadelphia.
Daniel R. Bennett, . . . . .	Jenkintown, Montgomery county.
Joseph H. Trotter, . . . . .	Philadelphia.
Samuel F. Ashton, . . . . .	Philadelphia.
George W. Steever, . . . . .	Philadelphia.

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.

Capital Stock.

Capital stock authorized by law, . . . . .	Unlimited.		
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, . . . . .		43	00

Debt.

<b>Funded Debt.</b>			
First mortgage bonds, (due October 1, 1882, bear interest at seven per cent., which is payable April 1 and October 1,) amount, . . . . .		\$480,000	00
Total amount now of funded debt, . . . . .		\$480,000	00
<b>Floating Debt.</b>			
Total amount now of floating and funded debt, . . . . .		\$480,000	00
Funded debt as per last report, . . . . .	\$492,000		

Cost.

Total cost of entire road to date, (expended by Little Schuylkill Navigation Railroad and Coal Company.) . . . . .	\$1,416,187	00
Average of same per mile of road laid, (about,) . . . . .	50,000	00

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Port Clinton to Catawissa railroad junction, . . . . .		23 <sup>7</sup> / <sub>8</sub>
Length of single main track, . . . . .		23 <sup>7</sup> / <sub>8</sub>
<b>Branches.</b>		
Panther Creek branch, from Tamaqua } Length of branch, . . . . .		1 <sup>1</sup> / <sub>8</sub>
to Greenwood, . . . . .	} Length of single track, . . . . .	1 <sup>1</sup> / <sub>8</sub>
Wabash Creek branch, from Tamaqua } Length of branch, . . . . .		1 <sup>1</sup> / <sub>8</sub>
to Newkirk, . . . . .	} Length of single track, . . . . .	1 <sup>1</sup> / <sub>8</sub>
<b>Leased Roads.</b>		
East Mahanoy railroad branch, from } Length of road, . . . . .		7 <sup>1</sup> / <sub>8</sub>
East Mahanoy junction to Waste } Length of single track, . . . . .		7 <sup>1</sup> / <sub>8</sub>
House run, . . . . .		
Aggregate length of main line and branches, . . . . .		31 <sup>7</sup> / <sub>8</sub>
Aggregate length of leased roads, . . . . .		7 <sup>1</sup> / <sub>8</sub>
Aggregate length of sidings and other track not above enumerated, . . . . .		27 <sup>1</sup> / <sub>8</sub>
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .		65 <sup>7</sup> / <sub>8</sub>

Gauge.

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

Track.

Miles of iron rail in use, . . . . . 65 1/8

Weight of rail per yard, (iron,) . . . . . 64

Number of bridges and trestles on whole line, . . . . . 35

Wooden bridges, number of, 33; aggregate length, . . . . . 2,666½ feet.

Iron bridges, number of, 2; aggregate length, . . . . . 173 feet.

Crossings.

Number of crossings of highways, at grade, in this Commonwealth, . . . . . 11

Number of crossings at which gates or flagmen are maintained, . . . . . 2

Number of crossings at which there are neither gates nor flagmen, . . . . . 9

What regulations govern employes in regard to these crossings? Cannot answer.

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, 3, . . . } 5  
 { Freight, 2, . . . }

Number of engine-houses and shops entire road, . . . . . 2

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, . . . . . \$10,000 00

Number of tunnels, 1; length, . . . . . 900 feet.

How is track laid, and on what foundation? Wooden cross-ties, broken stone, and coal dirt.

Employees.

Average number of persons regularly employed by company, including officials, . . . . . 2

Operating Expenses.

Receipts.			
Lease account, . . . . .	\$187,727 00		
Interest, . . . . .	39,945 48		
		\$227,672	48
Payments.			
Salaries, office, and contingent expenses, . . . . .	\$4,435 77		
Taxes on real estate, . . . . .	83 63		
Interest, . . . . .	30,887 00		
Dividends, . . . . .	174,149 50		
State tax on dividends and stock, (to be paid,) . . . . .	9,115 76		
		\$218,471	66

General Balance Sheet, November 30, 1878.

DR.			
Railroad and land lands,		\$2,411,003	40
Little Schuylkill Navigation Railroad and Coal Company stock,	\$158,250 00		
East Mahanoy Railroad Company stock,	50,400 00		
Roberts, McKean and Ingham mortgage,	480,000 00		
Tamaqua bond and mortgage,	1,146 60		
Cash and individual account,		690,196	60
		141,760	14
		<b>\$3,242,960</b>	<b>14</b>
CR.			
Capital stock,		\$2,646,100	00
Seven per cent. mortgage loans,		480,000	00
Unclaimed dividends,	\$887 00		
Unclaimed interest,	76 19		
State tax,	9,115 76		
Profit and loss,		10,078	95
		106,781	19
		<b>\$3,242,960</b>	<b>14</b>

Stock and Dividends.

Amount of common stock now outstanding,		
total capital,	\$2,646,100 00	
Amount of stock in name of the company,		
on which no dividends are declared,	158,250 00	
		\$2,487,850 00

Rate and date of all cash dividends on stock of original and consolidated companies. January 7, 1878, 3½ per cent. on \$2,487,850 00; July 1, 1878, 3½ per cent. on \$2,487,850 00.

Number and per cent. of dividends: Two of 3½ per cent. each.		
Amount paid in dividends,	\$174,149	50
Paid to sinking fund: No sinking fund.		
Balance for the year, or surplus,	\$9,200	77
Surplus at commencement of the year,	5,947	79
Total surplus,	\$15,148	56
Surplus invested as follows: No special investment made of this 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 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 con-

dition and affairs of said company for the financial year ending November 30, A. D. 1878, according to the best of their knowledge and belief.

(Signed) ALEXANDER J. DERBYSHIRE, *President*.  
 JOS. LAPSLEY WILSON, *Treasurer*.

Sworn or affirmed and subscribed before me, this 12th day of December, A. D. 1878.

JOHN RODGERS, *Notary Public*.

LITTLESTOWN.

Officers.

NAMES.		Residence.	Salary.
William McSherry, . . .	President, . . . . .	Littlestown, . . . . .	\$50 00 last year.
George Stonesifer, . . .	Secretary and Treasurer.		

General offices at Littlestown, Adams county, Pennsylvania.

*Names of Directors.*

*Residences.*

W. Latimer Small, . . . . .	York, Pa.
A. J. Frey, . . . . .	York, Pa.
George D. Klinefelter, . . . . .	Hanover, York co., Pa.
John S. Young, . . . . .	Hanover, York co., Pa.
Joseph L. Shorb, . . . . .	Littlestown, Adams co., Pa.
George Stonesifer, . . . . .	Littlestown, Adams co., Pa.

Capital Stock.

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, . . . . .	31,850	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 June 1, 1890, bear interest at 7 per cent., which is payable June 1 and December 1,) amount, . . . . .	\$40,000		00
<b>Total amount now of funded debt, . . . . .</b>	<b>\$40,000</b>		<b>00</b>
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . . \$10,529 25			
Debt incurred for any other purpose, and for what: For interest on mortgage bonds, . . . . . 8,998 50			
<b>The amount now of floating debt, . . . . .</b>	<b>\$19,527</b>		<b>75</b>
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$59,527</b>		<b>75</b>
<b>Funded debt as per last report, . . . . .</b>	<b>\$40,000</b>		<b>00</b>
<b>Floating debt as per last report, . . . . .</b>	<b>16,546</b>		<b>65</b>

Cost.

Total cost of entire road to date of lease to Pennsylvania Railroad Company, . . . . .	\$115,616	00
Average of same per mile of road laid, . . . . .	12,170	00
Proportion of same for Pennsylvania. Entire road in Pennsylvania.		
Cost of road and equipment per mile: Equipment furnished by Pennsylvania Railroad Company.		

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Hanover to Pennsylvania and Maryland line, . . . . .	9½	9½
Length of single main track, . . . . .	9½	

Gauge.

What is the gauge of your lines? . . . . . 4 ft. 9 in.

Track.

Miles of iron rail in use, . . . . . 9½  
 Weight of rail per yard, iron, . . . . . 55 to 60 lbs.  
 Number of bridges and trestles on whole line, . . . . . 5  
 Wooden bridges, number of, 5; aggregate length, . . . . . 176 feet.  
 Number of crossings of highways, at grade in this Commonwealth, . . . . . 8  
 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, . . . . . 2  
 Number of crossings at which there are neither gates nor flagmen, . . . . . 6

What regulations govern your employés in regard to these crossings? These employés are governed by the regulations of the Pennsylvania Railroad Company.

**Stations.**

Number of stations on main road: { Passenger, 6, . . . } 6  
   { Freight, 3, . . . } 1  
 Number of wood and water stations on main road, . . . 1  
 Value of real estate held by the company, exclusive of roadway, . . . . . }  
 Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . . } \$2,000 00

How is track laid, and on what foundation? On cross-ties of wood, resting on ballast of earth and broken stones.

**Doings of the Year.**

Have not the means of information at this office to answer the foregoing questions.

**Monthly Earnings for the Year.**

**From Transportation of Passengers.**

MONTHS.	Through.		Local.	Total.
	\$	Cts.		
January, 1878, . . . . .	3349	61		
February, 1878, . . . . .	295	04		
March, 1878, . . . . .	319	87		
April, 1878, . . . . .	354	77		
May, 1878, . . . . .	289	57		
June, 1878, . . . . .	301	40		
July, 1878, . . . . .	422	12		
August, 1878, . . . . .	536	28		
September, 1878, . . . . .	445	60		
October, 1878, . . . . .	607	03		
November, 1878, . . . . .	311	87		
December, 1878, . . . . .	314	48		
<b>Total, . . . . .</b>	<b>\$4,547</b>	<b>59</b>		

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .	\$700 73		
February, 1878, . . . . .	884 24		
March, 1878, . . . . .	1,080 05		
April, 1878, . . . . .	1,188 62		
May, 1878, . . . . .	1,019 03		
June, 1878, . . . . .	758 91		
July, 1878, . . . . .	570 39		
August, 1878, . . . . .	1,119 28		
September, 1878, . . . . .	1,128 29		
October, 1878, . . . . .	1,093 86		
November, 1878, . . . . .	1,109 31		
December, 1878, . . . . .	998 21		
<b>Total, . . . . .</b>	<b>\$11,630 92</b>		<b>\$11,630 92</b>

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1878, . . . . .		\$12 44		
February, 1878, . . . . .	\$21 86	12 44		
March, 1878, . . . . .	38 33	12 44		
April, 1878, . . . . .	38 33	12 44		
May, 1878, . . . . .	38 33	12 44		
June, 1878, . . . . .	38 34	12 44		
July, 1878, . . . . .	38 33	12 44		
August, 1878, . . . . .	38 33	12 44		
September, 1878, . . . . .	32 59	12 44		
October, 1878, . . . . .	36 41	12 44		
November, 1878, . . . . .	36 41	12 44		
December, 1878, . . . . .	36 43	12 44		
<b>Total, . . . . .</b>	<b>\$398 20</b>	<b>\$149 28</b>		<b>\$542 48</b>

Total passenger earnings for the year, . . . . .	\$4,547 59
Total freight earnings for the year, . . . . .	11,630 92
Total earnings from all other sources, . . . . .	542 48
<b>Total earnings for the year, . . . . .</b>	<b>\$16,720 99</b>
Total receipts from all sources on whole length of line, . . . . .	\$16,720 99
Proportion of earnings in Pennsylvania to earnings of whole line: Entire line in Pennsylvania.	

Expenditures for Operating During the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$5,791 03
New iron rails, number of tons not yet reported, . . . . .	1,953 52
New steel rails, number of tons not yet reported, . . . . .	642 42
Repairs of bridges, . . . . .	185 41
<b>Total for maintenance of way, . . . . .</b>	<b>\$8,572 38</b>
Cost per mile of road kept in repair, . . . . .	\$902 35
Proportion for Pennsylvania, . . . . . All in Pennsylvania.	

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, motive power, . . . . .	\$2,887	75
Repairs of machinery, conducting transportation, . . . . .	3,782	47
Repairs of passenger, baggage, and mail cars, maintenance of cars, . . . . .	383	68
Total maintenance of motive power and cars, . . . . .	\$7,008	25
Cost per mile of road operated, . . . . .	\$737	18
Proportion for Pennsylvania, . . . . . All in Pennsylvania.		

## Earnings.

Passenger transportation, local and through, . . . . .	\$4,547	59
Freight transportation, local and through, . . . . .	11,689	93
Mail service, . . . . .	393	20
Express service, . . . . .	149	28
Total, . . . . .	\$16,720	99
Operating Expenses.		
Maintenance of way and buildings, . . . . . \$8,572	38	
Maintenance of motive power and cars, . . . . .	7,008	25
Miscellaneous: Interest on equipment, . . . . .	637	42
Total operating expenses being 97 per cent. of earnings, . . . . .	\$16,215	95
Net earnings, . . . . .	\$507	94
Earnings per mile of road operated, . . . . .	1,760	01
Expenses per mile of road operated, . . . . .	1,706	68
Net earnings, . . . . .	53	36

## General Balance Sheet, January 1, 1879.

DR.		
Cost of road, . . . . .	\$115,616	00
Real estate, . . . . .	2,000	00
	\$117,616	00
CR.		
To 697 shares of stock, par, \$50, . . . . .	\$34,850	00
First mortgage bonds, . . . . .	40,000	00
Due Pennsylvania railroad for money advanced, . . . . .	12,527	75
Due Hanover and York railroad for money advanced, . . . . .	7,000	00
Profit and loss, . . . . .	23,233	25
	\$117,611	00

The Littlestown railroad was leased to the Pennsylvania railroad, May 1, 1875, and that company took possession of the road May 1, following. The lease run for nine hundred and ninety-nine years, and by the terms of the lease the Pennsylvania Railroad Company has the entire control and management of the Littlestown railroad, furnishing all the equipment, for which a stated interest is charged, making all necessary repairs and improvements to the road, and exercising all the rights of ownership. After payment of all expenses of repair and operating the road, all earnings are

to be paid over to the stockholders, therefore I have been unable to answer many of the interrogatories above made, which will, doubtless, be included in the report of the officers of the Pennsylvania Railroad Company.

The Littlestown railroad forms a portion of the "Frederick division" of the Pennsylvania railroad.

Respectfully,

WILLIAM McSHERRY,  
*President of the Littlestown Railroad Company.*

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

Personally appeared before me, William McSherry, president, and George Stonesifer, treasurer, of the Littlestown 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)

WILLIAM McSHERRY, *President.*  
 GEORGE STONESIFER, *Treasurer.*

Affirmed and subscribed before me, this 29th day of January, A. D. 1879.  
 S. S. BISHOP, *J. P.*

**LYKENS VALLEY RAILROAD AND COAL.**

**Officers.**

NAMES.		Residence.	Salary.
George E. Hoffman,	President, . . . . .	Philadelphia, . . . . .	None.
Frederick A. Platt,	Secretary and Treasurer, . . . . .	Brooklyn, N. Y., . . . . .	\$500 00

General offices at 13 William street, Corn Exchange Bank Building, New York.

<i>Names of Directors.</i>	<i>Residences.</i>
Alexander M. Lawrance, . . . . .	New York.
William L. Coggsell, . . . . .	New York.
William L. Chamberlain, . . . . .	New York.
William A. Falls, . . . . .	New York.
Alexander H. Grant, . . . . .	New York.
Edward Dunham, . . . . .	New York.
Frederick A. Platt, . . . . .	Brooklyn, N. Y.

## Capital Stock.

Capital stock authorized by law, . . . . .	\$800,000	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, . . . . .	30,000	
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, . . . . .		23 00

## Debt.

Total cash realized from capital stock and debt, . . . . . \$600,000 00

## Cost.

Total cost of entire road, when leased, March, 1866, . . . . .	\$578,767	24
Proportion of same for Pennsylvania: All in Pennsylvania.		
Total cost of entire equipment: About \$35,000 at time of lease, valued at . . . . .		17,000 00

## Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Millersburg to Williamstown, . . . . .	20	20
Aggregate length of main line and branches, (about,) . . . . .	20½	20½

## Gauge.

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

Value of real estate held by the company, exclusive of roadway. Cannot say. The use of all included in lease to Summit Branch Railroad Company.

How is track laid and on what foundation? Cross-ties on broken stone.

## Earnings.

Rents, . . . . .	\$62,500	00
All other sources of income, . . . . .	497	39
Total, . . . . .	\$62,997	39

## Operating Expenses.

Miscellaneous, . . . . .	\$1,701 67	
Total operating expenses, . . . . .	\$1,701	61
Net earnings, . . . . .	\$61,295	78

General Balance Sheet, January 1, 1879.

DR.			
Construction account, . . . . .		\$569,789	62
Depot at Millersburg, . . . . .		4,012	85
Locomotives, . . . . .		17,000	00
Shop, engine-houses, &c., . . . . .		5,014	77
Cash and demand loans, . . . . .		9,876	58
		\$605,643	82
CR.			
Capital stock, . . . . .		\$600,000	00
Profit and loss, . . . . .		5,643	82
		\$605,643	82

The Lykens Valley railroad, extending from its junction with the Northern Central railroad near Millersburg, Dauphin county, to the tunnel of the Summit Branch railroad, on what was known as the Buehler lands, now Williamstown, together with all its branches, machine shops, water tanks, buildings, locomotives, rolling stock, and the privileges and appurtenances whatever belonging to or connected with said railroad, or used for working the same, belonging to the Lykens Valley Railroad and Coal Company, were, on the 1st day of March, 1866, leased to the Summit Branch Railroad Company, for the term of nine hundred and ninety-nine years, at an annual rent of \$62,500. The lessee to keep the property in repair, and to pay all taxes, charges, duties, ordinary or extraordinary, levied or assessed by the United States, the State of Pennsylvania, or any county, town, or borough, in which the said railroad is situated, except only the income tax of the United States, on the sum (\$62,500) stipulated to be paid for rent. The lessee, during the continuance of the lease, to have and retain all tolls for transportation of passengers, merchandise, or property over the said railroad, without accounting to the lessors, provided such tolls shall always be in accordance with the charter of the lessors and the laws of Pennsylvania.

Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$600,000 00

Rate and date of all cash dividends on stock of original and consolidated companies. January 1, 1878, 2½ per cent. on \$600,000; April 1, 1878, 2½ per cent. on \$600,000; July 1, 1878, 2½ per cent. on \$600,000; October 1, 1878, 2½ per cent. on \$600,000.

Number and per cent. of dividends: Four dividends of 2½ per cent. Amount paid in dividends, . . . . .	\$60,000	00
Balance for the year, or surplus, . . . . .	\$1,295	72
Surplus at commencement of the year, . . . . .	4,348	10
Total surplus, . . . . .	\$5,643	82
Surplus invested as follows:		
Cash and loans, . . . . .	\$5,643	82

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

Personally appeared before me, Frederick A. Platt, treasurer, of the Lykens Valley Railroad and Coal Company, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers of the 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 January 1, 1879, according to the best of his knowledge and belief.

F. A. PLATT.

Sworn and subscribed before me, this 11th day of January, 1879.

EDWIN F. COREY,

*Commissioner for the State of Pennsylvania in New York.*

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

Personally appeared before me, George E. Hoffman, president, of the Lykens Valley Railroad and Coal 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 January 1, A. D. 1879, according to the best of his knowledge and belief.

(Signed)

GEO. E. HOFFMAN, *President.*

Sworn and subscribed before me this 13th day of January, A. D. 1879.

EDWARD F. HOFFMAN, *Notary Public.*



MARYLAND AND DELAWARE RIVER.

Officers.

NAMES.		Residence.	Salary.
W. H. Bell, . . . . .	President, . . . . .	Branchville, N. J.,	Nothing.
P. S. Ermold, . . . . .	Secretary and Treasurer,	Coatesville, Pa., . . .	Nothing.

*Names of Directors.*

*Residences.*

La Motte du Pont, . . . . .	Wilmington, Del.
Henry A. du Pont, . . . . .	Wilmington, Del.
Charles Huston, . . . . .	Coatesville, Pa.
Charles E. Pennock, . . . . .	Coatesville, Pa.
Edward Brooke, . . . . .	Birdsboro', Pa.
W. O. Leslie, . . . . .	Philadelphia, Pa.

Honorable WILLIAM McCANDLESS, *Secretary of Internal Affairs:*

SIR: In answer to your circular requesting railroad companies to make their annual report, we will say that the corporate franchise and other property of the Baltimore, Philadelphia and New York Railroad Company were sold by the trustees for non-payment of interest on their bonds, and on the 18th day of May last, 1878, a new corporation was formed by the purchasers, under the name of the Maryland and Delaware River Railroad Company, with a capital of \$320,000. The officers' names and place of residence are given above. Nothing has since been done to change the company's affairs.

WM. H. BELL, *President.*  
P. S. ERMOLD, *Treasurer.*

PHILADELPHIA, *December 23, 1878.*

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

Personally appeared before me, P. S. Ermold, treasurer, of the Maryland and Delaware River Railroad Company, who, being duly sworn, did depose and say that the aforesaid statement is true, according to the best of his knowledge and belief.

P. S. ERMOLD, *Treasurer.*

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

O. H. BRANSON, *Notary Public.*

**MILL CREEK AND MINE HILL NAVIGATION.**

**Officers.**

NAMES.		Residence.	Salary.
F. B. Gowan, . . . . .	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.
George F. Tyler, . . . . .	Philadelphia.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$323,375 00
Capital stock, amount subscribed, . . . . .	323,375 00
Capital stock paid in by last report, . . . . .	323,375 00
Capital stock, total amount now paid in, . . . . .	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.	

**Cost.**

Total cost of entire road to date, . . . . .	\$323,045 00
Proportion of same for Pennsylvania, . . . . .	All.

**Characteristics of Road.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mill Creek Junction, at Palo Alto, to New Castle, . . . . .	3 <sup>1</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>8</sub>
Length of double main track, . . . . .	3 <sup>1</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>8</sub>
<b>Branches.</b>		
North America branch, from Mill Creek to North America lands, . . . . .	Length of branch, . . . . .	3,140 feet.
Crow Hollow branch, from Crow Hollow Junction to Pine Forest colliery, . . . . .	Length of single track, . . . . .	3,140 feet.
	Length of branch, . . . . .	6,900 feet.
Jones branch, from Mill Creek sidings to St. Clair, . . . . .	Length of single track, . . . . .	6,900 feet.
	Length of single track, . . . . .	5,625 feet.
Aggregate length of main line and branches, . . . . .	6 <sup>7</sup> / <sub>8</sub> m.	
Aggregate length of sidings and other track not above enumerated, . . . . .	13 <sup>1</sup> / <sub>8</sub> m.	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	19 <sup>1</sup> / <sub>8</sub> m.	

Gauge.

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

Track.

Miles of iron rail in use, . . . . .	22 <sup>52</sup> / <sub>100</sub> miles.
Miles of steel rail in use, . . . . .	1½ miles.
Weight of rail per yard. { Iron, . . . . .	68 lbs.
{ Steel, . . . . .	68 lbs.
What is the relative durability, practicability of use, and value, as used on your road? No record of life of iron rails; steel much cheaper, and wears satisfactory.	
Number of bridges and trestles on whole line, including all branches, . . . . .	16
Wooden bridges, number of, 10; aggregate length, . . . . .	367 <sup>7</sup> / <sub>7</sub> feet.
Iron bridges, number of, 2; aggregate length, . . . . .	141 <sup>5</sup> / <sub>7</sub> feet.
Wooden trestles, number of, 4; aggregate length, . . . . .	371 <sup>5</sup> / <sub>7</sub> feet.
Number of crossings of highways, at grade, in this Commonwealth, . . . . .	8
Number of crossings of highways, over railroad, . . . . .	1
Number of crossings at which gates or flagmen are maintained, . . . . .	4
Number of crossings at which there are neither gates nor flagmen, . . . . .	4

This road is leased to the Philadelphia and Reading Railroad Company. Date of lease, July 25, 1861; term of years, 999; annual rental, \$33,000.

Stations.

Number of stations on main road: Passenger, 3; freight, 2, . . . . .	5
Number of wood and water stations on main road, . . . . .	1
How is track laid and on what foundation? Cross-ties, with coal dirt and cinder ballast.	

General Balance Sheet, January 1, 1879.

DR.			
Railroad, . . . . .	\$321,632 02		
Real estate, . . . . .	1,412 98		
		\$323,045	00
Philadelphia and Reading Railroad Company, . . . . .		18,116	87
Cash, . . . . .		1,763	72
		\$342,925	59
CR.			
Capital stock, . . . . .		\$323,375	00
Dividends unpaid, . . . . .		43	75
State taxes, . . . . .		1,616	87
Revenue account, . . . . .		17,869	97
		\$342,925	59

Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$323,375 00

Rate and date of all cash dividends on stock of original and consolidated companies. 1878, January 18, five per cent.; 1878, July 18, five per cent.

Number and per cent. of dividends, two of five per cent., \$32,337 50

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

Personally appeared before me, Franklin B. Gowen, president, and Peter 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. 1878, according to the best of their knowledge and belief.

(Signed) F. B. GOWEN, *President.*  
 P. C. HOLLIS, *Treasurer.*

Sworn or affirmed and subscribed before me, this 31st day of December, A. D. 1878.

J. Y. HUMPHREY, *Notary Public.*

**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

General office at 220 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Alexander J. Derbyshire, . . . . .	Philadelphia.
Frederick Fraley, . . . . .	Philadelphia.
James H. Cresson, . . . . .	Philadelphia.
Samuel M. Bines, . . . . .	Philadelphia.
John W. Biddle, . . . . .	Philadelphia.
Benjamin H. Shoemaker, . . . . .	Philadelphia.
William Hacker, . . . . .	Philadelphia.
Alfred Jones, . . . . .	Philadelphia.
Josiah Jones, . . . . .	Philadelphia.
William Biddle, . . . . .	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, . . . . .	47 to 49.	

**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 $\frac{1}{2}$	
Length of double main track, . . . . .	24	
Aggregate length of main line, . . . . .	66 $\frac{1}{2}$	
Aggregate length of sidings, . . . . .	71	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	137 $\frac{1}{2}$	

**Gauge.**

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

**Track.**

Weight of rail per yard, iron, . . . . . 64 and 68 lbs.

The engines, cars, 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 nine hundred and ninety-nine 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.*

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 Railroad Company, 8 per cent. on capital stock, . . . . . \$321,800 00

General Balance Sheet, January 1, 1879.

DR.			
Construction account, . . . . .		\$3,977,808	41
Contingent fund account, . . . . .		55,596	77
Cash, . . . . .		478	87
		\$4,033,884	05
CR.			
Capital stock, . . . . .		\$4,022,500	00
Unpaid dividends, . . . . .		4,381	00
Philadelphia and Reading Railroad Company . . . . .		3	05
Loan account, (temporary,) . . . . .		7,000	00
		\$4,033,884	05

Stock and Dividends.

Amount of common stock now outstanding, . . . . . 80,450 shares.

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 1878, two dividends of 3½ per cent. each, in first month, (January,) and seventh month, (July,) \$140,787 50 each time.

Number and per cent. of dividends: Two dividends, each 3½ per cent.			
Amount paid in dividends, . . . . .		\$281,575	00

STATE OF PENNSYLVANIA, }  
*City and county of Philadelphia,* } ss:

Personally appeared before me, Samuel Mason, president, 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. 1878, according to the best of their knowledge and belief.

(Signed,)

SAMUEL MASON, *President.*

JNO. W. BIDDLE, *Treasurer.*

Affirmed and subscribed before me, this 25th day of first mo. (January) A. D. 1879.

NATH. E. JANNEY, *Notary Public.*

**MONONGAHELA INCLINED PLANE.**

**Officers.**

NAMES.		Residence.	Salary.
Samuel Harper, . . .	President, . . . . .	Pittsburgh, . . . . .	\$200 00
John L. Awl, . . . . .	Secretary, . . . . .	Pittsburgh, . . . . .	200 00
	Treasurer, . . . . .		

General offices at Pittsburgh.

*Names of Directors.*

*Residences.*

William M. Lyon, . . . . .	Pittsburgh, Pa.
James M. Bailey, . . . . .	Pittsburgh, Pa.
Withrow Douglass, . . . . .	Pittsburgh, Pa.
John S. McMillin, . . . . .	Pittsburgh, Pa.
William Halpin, . . . . .	Pittsburgh, Pa.
George W. Beltzhoover, . . . . .	Pittsburgh, Pa.
John L. Awl, . . . . .	Pittsburgh, Pa.

**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

**Cost.**

Total cost of entire road to date, . . . . . \$81,567 09

**Characteristics of Road.**

Length of plane, 640 feet, double track.

**Gauge.**

What is the gauge of your lines? . . . . . 5 feet.

**Track.**

Weight of rail per yard, iron, . . . . . 45 lbs.

Number of bridges and trestles on whole line, . . . . . One each.

Iron bridges, aggregate length, . . . . . 280 feet.

Wooden trestles, aggregate length, . . . . . 360 feet.

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.

**Stations.**

Number of stations on main road ; passenger, 2, . . . . . 2  
 Value of real estate held by the company, exclusive of roadway, . . . . . \$4,500 00

How is track laid, and on what foundation? On the bridge it is laid on cross-ties, the other part on wooden stringers supported by wooden trestles built on stone foundations.

**Equipment.**

Number of first-class passenger cars, 2, . . . . . \$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 pas-engers (all classes) carried in cars, . . . . . 331,146

**Monthly Statement of Passengers (all Classes) Carried in Cars.**

November, 1877, . . . . .	28,150	June, 1878, . . . . .	28,785
December, 1877, . . . . .	29,509	July, 1878, . . . . .	28,439
January, 1878, . . . . .	26,497	August, 1878, . . . . .	28,908
February, 1878, . . . . .	23,917	September, 1878, . . . . .	29,057
March, 1878, . . . . .	27,016	October, 1878, . . . . .	28,096
April, 1878, . . . . .	26,825	November, 1878, . . . . .	26,538
May, 1878, . . . . .	29,868	December, 1878, . . . . .	27,730

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

\* For first class through and way passengers, . . . . . 6 cents.

\* Tickets in packages of five each, five cents. Monthly tickets for adults, sixty trips each, one dollar and fifty cents. Monthly tickets for children over five and under sixteen years, fifty-four trips, one dollar.

**Monthly Earnings for the Year.**

**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
November, 1877, . . . . .	\$1,187 80		
December, 1877, . . . . .	1,337 67		
January, 1878, . . . . .	1,153 07		
February, 1878, . . . . .	1,043 62		
March, 1878, . . . . .	1,208 43		
April, 1878, . . . . .	1,194 12		
May, 1878, . . . . .	1,354 69		
June, 1878, . . . . .	1,293 64		
July, 1878, . . . . .	1,330 40		
August, 1878, . . . . .	1,363 47		
September, 1878, . . . . .	1,357 00		
October, 1878, . . . . .	1,266 31		
November, 1878, . . . . .	1,203 80		
December, 1878, . . . . .	1,188 65		
Total, . . . . .	\$17,960 67		
1878, . . . . .	14,955 20		



From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
November, 1877, . . . . .			\$2 20	
January, 1878, . . . . .			141 00	
March, 1878, . . . . .			15	
April, 1878, . . . . .			1 50	
May, 1878, . . . . .			25	
June, 1878, . . . . .			2 50	
July, 1878, . . . . .			30 20	
September, 1878, . . . . .			80	
November, 1878, . . . . .			4 13	
Total, . . . . .			\$182 88	
For 1878, . . . . .			180 63	
Total freight earnings for the year, . . . . .				\$14,955 20
Total earnings from all other sources, . . . . .				180 63
Total earnings for the year, . . . . .				\$15,135 83

Miscellaneous.

Salaries, wages, and incidentals, . . . . .	\$9,515 34
Coal, . . . . .	844 30
Oil and waste and supplies, . . . . .	197 50
Taxes, . . . . .	786 87
Total miscellaneous, . . . . .	\$7,848 51

Earnings.

Passenger transportation, local and through, . . . . .	\$14,955 20
All other sources of income, . . . . .	180 63
Total, . . . . .	\$15,135 83
<b>Operating Expenses.</b>	
Miscellaneous, . . . . .	\$7,848 51
Total operating expenses, being 51.43 per cent. of earnings, . . . . .	7,848 51
Net earnings, . . . . .	\$7,292 32

General Balance Sheet, January 1, 1879.

DR.			
Construction account, . . . . .		\$75,000	00
Improvement account, . . . . .		6,426	09
Cash, . . . . .		5,502	98
		\$86,929	02
CR.			
Capital stock, . . . . .		\$75,000	00
Contingent fund, . . . . .		8,929	02
Profit and loss, . . . . .		3,000	00
		\$86,929	02

Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$75,000

Number and per cent. of dividends: January, 1878, 4 per cent. ; July, 1878, 3 per cent., . . . . .	\$5,250	00
Amount paid in dividends, . . . . .	5,250	00
Paid to sinking fund, . . . . .	1,901	32
Balance for the year, or surplus, . . . . .	\$13,429	02
Surplus at commencement of the year, . . . . . \$11,527 70		
Surplus invested as follows :		
Cash, . . . . .	\$2,502	93
Improvement account, . . . . .	6,426	00
Ninety shares capital stock, at \$50, . . . . .	4,500	00
	\$13,429	02

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, . . . . .						
Total, . . . . .				1		1

Statement of Each Accident.

July 28, 1878. John Eichenmiller, at the Lower station ; bodily bruises. The injured man attempted to get in a car after it had started, and was caught between the car and a wood partition.

CITY OF PITTSBURGH, STATE OF PENNSYLVANIA, } ss.  
 County of Allegheny,

Personally appeared before me, Samuel Harper, president, and John L. Awl, 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. 1878, according to the best of their knowledge and belief.

(Signed)

SAMUEL HARPER, *President.*  
 JOHN L. AWL, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1879.

·C. E. MILLIKEN, *Alderman.*

**MONT ALTO.**

**Officers.**

NAMES.		Residence.	Salary.
I. S. Waterman, . . . . .	President, . . . . .	Philadelphia, Pa.,	None.
Thomas Beaver, . . . . .	Vice President, . . . . .	Danville, Pa, . .	None.
William J. Barr, . . . . .	Secretary, . . . . .	Philadelphia, Pa.,	None.
	Treasurer, . . . . .		
Geo. B. Wiestling, . . . . .	Chief Enginner, . . . . .	Mont Alto, Pa., . .	None.
	General Manager, . . . . .		
	General Superintendent, . . . . .		
	Division Superintendent, . . . . .		

General offices at Mont Alto.

<i>Names of Directors.</i>	<i>Residences.</i>
I. S. Waterman, . . . . .	Philadelphia, Pa.
Thomas Beaver, . . . . .	Danville, Pa.
Thomas B. Kennedy, . . . . .	Chambersburg, 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.**

<b>Funded Debt.</b>		
First mortgage bonds, (due 1st December, 1896, bear interest at seven per cent., which is payable 1st June and December,) amount, . . . . .	\$125,000	00
Total amount now of funded debt, . . . . .	\$125,000	00
<b>Floating Debt.</b>		
None.		
Total amount now of floating and funded debt, . . . . .	\$125,000	00
Funded debt as per last report, . . . . .	\$125,000	00
Total cash realized from capital stock and debt, . . . . .	\$235,000	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.	
	Whole length.	Length in Penn'a.
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 <sup>33</sup> / <sub>100</sub>	1 <sup>33</sup> / <sub>100</sub>
Aggregate length of main line, branches, leased roads, sidings and other track, . . . . .	11 <sup>43</sup> / <sub>100</sub>	11 <sup>43</sup> / <sub>100</sub>

## Gauge.

What is the gauge of your lines, . . . . . 4 feet 9 inches.

## Track.

Miles of iron rail in use, . . . . . 11<sup>53</sup>/<sub>100</sub>

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

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.

In May, 1878, we commenced the construction of a branch, or virtually an extension of road to Waynesboro', Pa., a distance of 7.63 miles. This is not yet completed, and consequently no statistics concerning it are embraced in this report.

Number of bridges and trestles on whole line, . . . . . 4

Wooden bridges, number of, 4; aggregate length, . . . . . 290 feet.

## Crossings.

Number of crossings of highways, at grade, in this Commonwealth, . . . . . 6

Number of crossings at which there are neither gates nor flagmen, . . . . . 6

What regulations govern your employes in regard to these crossings?

6. 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, } . . . . . 7  
 { Freight, 5, }  
 Number of wood and water stations on main roads, . . . . . 1

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	\$12,787	00
Number of first class passenger cars, . . . . .	} Combination, .	1	3,850 00
Number of second class passenger cars, . . . . .			
Number of baggage, mail, and express cars, . . . . .			
Number of coal, ore, and stone cars, . . . . .	2	100	00

What kind of train brake is in use on your road: Hand brake.

Average number of cars in passenger trains, including baggage cars, . . . . . 1

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	}	12,782½
Number of miles run by freight trains, . . . . .		
Number of miles run by coal trains, . . . . .		
Number of through passengers for the year on main road,	14,894	
Number of passengers, all classes, carried in cars, . . . .	18,809	
Number of passengers carried one mile, . . . . .	165,360½	
Number of passengers carried one mile in Pennsylvania,	165,360½	
Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	7,053¾	
Number of tons of freight carried one mile, . . . . .	84,522	
Number of tons of freight carried one mile in Pennsylvania,	84,522	
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	8,728¾	
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,) . . . . .		
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .		

Monthly Statement of Passengers, (all Classes,) Carried in Cars.

December, 1877, . . . . .	278	June, 1878, . . . . .	540
January, 1878, . . . . .	357	July, 1878, . . . . .	4,904
February, 1878, . . . . .	333	August, 1878, . . . . .	8,006
March, 1878, . . . . .	409	September, 1878, . . . . .	1,544
April, 1878, . . . . .	346	October, 1878, . . . . .	1,194
May, 1878, . . . . .	379	November, 1878, . . . . .	518

The Amount of Freight, Specifying the Quantity in Tons of 2,000 lbs.

Anthracite coal, . . . . .	2,314½	Iron and other ores, . . . . .	880½
Bituminous coal, . . . . .	313½	Agricultural products, . . . . .	1,256½
Pig iron, . . . . .	160½	Merchandise and manufactures, . . . . .	701
Other iron or castings, . . . . .	1,890½	Lumber, . . . . .	1,211½

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 and coal, per ton per mile, . . . . .	About 4 cents.
For local freight and coal, per ton per mile, . . . . .	About 4 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
December, 1877, . . . . .	\$61 42	\$20 10	\$81 52
January, 1878, . . . . .	58 91	26 87	85 78
February, 1878, . . . . .	62 89	30 39	93 28
March, 1878, . . . . .	59 06	52 27	111 33
April, 1878, . . . . .	53 98	41 89	95 87
May, 1878, . . . . .	64 00	19 35	83 35
June, 1878, . . . . .	85 70	27 12	112 82
July, 1878, . . . . .	652 60	67 69	720 29
August, 1878, . . . . .	993 18	118 63	1,111 81
September, 1878, . . . . .	237 50	29 47	266 97
October, 1878, . . . . .	274 61	69 05	343 66
November, 1878, . . . . .	102 90	25 65	128 55
Total, . . . . .	\$2,706 75	\$528 48	\$3,235 23

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
December, 1877, . . . . .	\$219 90	\$30 04	\$249 94
January, 1878, . . . . .	139 43	66 61	206 04
February, 1878, . . . . .	187 70	34 16	221 86
March, 1878, . . . . .	403 75	95 16	498 91
April, 1878, . . . . .	220 29	108 71	329 00
May, 1878, . . . . .	135 46	49 14	184 60
June, 1878, . . . . .	200 32	15 82	216 14
July, 1878, . . . . .	156 93	17 64	174 57
August, 1878, . . . . .	178 28	71 11	249 39
September, 1878, . . . . .	418 24	70 53	488 77
October, 1878, . . . . .	496 96	140 76	637 72
November, 1878, . . . . .	228 85	128 52	357 37
Total, . . . . .	\$2,988 11	\$828 20	\$3,814 31

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.	Total.	
January, 1878, . . .	\$35	65	.	.	.	\$35	65
March, 1878, . . .	229	43	.	.	.	229	43
April, 1878, . . .	149	34	.	.	.	149	34
July, 1878, . . .	35	83	.	.	.	35	83
August, 1878, . . .	113	51	.	.	.	113	51
September, 1878, . . .	12	75	.	.	.	12	75
November, 1878, . . .	129	15	.	.	.	129	15
<b>Total, . . . . .</b>	<b>\$705</b>	<b>66</b>				<b>\$705</b>	<b>66</b>
<b>Total passenger earnings for the year, . . . . .</b>						<b>\$3,235</b>	<b>23</b>
<b>Total freight earnings for the year, . . . . .</b>						<b>3,814</b>	<b>31</b>
<b>Total earnings from all other sources, . . . . .</b>						<b>705</b>	<b>66</b>
<b>Total receipts from all sources on whole length of line, . . . . .</b>						<b>\$7,755</b>	<b>20</b>
<b>Proportion of earnings in Pennsylvania to earnings on whole line, . . . . .</b>						<b>\$7,755</b>	<b>20</b>

Expenditures for Operating During the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$2,314	64
Repairs of bridges, . . . . .	197	04
Repairs of buildings and fixtures, . . . . .	166	51
<b>Total for maintenance of way, . . . . .</b>	<b>\$2,708</b>	<b>19</b>
<b>Cost per mile of road kept in repair, . . . . .</b>	<b>\$198</b>	<b>00</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>198</b>	<b>00</b>

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	}	\$129	37
Repairs of machinery, . . . . .			
Repairs of passenger, baggage, and mail cars, . . . . .			
Repairs of freight cars, . . . . .			
All other expenses for maintenance of motive power and cars, . . . . .			
<b>Total for maintenance of motive power and cars, . . . . .</b>		<b>\$129</b>	<b>37</b>
<b>Cost per mile of road operated, . . . . .</b>		<b>\$9</b>	<b>30</b>
<b>Proportion for Pennsylvania, . . . . .</b>		<b>9</b>	<b>30</b>

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	}	\$2,380	74
Salaries, wages, and incidentals chargeable to freight department,			
Fuel—number of cords of wood, 317; cost, . . . . .		994	50
Fuel—number of tons of coal, 240½; cost, . . . . .		963	66
Oil and waste, . . . . .		189	62
Total miscellaneous, . . . . .		\$4,528	52
Amount per mile of road operated, . . . . .		\$382	80
Proportion for Pennsylvania, . . . . .		382	80
Total expenditures for operating the road, . . . . .		7,366	08
Expenses per mile of the road operated, . . . . .		622	66
Expenses per mile of single track operated, not including sidings, . . . . .		701	53
Expenses per train mile, . . . . .			57
Proportion for Pennsylvania, . . . . .			57

## Earnings.

Passenger transportation, local, . . . . .	\$528 48	} Total,	\$3,235	23
Passenger transportation, through, . . . . .	2,706 75			
Freight transportation, local, . . . . .	\$828 20	} Total,	3,814	31
Freight transportation, through, . . . . .	2,986 11			
Mail service, . . . . .			705	66
Total, . . . . .			\$7,755	20
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$2,708 19			
Maintenance of motive power and cars, . . . . .	129 37			
Miscellaneous, . . . . .	4,528 52		7,366	08
Net earnings, . . . . .			\$389	12
Earnings per mile of road operated, . . . . .			\$738	59
Expenses per mile of road operated, . . . . .			701	53
Net earnings, . . . . .			389	12

## General Balance Sheet, December 1, 1878.

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

## Transportation Companies.

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 3½ miles C. V.



R. R. under contract made with them; they allowing it in part consideration of the benefit they receive from the construction of our 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? Carrying the mail once each way per day, \$705 66.

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

Personally appeared before me, I. S. Waterman, president, and William 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. 1878, according to the best of their knowledge and belief.

(Signed)

I. S. WATERMAN, *President.*WILLIAM J. BARR, *Treasurer.*

Sworn and subscribed before me, this 12th day of February, A. D. 1879.

A. P. RUTHERFORD, *Notary Public.*

## MONTROSE.

## Officers.

NAMES.		Residence.	Salary.
James I. Blakslee, . . .	President, . . . . .	Mauch Chunk, . . .	\$600 00
Charles L. Brown, . . .	Secretary, . . . . .	Montrose, . . . . .	100 00
Wm. H. Cooper, . . . . .	Treasurer, . . . . .	Montrose, . . . . .	500 00
H. C. Jessup, . . . . .	General Solicitor, . . .	Montrose, . . . . .	No salary
Felix Ansart, . . . . .	Chief Engineer, . . . .	Tunkhannock, . . . .	No salary

General offices at Montrose and Mauch Chunk.

<i>Names of Directors.</i>	<i>Residences.</i>
Robert Klotz, . . . . .	Mauch Chunk.
Charles O. Skeer, . . . . .	Mauch Chunk.
S. D. Thomas, . . . . .	Springville.
C. M. Gere, . . . . .	Montrose.
William J. Mulford, . . . . .	Montrose.
Samuel H. Sayre, . . . . .	Montrose.
Azer Lathrop, . . . . .	Montrose.
G. E. Palen, . . . . .	Tunkhannock.
Samuel Stark, . . . . .	Tunkhannock.
Benjamin F. Blakslee, . . . . .	Lynn.
Sylvanus Tyler, . . . . .	Dimock.
H. K. Sherman, . . . . .	Springville.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$500,000	00
Capital stock, amount subscribed, . . . . .	319,700	00
Capital stock paid in by last report, . . . . .	305,583	85
Capital stock, total amount now paid in, . . . . .	306,310	85
Capital stock, number of shares issued, . . . . .	6,036	
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.**

<b>Funded Debt.</b>			
First mortgage bonds, (due 1892, bear interest at seven per cent., which is payable April 1 and October 1,) amount, . . . . .	\$44,900	00	
Total amount now of funded debt, . . . . .	\$44,900	00	
Total amount now of floating and funded debt, . . . . .	44,900	00	
Funded debt as per last report, . . . . .	\$44,900	00	
Total cash realized from capital stock and debt, . . . . .	\$346,732	35	

**Cost.**

Total cost of entire road to date, . . . . .	\$332,141	18
Average of same per mile of road laid, . . . . .	11,962	18
Proportion of same for Pennsylvania, . . . . .	11,862	18
Total cost of entire equipment, . . . . .	37,909	14
Average cost of equipment per mile of road operated by company, . . . . .	1,353	89
Proportion of same for Pennsylvania, . . . . .	1,353	89
Cost of road and equipment per mile, . . . . .	13,216	07
Proportion of same for Pennsylvania, . . . . .	13,216	07

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Montrose to Tunkhannock, . . . . .	28	28
Length of single main track, . . . . .	28	28
Aggregate length of main line and branches, . . . . .	28	28

Gauge.

What is the gauge of your lines? . . . . . 3 feet.

Track.

Miles of iron rail in use, . . . . . 28  
 Number of bridges and trestles on whole line, . . . . . 4  
 Wooden bridges, number of, 4; aggregate length, . . . . . 500 feet.

Stations.

Number of stations on main road: Passenger and freight, 13  
 Number of wood and water stations on main road, . . . . . 3  
 How is track laid, and on what foundation? Gravel and gravel ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than ten tons weight, . . . . .	2	
Number of first-class passenger cars, . . . . .	1	\$3,000 00
Number of second-class passenger cars, . . . . .	1	2,000 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 hand brake.

Average number of cars in passenger and freight trains, including baggage cars, (mixed trains) . . . . . 3

Employees.

Average number of persons regularly employed by company, including officials, . . . . . About 22.

Same in Pennsylvania: All in Pennsylvania.

Doings of the Year.

Transportation and Total Miles Run.

Number of through passengers for the year on main road, and number of passengers (all classes) carried in cars, (not kept separate), . . . . . 10,667  
 Number of passengers carried one mile, . . . . . 170,848½

Number of passengers carried one mile in Pennsylvania,	170,848½
Number of tons of 2,000 lbs. of through freight for the year on main road,	263,155
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	7,172,356
Average rate of speed adopted by ordinary passenger, express, and freight trains, including stops, (miles per hour,)	10 miles.

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

December, 1877, . . . . .	729	June, 1878, . . . . .	566
January, 1878, . . . . .	675	July, 1878, . . . . .	1,238
February, 1878, . . . . .	550	August, 1878, . . . . .	1,924
March, 1878, . . . . .	693	September, 1878, . . . . .	1,848
April, 1878, . . . . .	672½	October, 1878, . . . . .	628
May, 1878, . . . . .	552	November, 1878, . . . . .	591½

Amount of freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal, . . . . .	2,761.44
Lumber, . . . . .	1,448.85
Other articles, . . . . .	2,698.44

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.

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, . . . . .	4 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, 1877, . . . . .			\$440 00
January, 1878, . . . . .			438 00
February, 1878, . . . . .			335 40
March, 1878, . . . . .			449 95
April, 1878, . . . . .			416 50
May, 1878, . . . . .			341 56
June, 1878, . . . . .			850 10
July, 1878, . . . . .			622 66
August, 1878, . . . . .			855 03
September, 1878, . . . . .			941 59
October, 1878, . . . . .			380 82
November, 1878, . . . . .			370 44
<b>Total, . . . . .</b>			<b>\$5,942 05</b>

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
December, 1877, . . . . .	\$37 68	\$1,212 08	\$1,249 76
January, 1878, . . . . .	68 40	646 24	714 64
February, 1878, . . . . .	54 89	375 97	430 86
March, 1878, . . . . .	111 02	768 64	874 66
April, 1878, . . . . .	16 44	674 85	690 79
May, 1878, . . . . .	19 00	714 31	733 31
June, 1878, . . . . .	60 04	657 18	717 17
July, 1878, . . . . .	34 85	436 88	471 23
August, 1878, . . . . .	9 11	487 24	496 35
September, 1878, . . . . .	9 89	705 59	715 48
October, 1878, . . . . .	26 33	1,215 24	1,241 57
November, 1878, . . . . .	22 22	1,600 27	1,600 49
<b>Total, . . . . .</b>	<b>\$447 87</b>	<b>\$9,488 44</b>	<b>\$9,935 81</b>

From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
December, 1877, . . . . .	\$75 04	\$93 11		\$168 15
January, 1878, . . . . .	315 56	49 79		365 35
February, 1878, . . . . .		27 40		27 40
March, 1878, . . . . .		35 68		35 68
April, 1878, . . . . .	315 56	68 11		383 67
May, 1878, . . . . .		118 98		118 98
June, 1878, . . . . .		123 38		123 38
July, 1878, . . . . .	50 06	118 42		168 48
August, 1878, . . . . .	265 50	118 27		383 77
September, 1878, . . . . .		147 87		147 87
October, 1878, . . . . .	11 96	176 93		188 89
November, 1878, . . . . .	287 82	188 37		471 19
<b>Total, . . . . .</b>	<b>\$1,821 50</b>	<b>\$1,261 21</b>		<b>\$2,582 71</b>

Total passenger earnings for the year, . . . . .	\$5,942 05
Total freight earnings for the year, . . . . .	9,935 81
Total earnings from all other sources, . . . . .	2,582 71
<b>Total earnings for the year, . . . . .</b>	<b>\$18,460 57</b>
Total receipts from all sources on whole length of line, . . . . .	\$27,895 69
Proportion of earnings in Pennsylvania to earnings of whole line: All in Pennsylvania.	

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

Land or land damages, . . . . .	\$769 58
Any other expenditures chargeable to this account, . . . . .	162 05
<b>Total, . . . . .</b>	<b>\$931 63</b>
Proportion for Pennsylvania, . . . . .	\$931 63

**Expenditures for Operating during the Year.**  
**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$4,765	65
Repairs of buildings and fixtures, viz: Water-tank repairs, . . . . .	46	62
<b>Total for maintenance of way, . . . . .</b>	<b>\$4,812</b>	<b>27</b>
Cost per mile of road kept in repair, . . . . .	\$171	87
Proportion for Pennsylvania, . . . . .	171	87

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives and cars not kept separate, . . . . .	\$1,071	96
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$1,071</b>	<b>96</b>
Cost per mile of road operated, . . . . .	\$35	28
Proportion for Pennsylvania, . . . . .	38	28

**Miscellaneous.**

Salaries, wages, and incidentals charge- able to passenger department, . . . . .	} No separate account kept,	\$5,155	23
Salaries, wages, and incidentals charge- able to freight department, . . . . .			
Fuel—wood and coal, no separate account kept, . . . . .		1,271	45
Oil and waste, . . . . .		265	16
Damages for loss of goods and baggage, . . . . .		28	82
Taxes, . . . . .		323	29
General salaries and office expenses, law expenses, and all other ex- penses, (except interest,) not included in any of the above items, . . . . .		1,200	00
<b>Total miscellaneous, . . . . .</b>		<b>\$8,243</b>	<b>45</b>
Amount per mile of road operated, . . . . .		\$294	40
Proportion for Pennsylvania, . . . . .		294	40
<b>Total expenditures for operating the road, . . . . .</b>		<b>14,127</b>	<b>68</b>
Total charged to road and equipment, . . . . .		931	63
Expenses per mile of the road operated, . . . . .		504	55
Proportion for Pennsylvania, . . . . .		504	55

**Earnings.**

Passenger transportation, local and through, . . . . .	\$5,942	05
Freight transportation, local and through, . . . . .	9,935	81
Mail service, . . . . .	1,321	50
Express service, . . . . .	1,261	21
<b>Total, . . . . .</b>	<b>\$18,460</b>	<b>57</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$4,812	27
Maintenance of motive power and cars, . . . . .	1,071	96
Miscellaneous, . . . . .	8,243	45
	\$14,127	68
Total operating expenses being 76 <sup>10</sup> / <sub>100</sub> per cent. of earnings, . . . . .	14,127	68
Net earnings . . . . .	4,332	89
Earnings per mile of road operated, . . . . .	659	30
Expenses per mile of road operated, . . . . .	504	55

One year's interest on funded debt paid during the year, **\$3,143 00**

General Balance Sheet, November 30, 1878.

DR.			
Construction, . . . . .		\$332,141	18
Equipment, . . . . .		37,909	14
Cash on hand, . . . . .		5,152	71
		\$375,203	03
CR.			
Capital stock, full paid, . . . . .		\$301,800	00
Part paid stock, . . . . .		4,510	85
Funded debt, . . . . .		44,800	00
Profit and loss, . . . . .		23,992	18
		\$375,203	03

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. We receive 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? Ordinary express business. We take their freights at depot.

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 common stock now outstanding, . . . . . 6,036 shares.

STATE OF PENNSYLVANIA, }  
 County of Susquehanna, } ss.

Personally appeared before me, James I. Blakslee, president, and William 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. 1878, according to the best of their knowledge and belief.

(Signed) JAMES I. BLAKSLEE, *President.*  
 WILLIAM H. COOPER, *Treasurer.*

Sworn and subscribed before me this 24th day of January, A. D. 1879, as to William H. Cooper, treasurer.

JOSEPH H. WILLIAMS, *Notary Public.*

Sworn and subscribed before me this 25th day of January, A. D. 1879, as to James I. Blakslee, president.

FREDERICK BERTOLETTE,  
*Notary Public, Mauch Chunk, Pa.*

**MOUNT CARBON AND PORT CARBON.**

**Officers.**

NAMES.		Residence.	Salary.
F. B. Gowen, . . . . .	President, . . . . .	Philadelphia, . . . . .	\$200 00
P. C. Hollis, . . . . .	Secretary, . . . . .	Philadelphia, . . . . .	250 00
	Treasurer, . . . . .		

Names of Directors.	Residences.
A. E. Borie, . . . . .	Philadelphia
H. P. McKean, . . . . .	Philadelphia
John Ashhurst, . . . . .	Philadelphia
Henry Lewis, . . . . .	Philadelphia
A. Hewson, . . . . .	Philadelphia
George 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: No sales at stock board this year.	

**Cost.**

Total cost of entire road to date, . . . . . \$282,815 45

**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
Aggregate length of main line and branches, . . . . .	2½	2½
Aggregate length of sidings and other track not above enumerated, . . . . .	13.17	13.17
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	15.47	15.47

**Gauge.**

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



**Track.**

**Miles of iron rail in use,** . . . . . 17<sup>77</sup>/<sub>100</sub> miles.

**Miles of steel rail in use,** . . . . . <sup>4</sup>/<sub>10</sub> miles.

**Weight of rail per yard,** { Iron, . . . . . 68 lb. per yard.  
 { Steel, . . . . . 68 lb. per yard.

What is the relative durability, practicability of use, and value, as used on your road? Keep no record of the wear of iron rails. Steel rails show a decided advantage over iron rails for durability and economy.

**Number of bridges and trestles on whole line, including sidings and track to coal wharf,** . . . . . 10

**Wooden bridges, number of, 8; aggregate length,** . . . . . 594<sup>2</sup>/<sub>17</sub> feet.

**Stone bridges, number of, 2; aggregate length,** . . . . . 89 feet.

**Crossings.**

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

**Number of crossings of highways over railroad,** . . . . . 1

**Number of crossings at which gates or flagmen are maintained,** . . . . . 2

**Number of crossings at which there are neither gates nor flagmen,** . . . . . 1

This road is leased to the Philadelphia and Reading Railroad Company.

Date of lease, March 5, 1860; term, 50 years; annual rental, \$36,250.

**Stations.**

**Number of stations on main road:** { Passenger, . . . . . 2, } 3  
 { Freight, . . . . . 1, }

**Number of engine-houses and shops in Pennsylvania, 4; total number entire road,** . . . . . 4

**Number of wood and water stations on main road,** . . . . . 1

How is track laid and on what foundation: Cross-ties, coal dirt, and cinder ballast.

**General Balance Sheet, January 1, 1879.**

DR.			
Railroad, . . . . .		\$261,186	30
Real estate, . . . . .		21,629	15
Cash, . . . . .		1,848	03
		\$284,663	48
CR.			
Capital stock, . . . . .		\$282,350	00
Dividends unpaid, . . . . .		11	25
State tax, . . . . .		1,694	10
Revenue account, . . . . .		608	18
		\$284,663	48

Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$282,350  
 Rate and date of all cash dividends on stock of original  
 and consolidated companies: 1878, January, 6 per cent.  
 1878, July, 6 per cent.  
 Number and per cent. of dividends: Two, of 6 per cent.  
 each, . . . . . \$33,882

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

Personally appeared before me, Franklin 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. 1878, according to the best of their knowledge and belief.

(Signed,)

F. B. GOWEN, *President.*

P. C. HOLLIS, *Treasurer.*

Sworn or affirmed and subscribed before me, this 31st day of December A. D. 1878.

J. Y. HUMPHREY, *Notary Public.*

MOUNT OLIVER INCLINE.

Officers.

NAMES.		Residence.	Salary.
C. J. Schultz, . . . . .	President.		
John P. Beech, . . . . .	Secretary, Treasurer, }		\$100 00

<i>Names of Directors.</i>	<i>Residences.</i>
C. J. Shultz, . . . . .	Pittsburgh, Pa.
John P. Beech, . . . . .	Pittsburgh, Pa.
Joseph Keelling, . . . . .	Pittsburgh, Pa.
Peter Habermann, . . . . .	Pittsburgh, Pa.
John Nusser, . . . . .	Pittsburgh, Pa.
F. Bruz, . . . . .	Pittsburgh, Pa.
Fred. Hampe, . . . . .	Mount Oliver, Pa.

Capital Stock.

Capital stock authorized by law, . . . . .	\$100,000	00
Capital stock authorized by votes of company, . . . . .	1,664	00
Capital stock, amount subscribed, . . . . .	83,200	00
Capital stock paid in by last report, . . . . .	26,480	00
Capital stock, total amount now paid in, . . . . .	30,484	00
Capital stock, number of shares issued, . . . . .	1,664	
Capital stock, amount paid in on each share, . . . . .	19	00
Capital stock, par value of each share, . . . . .	50	00

Debt.

Funded Debt.		
First mortgage bonds, (due 1885, bear interest at 8 per cent, which is payable semi-annually,) amount, . . . . .	\$47,500	00
Second mortgage bonds, (due January, 1878, bear interest at 8 per cent., which is payable semi-annually,) amount, . . . . .	6,500	
Total amount now of funded debt, . . . . .	\$54,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what: Taxes, bills payable &c., . . . . .	\$4,894	18
Total amount now of floating debt, . . . . .	4,894	18
Total amount now of floating and funded debt, . . . . .	\$58,894	18
Funded debt as per last report, . . . . .	\$57,000	00
Floating debt as per last report, . . . . .	5,312	38
Total cash realized from capital stock and debt, . . . . .	4,004	00

Cost.

Total cost of entire road to date, . . . . .	\$82,215	58
Average of same per mile of road laid: Road is only 1,600 feet long. Proportion of same for Pennsylvania, . . . . . All.		

Characteristics of Road.

Main Line.	FEET.	
	Whole length.	Length in Penn'a.
Length of main line—from lower to upper station, . . . . .	1,600	1,600
Length of double main track, . . . . .	1,600	1,600

Gauge.

What is the gauge of your lines? . . . . . 5 feet.

Track.

Steel rails in use, double track, . . . . . 1,600 feet.  
 Weight of rail per yard, steel, . . . . . 20 lbs.

Wooden bridges, number of, 1; aggregate length, . . . . .	115 feet.
Iron bridges, number of, 4; aggregate length, . . . . .	182 feet.
Wooden trestles, the whole road is on trestles, aggregate length, . . . . .	1,351 feet.

**Crossings.**

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pittsburgh, Virginia and Charleston railroad, at Manor street, (under.)

**Stations.**

Number of stations on main road, passenger, . . . . .	2
Number of engine-houses and shops in Pennsylvania, 1; total number entire road, . . . . .	1
How is track laid, and on what foundation? Trestle.	

**Equipment.**

Number of first-class passenger cars, . . . . .	2
---	---

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	6
Same in Pennsylvania, . . . . .	6

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	About 25,000
Number of through passengers for the year on main road, . . . . .	198,182
Number of passengers (all classes) carried in cars, . . . . .	198,182
Number of passengers carried one mile: The road is not one mile long.	
Number of passengers carried one mile in Pennsylvania: The road is not one mile long.	
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	6½

**Monthly Statement of Passengers, all classes, carried in Cars.**

January, 1878, . . . . . 14,066	July, 1878, . . . . . 18,063
February, 1878, . . . . . 13,148	August, 1878, . . . . . 17,745
March, 1878, . . . . . 15,641	September, 1878, . . . . . 18,304
April, 1878, . . . . . 16,937	October, 1878, . . . . . 16,955
May, 1878, . . . . . 17,425	November, 1878, . . . . . 16,118
June, 1878, . . . . . 17,714	December, 1878, . . . . . 16,046

**The Rate of Fare for Passengers charged for the respective Classes per Mile, as follows:**

For first class through passengers, . . . . .	5 cents.
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Monthly Earnings for the Year.  
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .	\$666 90		
February, 1878, . . . . .	634 00		
March, 1878, . . . . .	745 05		
April, 1878, . . . . .	817 45		
May, 1878, . . . . .	839 20		
June, 1878, . . . . .	858 60		
July, 1878, . . . . .	878 00		
August, 1878, . . . . .	905 55		
September, 1878, . . . . .	900 95		
October, 1878, . . . . .	818 15		
November, 1878, . . . . .	785 00		
December, 1878, . . . . .	763 45		
<b>Total, . . . . .</b>	<b>\$9,612 80</b>		

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .	\$1 15		
February, 1878, . . . . .	1 45		
March, 1878, . . . . .	1 30		
April, 1878, . . . . .	1 55		
May, 1878, . . . . .	4 15		
June, 1878, . . . . .	1 25		
July, 1878, . . . . .	1 25		
August, 1878, . . . . .	2 10		
September, 1878, . . . . .	4 70		
October, 1878, . . . . .	2 15		
November, 1878, . . . . .	2 00		
December, 1878, . . . . .	9 10		
<b>Total, . . . . .</b>	<b>\$32 15</b>		

Total passenger earnings for the year, . . . . .	\$9,612 30
Total freight earnings for the year, . . . . .	32 15
<b>Total earnings for the year, . . . . .</b>	<b>\$9,644 45</b>

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$177 05
<b>Total for maintenance of way, . . . . .</b>	<b>\$177 05</b>
Cost per mile of road kept in repair, one third mile long.	

Cost of Maintenance of Motive Power and Cars.

Repairs of passenger, baggage, and mail cars, . . . . .	\$31 85
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## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$3,019	00
Fuel—number of tons of muck; cost, . . . . .	701	24
Oil and waste, . . . . .	205	84
Taxes, . . . . .	604	38
Insurance, . . . . .	144	00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	658	47
Total miscellaneous, . . . . .	\$5,332	93
Total expenditures for operating the road, . . . . .	\$5,541	88

## Earnings.

Passenger transportation, through, . . . . .	\$9,612	30
Freight transportation, local, . . . . .	82	15
Rents, . . . . .	75	00
Total, . . . . .	\$9,719	45
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$177	05
Maintenance of motive power and cars, . . . . .	31	85
Miscellaneous, . . . . .	5,332	93
Total operating expenses, . . . . .	5,541	88
Net earnings, . . . . .	\$4,177	62

## General Balance Sheet, January 1, 1879.

DR.			
To cost of plane, . . . . .		\$82,215	53
To wages paid, . . . . .		3,019	00
To discount paid, . . . . .		214	17
To interest paid, . . . . .		4,064	50
To expenses paid, . . . . .		2,522	83
To Jacob Dressell, . . . . .		83	87
To cash on hand, . . . . .		722	69
To profit and loss, . . . . .		4,394	19
		\$97,236	78
CR.			
By capital stock paid in, . . . . .		\$30,484	00
By first mortgage bonds, . . . . .		47,500	00
By second mortgage bonds, . . . . .		6,500	00
By mortgages on real estate, . . . . .		833	33
By bills payable, . . . . .		2,200	00
By earnings of road, . . . . .		9,719	45
		\$97,236	78

## Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$51,584 00

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

Personally appeared before me, C. J. Schultz, president, and John P. Beech, treasurer, of the Mount Oliver Inclined 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, A. D. 1878, according to the best of their knowledge and belief.

(Signed)

C. J. SCHULTZ, *President.*

JOHN P. BEECH, *Treasurer.*

Sworn and subscribed before me, this 9th day of January, A. D. 1879.

CHAS. EVANS, *Notary Public.*

MOUNT PLEASANT AND BROAD FORD.

Officers.

NAMES.		Residence.	Salary.
Charles Donnelly, . . .	President, . . . . .	Pittsburgh, Pa., . . .	None.
Welty McCullogh, . . .	Secretary and Treasurer, . . .	Green-burg, Pa., . . .	None.

<i>Names of Directors.</i>	<i>Residences.</i>
John King, junior, . . . . .	Baltimore, Md.
William Keyser, . . . . .	Baltimore, Md.
Mendes Cohen, . . . . .	Baltimore, Md.
Hugh Slason, . . . . .	Baltimore, Md.
Charles Webb, . . . . .	Baltimore, Md.
George R. Dennis, . . . . .	Frederick, Md.
E. K. Hyndman, . . . . .	Connellsville, Pa.
Daniel Shupe, . . . . .	Mt. 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, . . . . .	\$1,000,000	¢
Capital stock, amount subscribed, . . . . .	152,650	¢
Capital stock paid in by last report, . . . . .	150,625	¢
Capital stock, total amount now paid in, . . . . .	150,625	¢
Capital stock, number of shares issued, . . . . .	3,011	
Capital stock, amount paid in on each share: 8,011 full paid; 8 part paid; 27 not paid.		
Capital stock, par value of each share, . . . . .	50	¢
Capital stock, average market value during the year, . . . . .	45	¢

## Cost.

Total cost of entire road to date, . . . . .	\$301,669	¢
Average of same per mile of road laid, . . . . .	21,007	¢

## Characteristics of Road.

Main Line.	MILES.
	Whole length in Pennsylvania.
Length of main line, from Bradford to Mount Pleasant, . . . . .	9 $\frac{1}{2}$
Length of single main track, . . . . .	9 $\frac{1}{2}$
Aggregate length of sidings and other track not above enumerated, . . . . .	From 1 to 2 miles.
Aggregate length of main length, branches, leased roads, sidings, and other track, . . . . .	From 10 $\frac{1}{8}$ to 11 $\frac{1}{8}$

## Gauge.

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

## Track.

Miles of iron rail in use, . . . . .	10 $\frac{4}{10}$ to 11 $\frac{4}{10}$
Weight of rail per yard, . . . . .	45 to 56 lbs.
Number of bridges and trestles on whole line, . . . . .	15
Wooden bridges, number of, 16; aggregate length, about . . . . .	180 feet.

## Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? South-Western Pennsylvania railroad, at Fountain Mills.

## Stations.

Number of stations on main road: Passenger and freight, . . . . .	8
Number of wood and water stations on main road, . . . . .	1

This road is leased to and operated by the Pittsburgh and Connellsville Railroad Company. The questions following properly belong to, and have been fully answered, in their report. The terms of agreement are published in your annual report, part IV, for year 1877.



General Balance Sheet, October 1. 1878.

DR.			
Construction, . . . . .		\$201,669	69
Pittsburgh and Connellsville Railroad Company, . . . . .		141,825	25
Open accounts, . . . . .		1,150	66
		\$344,145	60
CR.			
Capital stock, . . . . .		\$150,625	00
Lease account, . . . . .		193,520	60
		\$344,145	60

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

Personally appeared before me, Charles Donnelly, president, of the Mount Pleasant and Bradford Railroad Company, who, being duly sworn, doth 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 September 30, A. D. 1878, according to the best of his knowledge and belief.

(Signed,) CHARLES DONNELLY, *President.*

Sworn and subscribed before me this 31st day of January, A. D. 1879.

H. T. MORRIS, *Notary Public.*

McKEAN AND BUFFALO.

Officers.

NAMES.		Residence.	Salary.	
B. D. Hamlin, . . . . .	President, . . . . .	Smethport, Pa., . . .	None.	
William H. Glenny, . . . . .	Vice President, . . . . .	Buffalo, New York,	None.	
Graham McFarlane, . . . . .	Secretary, . . . . .	Clermont, Pa., . . .	None.	
W. T. Wilson, . . . . .	Treasurer, . . . . .	Buffalo, New York,	\$400	00
S. V. Godden, . . . . .	General Superintendent,	Smethport, Pa., . . .	1,200	00

<i>Names of Directors.</i>	<i>Residences.</i>
Byron D. Hamlin, . . . . .	Smethport, Pa.
Delano R. Hamlin, . . . . .	Smethport, Pa.
Graham McFarlane, . . . . .	Clermont, Pa.
Ario Pardee, . . . . .	Hazleton, Pa.
George J. Magee, . . . . .	Watkins, N. Y.
William A. Glenny, . . . . .	Buffalo, N. Y.
Gibson 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, . . . . .	7,736	
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 seven per cent., which is payable semi-annually,) amount, . . . . .	\$398,000	00	
For the present, bondholders have agreed to accept four and a half per cent. on first mortgage bonds.			
Total amount now of funded debt, . . . . .	\$398,000	00	
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$33,583	00	
Debt incurred for any other purpose, and for what: Interest and expense, . . . . .	10,604	16	
The amount now of floating debt, . . . . .	44,187	16	
Total amount now of floating and funded debt, . . . . .	\$442,187	16	
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, . . . . .	\$802,156	85
Average of same per mile of road laid, . . . . .	36,214	76
Proportion of same for Pennsylvania, . . . . .	All.	
Total cost of entire equipment, . . . . .	27,112	89
Average cost of equipment per mile of road operated by company, . . . . .	1,224	00
Proportion of same for Pennsylvania, . . . . .	All.	
Cost of road and equipment per mile, . . . . .	37,438	76
Proportion of same for Pennsylvania, . . . . .	All.	

Characteristics of Road.

Mile Line.	MILES.	
	Whole Length.	Length in Penna.
Length of main line—from Larabee, Pennsylvania, to Clermont, Pennsylvania, . . . . .	22.1 <sup>1</sup> / <sub>100</sub>	22.1 <sup>1</sup> / <sub>100</sub>
Length of single main track, . . . . .	22.1 <sup>1</sup> / <sub>100</sub>	22.1 <sup>1</sup> / <sub>100</sub>
Aggregate length of main line and branches, . . . . .	22.1 <sup>1</sup> / <sub>100</sub>	22.1 <sup>1</sup> / <sub>100</sub>
Aggregate length of sidings and other track not above enumerated, . . . . .	4.4 <sup>5</sup> / <sub>100</sub>	4.4 <sup>5</sup> / <sub>100</sub>

Gauge.

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

Track.

Miles of iron rail in use, . . . . . 4.1<sup>5</sup>/<sub>100</sub>  
 Miles of steel rail in use, . . . . . 22.1<sup>1</sup>/<sub>100</sub>  
 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? Cannot say, as main line is all steel.

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.  
 Number of crossings of highways, at grade, in this Commonwealth, . . . . . 16

What regulations govern your employes in regard to these crossings? One long and two short whistles.

Stations.

Number of stations on main roads: { Passenger, . . . 2, } 9  
   Freight, . . . . 7, }  
 Number of engine-houses and shops in Pennsylvania, 2;  
 total number entire road, . . . . . 2  
 Number of wood and water stations on main road, . . . . . 4  
 Value of real estate held by the company, exclusive of roadway, . . . . . \$1,200 00

How is track laid, and on what foundation? Timber cross-ties, ballasted with gravel.

Equipment.	Number.	Av. cost of each.
Number of locomotives of more than 30 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, . . . . .	} Combined,	25
Average number of cars in freight trains, . . . . .		
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	} .	250 tons.
Average weight of freight trains, including locomotive and tender in working order, . . . . .		

**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. Passenger and freight trains, .	30,183
Number of miles run by freight trains, . . . . .		
Number of miles run by coal trains, . . . . .		
Number of through passengers for the year on main road, . . . . .	938	
Number of passengers (all classes) carried in cars, . . . . .	19,371	
Number of passengers carried one mile, . . . . .	170,670	
Number of passengers carried one mile in Pennsylvania, . . . . .	170,670	
Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	71,299	
Number of tons of freight carried one mile, . . . . .	1,714,937	
Number of tons of freight carried one mile in Pennsylvania, . . . . .	1,714,937	
Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . .	98,465	
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	15 miles.	
Average rate of speed adopted by express trains, including stops, (miles per hour,) . . . . .	15 miles.	
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	15 miles.	

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

January, 1878, . . . . .	927	July, 1878, . . . . .	1,425
February, 1878, . . . . .	1,456	August, 1878, . . . . .	1,838
March, 1878, . . . . .	2,023	September, 1878, . . . . .	2,120
April, 1878, . . . . .	1,513	October, 1878, . . . . .	1,258
May, 1878, . . . . .	1,246	November, 1878, . . . . .	1,798
June, 1878, . . . . .	2,079	December, 1878, . . . . .	1,688

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

Anthracite coal, . . . . .	250	Agricultural products, . . . . .	498
Bituminous coal, . . . . .	70,806	Merchandise and manufactures, . . . . .	2,882
Petroleum and other oils, . . . . .	26,135	Lumber, . . . . .	4,149
Stone and lime, . . . . .	147		

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, . . . . .	2½ cents.
For local freight, per ton per mile, . . . . .	6⅔ cents.
For local coal, per ton per mile, . . . . .	3 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .	\$27 34	\$823 04	\$850 38
February, 1878, . . . . .	49 80	424 36	474 16
March, 1878, . . . . .	62 07	528 75	590 82
April, 1878, . . . . .	63 15	520 05	583 20
May, 1878, . . . . .	89 48	345 90	385 38
June, 1878, . . . . .	71 98	565 70	637 68
July, 1878, . . . . .	21 83	425 62	447 45
August, 1878, . . . . .	40 61	548 68	589 29
September, 1878, . . . . .	44 60	604 43	649 03
October, 1878, . . . . .	52 16	358 12	405 28
November, 1878, . . . . .	38 60	502 32	540 92
December, 1878, . . . . .	107 46	475 87	583 33
Total, . . . . .	\$619 08	\$5,617 84	\$6,236 92

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .	\$3,728 01	\$227 24	\$3,955 25
February, 1878, . . . . .	3,694 18	202 40	3,896 58
March, 1878, . . . . .	4,018 43	202 69	4,221 02
April, 1878, . . . . .	4,236 17	198 18	4,434 30
May, 1878, . . . . .	3,311 71	276 18	3,587 89
June, 1878, . . . . .	2,874 63	388 71	3,263 34
July, 1878, . . . . .	2,120 75	1,620 05	3,740 80
August, 1878, . . . . .	1,860 96	3,115 33	4,976 29
September, 1878, . . . . .	2,832 00	2,353 68	5,185 68
October, 1878, . . . . .	4,203 35	1,759 72	5,963 07
November, 1878, . . . . .	3,419 97	1,952 35	5,372 35
December, 1878, . . . . .	2,860 32	410 82	3,270 14
Total, . . . . .	\$39,160 48	\$12,707 23	\$51,867 71

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1878, . . .	\$103 87	\$106 81	\$99 68	\$309 81
February, 1878, . . .	145 32	. . . . .	56 12	201 44
March, 1878, . . . . .	. . . . .	. . . . .	54 23	54 23
April, 1878, . . . . .	249 19	119 60	82 05	400 84
May, 1878, . . . . .	. . . . .	. . . . .	586 31	586 31
June, 1878, . . . . .	202 70	. . . . .	53 77	256 47
July, 1878, . . . . .	46 49	146 10	26 82	219 41
August, 1878, . . . . .	. . . . .	. . . . .	39 60	39 60
September, 1878, . . . . .	235 02	. . . . .	8 49	243 51
October, 1878, . . . . .	. . . . .	125 18	49 11	174 29
November, 1878, . . . . .	1 71	. . . . .	34 50	35 21
December, 1878, . . . . .	. . . . .	. . . . .	43 82	43 82
Total, . . . . .	\$984 80	\$497 19	\$1,034 45	\$2,515 94

Total passenger earnings for the year, . . . . .	\$6,295 82
Total freight earnings for the year, . . . . .	51,866 71
Total earnings from all other sources, . . . . .	2,515 94
Total earnings for the year, . . . . .	\$60,620 57
Total receipts from all sources on whole length of line, . . . . .	\$60,620 57
Proportion of earnings in Pennsylvania to earnings of whole line, All.	

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

Any other expenditures chargeable to this account: Right of way and ties, . . . . .	\$141 00
Total, . . . . .	\$141 00
Proportion of earnings in Pennsylvania to earnings of whole line, All.	\$141 00

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of bridges, . . . . .	\$4 39
Repairs of buildings and fixtures, . . . . .	165 30
All other expenses for maintenance of way, . . . . .	4,604 49
Total for maintenance of way, . . . . .	\$4,774 78
Cost per mile of road kept in repair, . . . . .	\$215 56
Proportion for Pennsylvania, . . . . . All.	

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$778 81
Repairs of passenger, baggage, and mail cars, . . . . .	11 00
Repairs of freight cars, . . . . .	233 36
Total for maintenance of motive power and cars, . . . . .	\$1,023 66
Cost per mile of road operated, . . . . .	\$49 82
Proportion for Pennsylvania, . . . . . All.	

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, }	\$7,025	22
Salaries, wages, and incidentals chargeable to freight department, }		
Fuel—number of cords of wood, 102 <sup>1</sup> / <sub>100</sub> ; cost, . . . . . }	76	58
Fuel—number of tons of coal, 844 <sup>1</sup> / <sub>2</sub> ; cost, . . . . . }	1,188	92
Oil and waste, . . . . .	450	94
Taxes, . . . . .	498	46
Insurance, . . . . .	75	00
Telegraph expenses, . . . . .	383	83
Amount paid other corporations or individuals for use of all other cars,	2,291	07
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	1,960	90
<b>Total miscellaneous, . . . . .</b>	<b>\$13,950</b>	<b>92</b>
Amount per mile of road operated, . . . . .	\$629	84
Proportion for Pennsylvania, . . . . . All.		
Total expenditures for operating the road, . . . . .	19,809	36
Total charged to road and equipment, . . . . .	141	00
Expenses per mile of the road operated, . . . . .	894	33
Expenses per mile of single track operated, not including sidings, . .	894	33
Proportion for Pennsylvania, . . . . . All.		

Earnings.

Passenger transportation, local, . . . . . \$5,617 84	} Total,	\$6,236	92
Passenger transportation, through, . . . . . 619 08			
Freight transportation, local, . . . . . 12,707 23	} Total,	51,867	71
Freight transportation, through, . . . . . 39,160 48			
Mail service, . . . . .		984	30
Express service, . . . . .		497	19
Rents, . . . . .		779	00
All other sources of income, . . . . .		255	45
<b>Total, . . . . .</b>		<b>\$60,620</b>	<b>57</b>

Operating Expenses.

Maintenance of way and buildings, . . . . . \$4,774 78			
Maintenance of motive power and cars, . . . . . 1,083 66			
Miscellaneous, . . . . . 13,950 92			
<b>Total operating expenses being 32<sup>1</sup>/<sub>2</sub> per cent. of earnings, . . . . .</b>		<b>\$19,809</b>	<b>36</b>
<b>Net earnings, . . . . .</b>		<b>\$40,811</b>	<b>21</b>
Earnings per mile of road operated, . . . . .		\$2,736	82
Expenses per mile of road operated, . . . . .		894	33
Net earnings, . . . . .		40,811	21

General Balance Sheet, January 1, 1879.

DR.			
Rolling stock, . . . . .	\$21,689	87	
Construction, . . . . .	796,963	00	
Telegraph line, . . . . .	3,193	95	
Machine shop, . . . . .	533	78	
Dwelling at Hamlin, . . . . .	1,196	53	
Tools, . . . . .	693	21	
Balances collectible from corporations, . . . . .	66	13	
Cash on hand, . . . . .	230	67	
Oil and waste on hand, . . . . .	87	51	
Profit and loss, . . . . .	133	01	
	<b>\$829,787</b>	<b>18</b>	

CR.			
Capital stock, . . . . .		\$397,600	00
Bonds, . . . . .		398,000	00
Bills payable, . . . . .		33,583	00
Balances due corporations, . . . . .		10,804	16
		\$829,787	16

**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.? American Express, 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 companies? General express business. Freight received at office of express company, at our depots.

**Transportation 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? Company's cars used; no preference given.

**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 April, 1878, to April, 1879, \$996 75 per annum, payable quarterly. On July 1, 1878, this sum was reduced five per cent.

**Stock and Dividends.**

Amount of common stock now outstanding, . . . . . \$386,800 00

**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 K. Morton, blacksmith, killed May 14, 1878, by being crushed between passenger car and coal bin; cause—carelessness.



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

Personally appeared before me, William H. Glenny, vice president, and Walter 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 1878, according to the best of their knowledge and belief.

(Signed)

W. H. GLENNY, *Vice President.*

WALTER T. WILSON, *Treasurer.*

Sworn and subscribed before me this 29th day of January, A. D. 1879.

LYMAN P. PERKINS,

*A Commissioner for the State of Pennsylvania in the State of New York.*

**NESQUEHONING VALLEY.**

**Officers.**

NAMES.		Residence.	Salary.
J. B. Moorhead, . . .	President, . . . . .	Philadelphia, . . . . .	\$1,000 00
C. F. Howell, . . . .	Secretary and Treasurer, . . . . .		500 00

<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 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, . . . . . 26,000		
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, . . . . .	46	00

## Debt.

Floating Debt.		
The amount now of floating debt, . . . . .	\$96,794	53
Total amount now of floating and funded debt, . . . . .	\$96,794	53

## Cost.

Total cost of entire road to date, . . . . . \$1,397,279 42

## Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Tamanend to Nesquehoning Junction, . . . . .		16½
Length of single main track, . . . . .		16½
Length of double main track, . . . . .		6½
<b>Branches.</b>		
Tunnel branch, from Hauto to Lansford, length of single track, . . . . .		1½
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.

Wooden bridges, number of, 12; aggregate length, . . . . . 1,582 feet.

## 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.

Equipment furnished by the 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, 40; coal trains, 130.	
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	120 tons.

Monthly Earnings for the Year.

Rental paid by the Lehigh Coal and Navigation Company, as per terms of lease, . . . . .	\$130,000
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Miscellaneous.

Operating Expenses.

This road was operated by the Lehigh Coal and Navigation Company, under a lease of nine hundred and ninety-nine 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, 1879.

DR.			
Construction account, . . . . .	\$1,397,279	42	
Cash on hand, . . . . .	125	11	
	\$1,397,404	53	
CR.			
Capital stock, 26,000 shares, . . . . .	\$1,300,000	00	
Lehigh Coal and Navigation Company, . . . . .	96,794	53	
Dividends due and unpaid, . . . . .	610	00	
	\$1,397,404	53	

Stocks and Dividends.

Amount of common stock now outstanding, 26,000 shares, \$1,300,000 00  
 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: 16 dividends, 5 per cent. each, . . . . .	\$1,015,774	58
Amount paid in dividends, . . . . .		

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. 1878, according to the best of their knowledge and belief.

(Signed)

J. B. MOORHEAD, *President.*

C. F. HOWELL, *Treasurer.*

Sworn and subscribed before me, this 24th day of February, A. D. 1879.

W. C. ALDERSON, *Notary Public.*

NEW CASTLE AND BEAVER VALLEY.

Officers.

NAMES.		Residences.	Salary.
A. L. Crawford, . . . . .	President, . . . . .	New Castle, Pa., . . .	\$1,200 00
J. A. Crawford, . . . . .	Secretary, . . . . .	New Castle, Pa., . . .	1,000 00
	Treasurer, . . . . .		

General offices at New Castle, Pa.

Names.	Residences.
William L. Scott, . . . . .	Erie, Pa.
William Harbaugh, . . . . .	Sewickley, Pa.
R. W. Cunningham, . . . . .	New Castle, Pa.
William Patterson, . . . . .	New Castle, Pa.
G. W. Crawford, . . . . .	New Castle, Pa.
J. D. Layng, . . . . .	Pittsburgh, Pa.

Capital Stock.

Capital stock 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, and five per cent. paid on 2,000 shares.	
Capital stock, par value of each share, . . . . .	50 00
Capital stock, average market value during the year, . . . . .	50 00

Cost.

Total cost of entire road to date, . . . . .	\$834,082	79
Average of same per mile of road laid, . . . . .	55,717	00
Proportion of same for Pennsylvania, . . . . . All.		

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Newcastle to Homewood, . . . . .	14.97	14.97
Length of single main track, . . . . .	14.97	14.97
Aggregate length of sidings and other track not above enumerated, . . . . .	4½	4½
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	19.47	19.47

Gauge.

What is the gauge of your lines? . . . . . 4 feet 9½ inches.

Track.

Miles of iron rail in use, . . . . . About 14.47  
 Miles of steel rail in use, . . . . . 5

Bridges and Trestles erected in Pennsylvania during the year.

LOCATION.	Kind.	Whether wood, stone, or iron.	Length in feet.	When completed.
At Wampnum, . . . . .	Two arches, . . .	Stone, . . .	About 85	Nov'r, 1878

Number of bridges and trestles on whole line, . . . . . 8  
 Wooden bridges, number of, 5; aggregate length, about . . . . . 978 feet.  
 Stone bridges, number of, 3; aggregate length, about . . . . . 135 feet.

Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pittsburgh and Lake Erie Railroad, at Mahoningtown.

What regulations govern your employes in regard to these crossings? This road is operated by the Pennsylvania Company, under a lease for ninety-nine years, from July 1, 1865, this company receiving four per cent. of the gross earnings as a rental.

For answers to all interrogatories not herein answered, we would respectfully refer you to the report of the Pennsylvania Company.

**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? Oak cross-ties, with gravel and cinder ballast.

**Miscellaneous.**

Taxes, . . . . .	\$14,428 61
General salaries and office expenses, law expenses, and all other expenses, (except interest,) not included in any of the above items, . . . . .	2,316 70
<b>Total miscellaneous, . . . . .</b>	<b>\$16,745 31</b>

**Earnings.**

Rent of road for twelve months, ending October 31, 1878, . . . . .	\$114,480 78
All other sources of income, . . . . .	8,195 10
<b>Total, . . . . .</b>	<b>\$122,675 88</b>

**General Balance Sheet, January 1, 1879.**

DR.		
Construction, . . . . .	\$334,092	79
Cash, . . . . .	25,497	50
Bills receivable, . . . . .	26,975	00
Accounts receivable, . . . . .	95,000	00
Railroad stock of other companies, . . . . .	55,358	18
	<b>\$1,036,913</b>	<b>47</b>
CR.		
Capital stock, . . . . .	\$700,000	00
Accounts payable, . . . . .	881	35
Income under lease, . . . . .	336,032	11
	<b>\$1,036,913</b>	<b>47</b>

**Stock and Dividends.**

Amount of common stock now outstanding, . . . . . \$700,000 00

Rate and date of all cash dividends on stock of original and consolidated companies: Three and one half per cent., January 1, 1878; thirteen and one half per cent., April 1, 1878; three and one half per cent., July 1, 1878; three and one half per cent., October 1, 1878.

Number and per cent. of dividend, four, aggregating twenty-four per cent., . . . . . \$168,000 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. 1878, according to the best of their knowledge and belief.

(Signed,)

A. L. CRAWFORD, *President.*

J. A. CRAWFORD, *Treasurer.*

Affirmed and subscribed before me, this 4th day of January, A. D. 1879.

GEORGE W. VEACH, *Notary Public.*

NEW CASTLE AND FRANKLIN.

Officers.

NAMES.		Residence.	Salary.
Cyrus Clarke, . . . . .	President, . . . . .	New Castle, Pa., . . .	\$1,500 00
George C. Reis, . . . . .	Vice President, . . . . .	New Castle, Pa., . . .	
John M. Power, . . . . .	Secretary, . . . . .	New Castle, Pa., . . .	1,000 00
J. Bonner, . . . . .	Treasurer, . . . . .	Stoneboro', Pa., . . .	500 00
A. Vandivort, . . . . .	Chief Engineer, . . . . .	New Castle, Pa., . . .	
A. Vandivort, . . . . .	Gen'l Superintendent, . . . . .	New Castle, Pa., . . .	1,500 00

General offices at New Castle.

Names of Directors.	Residences.
A. L. Crawford, . . . . .	New Castle, Pa.
A. W. Cunningham, . . . . .	New Castle, Pa.
William Y. Greer, . . . . .	New Castle, Pa.
George V. Boyles, . . . . .	New Castle, Pa.
S. R. Mason, . . . . .	Mercer, Pa.
B. Magoffin, junior, . . . . .	Mercer, Pa.
J. Bonner, . . . . .	Stoneboro', Pa.

Capital Stock.

Capital stock authorized by law, (with privilege to increase,) . . . . .	\$750,000	00
Capital stock, amount subscribed, \$312,050; and for construction, \$54,965. . . . .	369,015	00
Capital stock paid in by last report. . . . .	339,414	87
Capital stock, total amount now paid in, . . . . .	339,442	78
Capital stock, number of shares issued, . . . . . 6,724		
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 market value,		

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
Second mortgage bonds, (due January 1, 1887, bear interest at six per cent., which is payable semi-annually,) amount, . . . . .	9,032	75
<b>Total amount now of funded debt, . . . . .</b>	<b>\$563,032</b>	<b>75</b>
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$168,819	83
Debt incurred for any other purpose, and for what, (interest,) . . . . .	58,161	67
<b>The amount now of floating debt, . . . . .</b>	<b>221,481</b>	<b>50</b>
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$784,514</b>	<b>25</b>
Funded debt as per last report, . . . . .	\$554,000	00
Floating debt as per last report, . . . . .	199,303	34

Cost.

Total cost of entire road to date, . . . . .	\$1,011,494	69
Average of same per mile of road laid, . . . . .	25,478	45
Proportion of same for Pennsylvania, . . . . . All.		
Total cost of entire equipment, . . . . .	52,302	26
Average cost of equipment per mile of road operated by company, . . . . .	1,317	44
Proportion of same for Pennsylvania, . . . . . All.		
Cost of road and equipment per mile, . . . . .	26,795	89
Proportion of same for Pennsylvania, . . . . . All.		

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from New Castle, Pa., to Stoneboro', Pa., . . . . .	36½	36½
Length of single main track, . . . . .	36½	36½
Branches.		
Jackson Coal Branch, from main line, at } Length of branch, . . . . .	1½	1½
Garvin's station, to Jackson coal mines, { Length of single track, . . . . .	1½	1½
Aggregate length of main line and branches, . . . . .	38	38
Aggregate length of sidings and other track not above enumerated, . . . . .	1⅞	1⅞
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	39⅞	39⅞
Length of track laid, if not completed, . . . . . All.		

Gauge.

What is the gauge of your lines? . . . . . 4 <sup>9</sup>/<sub>16</sub> feet.



**Track.**

Miles of iron rail in use, . . . . .	39 <sup>7</sup> / <sub>10</sub> feet.
Weight of rail per yard, iron, . . . . .	56 lbs.
Number of bridges and trestles on whole line, . . . . .	8
Wooden bridges, number of, 7; aggregate length, . . . . .	931 feet.
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, Pennsylvania; Mercer Iron and Coal Company's railroad, near Stoneboro'.

Number of crossings of highways, at grade, in this Commonwealth, . . . . .	36
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 distance of one fourth of a mile from highway.

**Stations.**

Number of stations on main road, passenger and freight, . . . . .	19
Number of stations on branches, freight, . . . . .	1
Number of engine-houses in Pennsylvania, 2; total number entire road, . . . . .	2
Number of wood and water stations on main road, . . . . .	2

Value of real estate held by the company, exclusive of roadway, and in Pennsylvania: Embraced in construction account.

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 thirty tons weight, . . . . .	1	\$12,750 00
Number of locomotives of more than twenty tons weight, . . . . .	2	10,000 00
Number of first-class passenger cars, . . . . .	1	4,250 00
Number of second-class passenger cars, . . . . .	1	3,850 00
Number of coal, ore, and stone cars: 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 ears, . . . . .	2
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
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**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	24,103
Number of miles run by freight trains, . . . . .	22,663
Number of miles run by coal trains: Embraced in freight trains.	
Number of through passengers for the year on main road,	3,064
Number of passengers (all classes) carried in cars, . . . . .	33,634
Number of passengers carried one mile, . . . . .	559,756
Number of passengers carried one mile in Pennsylvania,	559,756
Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	13,530
Number of tons of freight carried one mile, . . . . .	1,081,077
Number of tons of freight carried one mile in Pennsylvania, . . . . .	1,081,077
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	44,615
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,) . . . . .	14

**Monthly Statement of Passengers, all classes, carried in Cars.**

January, 1878, . . . . .	3,393	July, 1878, . . . . .	2,636
February, 1878, . . . . .	2,725	August, 1878, . . . . .	2,657
March, 1878, . . . . .	3,120	September, 1878, . . . . .	2,262
April, 1878, . . . . .	2,989	October, 1878, . . . . .	4,003
May, 1878, . . . . .	2,286	November, 1878, . . . . .	1,900
June, 1878, . . . . .	2,472	December, 1878, . . . . .	2,291

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

Bituminous coal, . . . . .	24,816	Agricultural products, . . . . .	247
Petroleum and other oils, . . . . .	618	Merchandise and manufactures, . . . . .	3,476
Pig iron, . . . . .	498	Live stock, . . . . .	245
Iron, . . . . .	2,603	Lumber and wood, . . . . .	6,324
Nails, . . . . .	1,375	Flour, . . . . .	294
Iron and other ores, . . . . .	1,612	Grain, . . . . .	679
Ice, . . . . .	1,823		

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, . . . . .	1 <sup>4</sup> / <sub>10</sub> cents.
For through coal, per ton per mile, . . . . .	1 <sup>4</sup> / <sub>10</sub> cents.
For local freight, per ton per mile, . . . . .	2 <sup>6</sup> / <sub>10</sub> cents.
For local coal, per ton per mile, for average nineteen miles,	2 <sup>6</sup> / <sub>10</sub> cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1878, . . . . .	\$346	50	\$1,572	51	\$1,919	01
February, 1878, . . . . .	264	00	1,294	15	1,558	15
March, 1878, . . . . .	283	80	1,478	41	1,762	21
April, 1878, . . . . .	310	20	1,383	73	1,693	98
May, 1878, . . . . .	224	40	1,081	23	1,305	63
June, 1878, . . . . .	322	30	1,123	85	1,446	15
July, 1878, . . . . .	299	20	1,369	09	1,668	29
August, 1878, . . . . .	337	70	1,244	63	1,582	33
September, 1878, . . . . .	242	00	1,357	40	1,599	40
October, 1878, . . . . .	283	80	1,704	87	1,988	67
November, 1878, . . . . .	254	10	986	60	1,240	70
December, 1878, . . . . .	202	40	1,107	60	1,310	00
<b>Total, . . . . .</b>	<b>\$3,370</b>	<b>40</b>	<b>\$15,704</b>	<b>07</b>	<b>\$19,074</b>	<b>47</b>

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1878, . . . . .	\$428	22	\$986	59	\$1,414	81
February, 1878, . . . . .	368	28	845	93	1,214	21
March, 1878, . . . . .	453	10	1,360	64	1,813	74
April, 1878, . . . . .	476	12	1,428	45	1,904	57
May, 1878, . . . . .	813	26	1,606	11	2,419	37
June, 1878, . . . . .	1,193	87	921	68	2,115	55
July, 1878, . . . . .	1,021	18	1,105	45	2,126	66
August, 1878, . . . . .	684	98	1,227	07	1,911	05
September, 1878, . . . . .	421	32	854	06	1,275	38
October, 1878, . . . . .	317	57	1,491	21	1,808	78
November, 1878, . . . . .	365	29	1,607	43	1,972	72
December, 1878, . . . . .	413	65	1,811	78	1,725	43
<b>Total, . . . . .</b>	<b>\$6,956</b>	<b>84</b>	<b>\$14,746</b>	<b>48</b>	<b>21,702</b>	<b>27</b>

From all Other Sources.

MONTHS.	Mails.	Express.	Rent.	Total.
January, 1878, . . . . .	\$136 83	\$26 87		\$163 20
February, 1878, . . . . .	136 84	18 69		155 53
March, 1878, . . . . .	136 84	14 54		151 38
April, 1878, . . . . .	136 83	18 56		150 39
May, 1878, . . . . .	136 84	16 40		158 24
June, 1878, . . . . .	136 84	21 42		168 26
July, 1878, . . . . .	129 99	15 23		145 22
August, 1878, . . . . .	130 00	17 43		147 43
September, 1878, . . . . .	130 00	15 15		145 15
October, 1878, . . . . .	129 99	28 75		158 74
November, 1878, . . . . .	130 00	24 38		154 38
December, 1878, . . . . .	130 00	28 08	\$1,000 00	1,158 08
Total, . . . . .	\$1,601 00	\$240 00	\$1,000 00	\$2,841 00

Total passenger earnings for the year, . . . . .	\$19,074 47
Total freight earnings for the year, . . . . .	21,702 27
Total earnings from all other sources, . . . . .	2,841 00
Total earnings for the year, . . . . .	\$43,617 74
Total receipts from all sources on whole length of line, . . . . .	\$43,617 74
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	43,617 74

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

Extension or alteration of road, . . . . .	\$298 91
Land or land damages, . . . . .	91 40
Engine-houses, car sheds, wood and coal sheds, and water tanks, . . . . .	133 00
New cross-ties, (not yet used,) . . . . .	1,000 00
New tools, . . . . .	47 57
Any other expenditures chargeable to this account, . . . . .	310 09
Total, . . . . .	\$1,875 97
Proportion for Pennsylvania, . . . . .	\$1,875 97

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$6,996 94
All other expenses for maintenance of way, (shoveling snow,) . . . . .	82 50
Total for maintenance of way, . . . . .	\$7,079 44
Cost per mile of road kept in repair, . . . . .	\$178 32
Proportion for Pennsylvania, . . . . .	178 32

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives . . . . .	\$1,939	17
Repairs of passenger, baggage, and mail cars, . . . . .	424	02
Repairs of freight cars, . . . . .	827	20
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$2,690</b>	<b>48</b>
<b>Cost per mile of road operated, . . . . .</b>	<b>\$67</b>	<b>77</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>67</b>	<b>77</b>

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, }	\$8,344	37
Salaries, wages, and incidentals chargeable to freight department, }		
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	267	70
Fuel—number of cords of wood, . . . . .	1,980	98
Fuel—number of tons of coal, . . . . .		
Oil and waste, . . . . .	601	16
Damages for cattle killed or injured, . . . . .	60	00
Office expenses, including stationery, . . . . .	594	92
Telegraph and contingent expenses, . . . . .	199	93
A mount paid other corporations or individuals for use of all other cars, . . . . .	788	94
General salaries, . . . . .	4,600	00
<b>Total miscellaneous, . . . . .</b>	<b>\$17,488</b>	<b>00</b>
<b>Amount per mile of road operated, . . . . .</b>	<b>\$439</b>	<b>24</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>439</b>	<b>24</b>
<b>Total expenditures for operating the road, . . . . .</b>	<b>27,207</b>	<b>92</b>
<b>Total charged to road and equipment, . . . . .</b>	<b>1,875</b>	<b>97</b>
<b>Expenses per mile of the road operated, . . . . .</b>	<b>782</b>	<b>59</b>
<b>Expenses per mile of single track operated, not including sidings, . . . . .</b>	<b>765</b>	<b>37</b>
<b>Expenses per train mile, . . . . .</b>		<b>58½</b>
<b>Proportion for Pennsylvania, . . . . .</b>		<b>58½</b>

Earnings.

Passenger transportation, local, . . . . . \$15,704 07	} Total,	\$19,074	47
Passenger transportation, through, . . . . . 8,370 40			
Freight transportation, local, . . . . . \$14,748 48	} Total,	21,702	27
Freight transportation, through, . . . . . 6,966 84			
Mail service, . . . . .		1,601	00
Express service, . . . . .		240	00
Rents, . . . . .		1,000	00
<b>Total, . . . . .</b>		<b>\$48,617</b>	<b>74</b>
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . . \$7,079 44			
Maintenance of motive power and cars, . . . . . 2,690 48			
Miscellaneous, . . . . . 17,488 00			
<b>Total operating expenses, being 62.11 per cent. of earnings, . . . . .</b>		<b>27,207</b>	<b>92</b>
<b>Net earnings, . . . . .</b>		<b>\$16,409</b>	<b>82</b>
<b>Earnings per mile of road operated, . . . . .</b>		<b>\$1,147</b>	<b>84</b>
<b>Expenses per mile of road operated, . . . . .</b>		<b>716</b>	<b>00</b>
<b>Net earnings, . . . . .</b>		<b>431</b>	<b>84</b>

## General Balance Sheet, January 1, 1879.

DR.			
Construction, . . . . .		\$1,011,494	69
Equipment, . . . . .		50,376	04
Tools, . . . . .		1,926	22
New railroad ties, (on hand,) . . . . .		1,000	00
Ledger balances, . . . . .		10,549	04
Profit and loss, . . . . .		59,160	06
		\$1,184,506	05
CR.			
Capital stock, . . . . .		\$339,442	76
First mortgage bonds, . . . . .		554,000	00
Second mortgage bonds, . . . . .		9,082	75
Interest on first mortgage bonds, . . . . .		58,161	67
Bills payable, . . . . .		161,388	20
Ledger balances, . . . . .		12,480	67
		\$1,184,506	05

## 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. ? Union Express Company ; 50 per cent. over freight tariff.

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 ? 1st. Cannot answer. 2d. We receive their freight on board of cars.

## 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 ? 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 ? Not that we know of.

What running arrangements have you with other railroad companies ? What are the details of the contract ? We have no running arrangements with other 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 ? United States Rolling Stock Company, for combination car, \$464 96. L. S. and M. S. Railway Company, for mileage of freight cars, \$323 98.

## 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 ? Average \$400 25 per quarter.

STATE OF PENNSYLVANIA, }  
*County of Mercer,* } 88:

Personally appeared before me, Cyrus Clarke, president, and Jeremiah Bonner, 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 ending December 31, A. D. 1878, according to the best of their knowledge and belief.

(Signed)

CYRUS CLARKE, *President.*

JEREMIAH BONNER, *Treasurer.*

Sworn and subscribed before me this 20th day of February, A. D. 1879.

HIRAM SILLIMAN, *Justice of the Peace.*

**NEW CASTLE RAILROAD AND MINING.**

**Officers.**

NAMES.		Residence.	Salary.
Joshua Rhodes, . . .	President, . . . . .	Pittsburgh, Pa., . .	None.
George Pearson, . . .	Vice President, . . . . .	New Castle, Pa., . .	None.

<i>Names of Directors.</i>	<i>Residences.</i>
Joshua Rhodes, . . . . .	Pittsburgh, Pa.
George C. Reis, . . . . .	New Castle, Pa.
Daniel Kissinger, . . . . .	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.

Floating Debt.		
The amount now of floating debt, . . . . .	\$7,914	44
Total amount now of floating and funded debt, . . . . .	\$7,914	44

## Cost.

Total cost of entire road to date, . . . . .	\$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 to coal mines, . . . . .	3 $\frac{1}{2}$	3 $\frac{1}{2}$
Length of single main track, . . . . .	3 $\frac{1}{2}$	3 $\frac{1}{2}$

## Gauge.

What is the gauge of your lines? . . . . . 3 feet 6 inches.

## Track.

Miles of iron rail in use, . . . . .	3 $\frac{1}{2}$
Weight of rail per yard, iron, . . . . .	35 lbs.
Number of bridges and trestles on whole line, . . . . .	12
Wooden trestles, number of, 12; aggregate length, no record; estimated, . . . . .	900 feet.

## Crossings.

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 employes in regard to these crossings?	
Whistle and bell; slow rate of speed.	
Number of engine-houses and shops in Pennsylvania, 3;	
total number entire road, . . . . .	3
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, estimated, . . . . .	\$4,500 00
How is track laid, and on what foundation? Oak ties; slack ballast.	



Equipment.	Number.	Average cost of each.
Number of locomotives of more than 10 tons weight, . . . . .	3	\$8,000 00
Number of coal, ore, and stone cars, . . . . .	75	180 00

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

Doings of the Year.

Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	1,909
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, (2,000 pounds,) . . . . .	1,909
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Operating Expenses.

The New Castle Railroad and Mining Company is a company for mining coal, the railroad being merely an appendage to their business, consequently the expenses of maintaining, operating, the repairs of machinery, &c., are all run into the coal account, as well as all earnings.

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

Personally appeared before me, R. P. Rhodes, secretary 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, 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. 1878, according to the best of his knowledge and belief.

(Signed) R. P. RHODES, *Secretary and Treasurer pro tem.*

Sworn and subscribed before me, this 27th day of January, A. D. 1879.

JOHN PLATT, *Alderman.*

## NEWRY.

## Officers.

NAMES.		Residence.	Salary.
Joseph Fichtner, . . . . .	President, . . . . .	Newry, Pa., . . . . .	None.
Alexander Knox, . . . . .	Secretary, . . . . .	Newry, Pa., . . . . .	None.
Francis McCoy, . . . . .	Treasurer, . . . . .	Newry, Pa., . . . . .	None.

Names of Directors.	Residences.
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.

\* Died recently.

## 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, . . . . .	11,925	00
Capital stock, total amount now paid in on stock issued, . . . . .	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.		

## Debt.

Floating Debt.			
Unfunded debt, incurred for construction, or purchase of property, exclusive of interest: Don't know exact amount of interest on debt,		\$10,810	06
The amount now of floating debt, (exclusive of interest,) . . . . .		\$10,810	06
Total amount now of floating and funded debt, (no funded debt,)		\$10,810	06
Floating debt as per last report, † . . . . .	\$22,739	51	
Total cash realized from capital stock and debt, about ‡ . . . . .		\$12,763	65

† This erroneously included the excess of expenses over earnings of road, which is not included in this report.

‡ In last year's report we erroneously included in amount of total cash realized from capital stock and debt, \$1,965 80, net earnings of road to December 31, 1899, which amount was placed to the credit of this company by the Pennsylvania Railroad Company, and which is not included in this report.

Cost.

Total cost of entire road to date, including real estate, about . . . . .	\$23,573	71
Average of same per mile of road laid, . . . . .	23,573	71
Proportion of same for Pennsylvania: All in Pennsylvania.		
Total cost of entire equipment: Own no equipment.		
Cost of road and equipment per mile, (equipment furnished by lessee,) . . . . .	23,573	71
Proportion of same for Pennsylvania: All in Pennsylvania.		

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, . . . . .	1	1
Length of single main track, . . . . .	1	1
Aggregate length of main line and branches, (no branches,) about, . . . . .	1	1
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, . . . . .	1,528 <sup>0</sup> / <sub>0</sub>	1,578 <sup>0</sup> / <sub>0</sub>
Length of track laid, if not completed, . . . . . All completed.		

Gauge.

What is the gauge of your lines? (About,) . . . . . 4 feet 8½ inches

Track.

Miles of iron rail in use, (exclusive of 878 feet of sidings) . . . . . 1  
 Weight of rail per yard, iron, . . . . . About 45 lbs.  
 Number of bridges and trestles on whole line, (no bridges,) trestle, . . . . . 1  
 Wooden trestles, number of, 1; aggregate length, . . . . . Don't know.  
 Number of crossings of highways, at grade, in this Commonwealth, including Allegheny street, at southern terminus of road, . . . . . 2  
 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, about, . . . . . \$393 25

Value of real estate held by the company, exclusive of roadway, in Pennsylvania: All in Pennsylvania.

How is track laid and on what foundation? On cross-ties, resting partly on broken stone, and partly on gravel ballast.

General Balance Sheet, January 1, 1879.

DR.			
Construction, including land damages, . . . . .		\$23,180	46
Real estate, . . . . .		393	25
		\$23,573	71
CR.			
Stock issued: 477 shares, at \$25 00 per share, . . . . .		\$11,925	00
Realized from assessment on stockholders, partial payments on subscriptions, and subscriptions in amounts less than \$25 00, &c., about, . . . . .		838	65
Floating debt, exclusive of interest, * . . . . .		10,810	06
		\$23,573	71

\* Don't know exact amount of interest on debt.

Stock and Dividends.

Amount of common stock now outstanding, 477 shares, at \$25 00 per share, . . . . . \$11,925 00

Synopsis of the Terms and Conditions of Lease.

*First.* The Newry Railroad Company, (party of the first part,) leased their railroad to the Pennsylvania Railroad Company, (party of the second part,) together with all the buildings, depot, stations, appurtenances, and property, real and personal, thereunto belonging, for the term of ten years, from August 3, 1868, provided, however, that if the cost of the completion of the said railroad, of the party of the first part, is not fully repaid to the said party of the second part, at the time of the expiration of the said term of ten years, then the terms of the lease, and all its provisions, shall, without further writing for that purpose, be extended, until such time as the same may be fully paid.

*Second.* The said party of the second part, shall, at all times, during the said term, or the extension thereof, as aforesaid, have the right and authority to use, manage, and operate the said railroad of the party of the first part, to fix, from time to time, the tolls and charges thereon; but not at any higher rate than is authorized by the charter of the party of the first part, and to collect and appropriate the same as hereinafter indicated.

*First.* The said party of the second part to complete the said railroad and appurtenances, of the said party of the first part, in such a manner as the chief engineer of the said party of the second part shall approve.

*Second.* The said party of the second part to operate the said railroad

of the said party of the first part, and apply the annual gross receipts thereof:

1st. To the payment of the cost of repairing and maintaining said railroad and its appurtenances, and of the expenses of operating 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 said railroad, with the appurtenances.

3d. To the payment of the surplus, if any remaining thereafter, annually, to the said Newry Railroad Company.

*Third.* The said party of the second part to keep the said railroad and appurtenances of the said party of the first part in good order and repair.

*Fourth.* The said party of the second part to render an account of the cost of the completion of the said railroad, to the said party of the first part, as soon as practicable, after the same is completed; and also, to render annually, an account of the gross receipts of said railroad, and of the expenses of operating and maintaining the same, and of other necessary and proper charges connected therewith.

NOTE — The net earnings of the Newry railroad, to December 31, 1869, amounted to \$1,965 80, which amount was placed to the credit of the Newry Railroad Company.

Since December 31, 1869, as per statements rendered by the Pennsylvania Railroad Company, the earnings of the road, on an average, have not been sufficient to pay the expenses of operating the same, and for necessary repairs and improvement.

All interrogatories not answered in this report, we have no doubt, will be answered by the Pennsylvania Railroad 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. 1878, according to the best of their knowledge and belief.

(Signed)

JOSEPH FICHTNER, *President.*

FRANCIS MCCOY, *Treasurer.*

Sworn and subscribed before me this 8th day of January, A. D. 1879.

JAMES CONRAD, *Justice of the Peace.*

**NORTH-EAST PENNSYLVANIA.**

**Officers.**

NAMES.		Residence.	Salary.
Franklin A. Comly,	President,	Philadelphia,	None.
John S. Wise,	Secretary and Treasurer,	Philadelphia,	\$500 00

General offices at 407 Walnut street, Philadelphia, Pa.

<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,	Philadelphia.
James H. Stevenson,	Philadelphia.
Jacob Riegel,	Philadelphia.
Richard J. Dobbins,	Philadelphia.
G. J. Mitchell,	Hatboro', Montgomery county.
Isaac Warner, junior,	Hatboro', Montgomery county.
George Fulmer,	Hatboro', Montgomery county.

**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

**Debt.**

<b>Funded Debt.</b>		
First mortgage bonds, (due January 1, 1892, bear interest at 7 per cent., which is payable semi-annually, 1st of July and 1st of January,) amount,		\$160,000 00
Total amount now of funded debt,		\$160,000 00
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction,	\$73,000 00	
Debt incurred for any other purpose, and for what: Operating expenses, interest, &c.,	58,302 61	
The amount now of floating debt,		131,302 61
Total amount now of floating and funded debt,		\$291,302 61
Funded debt as per last report,	\$160,000 00	
Floating debt as per last report,	118,888 92	
Total amount, capital stock and debt,		\$372,882 61

Cost.

Total cost of entire road to date, (exclusive of real estate,) \$291,881 22

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Abington to Hartsville, . . . . .	9 $\frac{4}{10}$	9 $\frac{4}{10}$
Length of single main track, . . . . .	9 $\frac{4}{10}$	9 $\frac{4}{10}$
Aggregate length of main line and branches, . . . . .	9 $\frac{4}{10}$	9 $\frac{4}{10}$
Aggregate length of sidings and other track not above enumerated, . . . . .	$\frac{0}{10}$	$\frac{0}{10}$
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	10 $\frac{7}{10}$	10 $\frac{7}{10}$

Gauge.

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

Track.

Miles of iron rail in use, . . . . . 10 $\frac{7}{10}$   
 Weight of rail per yard, iron, . . . . . 50 and 58 lbs.  
 Number of bridges and trestles on whole line, . . . . . 5  
 Wooden bridges, aggregate length, . . . . . 910 feet.

Crossings.

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

Stations.

Number of stations on main road: { Passenger, 11, . . . }  
 { Freight, 11, . . . }  
 Value of real estate held by the company, exclusive of roadway, . . . . . \$13,780 37  
 How is track laid, and on what foundation? Iron rails, spliced joints, oak and chestnut ties, stone, slag, and earth ballast.  
 What kind of train brake is in use on your road? Hand brakes.

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains, . . . . . 27,822  
 Number of miles run by freight trains, . . . . . }  
 Number of miles run by coal trains, . . . . . } 3,040  
 Number of through passengers for the year on }  
 main road, . . . . . } Local, 75,692  
 Number of passengers (all classes) carried in cars, }

Number of passengers carried one mile, . . . . .	498,738
Number of passengers carried one mile in Pennsylvania, . . . . .	498,738
Number of tons, of 2,000 lbs., of through freight for the year on main road, local included, . . . . .	14,749 <sup>111</sup> / <sub>1000</sub>
Number of tons of freight carried one mile, . . . . .	91,535 <sup>111</sup> / <sub>1000</sub>
Number of tons of freight carried one mile in Pennsylvania, . . . . .	91,535 <sup>111</sup> / <sub>1000</sub>
Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . .	14,749 <sup>111</sup> / <sub>1000</sub>

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

November, 1877, . . . . .	6,529	May, 1878, . . . . .	6,262
December, 1877, . . . . .	6,707	June, 1878, . . . . .	7,576
January, 1878, . . . . .	5,981	July, 1878, . . . . .	7,082
February, 1878, . . . . .	4,934	August, 1878, . . . . .	8,617
March, 1878, . . . . .	5,142	September, 1878, . . . . .	6,000
April, 1878, . . . . .	4,975	October, 1878, . . . . .	5,307

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

Anthracite coal, . . . . .	3,823 <sup>111</sup> / <sub>1000</sub>	Agricultural products, . . . . .	1,584 <sup>111</sup> / <sub>1000</sub>
Bituminous coal, . . . . .	118 <sup>111</sup> / <sub>1000</sub>	Merchandise and manufactures, 4,025 <sup>111</sup> / <sub>1000</sub>	
Petroleum and other oils, . . . . .	53 <sup>111</sup> / <sub>1000</sub>	Live stock, . . . . .	12 <sup>111</sup> / <sub>1000</sub>
Railroad iron, . . . . .	40 <sup>111</sup> / <sub>1000</sub>	Lumber, . . . . .	2,011 <sup>111</sup> / <sub>1000</sub>
Other iron or castings, . . . . .	57 <sup>111</sup> / <sub>1000</sub>	Other articles, . . . . .	786 <sup>111</sup> / <sub>1000</sub>
Iron and other ores, . . . . .	2,130 <sup>111</sup> / <sub>1000</sub>		
Stone and lime, . . . . .	183 <sup>111</sup> / <sub>1000</sub>	Total, . . . . .	14,749 <sup>111</sup> / <sub>1000</sub>

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

For first-class through passenger, . . . . .	}	Average 2 <sup>34</sup> / <sub>100</sub>
For first-class way passengers, . . . . .		

The Rate per Ton (of 2,000 Pounds) per Mile charged for Freight.

For freight, all local, per ton per mile, . . . . .	7 <sup>11</sup> / <sub>100</sub>
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Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
November, 1877, . . . . .		\$1,034 98	\$1,034 98
December, 1877, . . . . .		1,096 33	1,096 33
January, 1878, . . . . .		828 10	828 10
February, 1878, . . . . .		728 05	728 05
March, 1878, . . . . .		835 96	835 96
April, 1878, . . . . .		810 87	810 87
May, 1878, . . . . .		979 95	979 95
June, 1878, . . . . .		1,114 68	1,114 68
July, 1878, . . . . .		1,100 28	1,100 28
August, 1878, . . . . .		1,351 37	1,351 37
September, 1878, . . . . .		1,018 19	1,018 19
October, 1878, . . . . .		865 67	865 67
<b>Total, . . . . .</b>		<b>\$11,764 43</b>	<b>\$11,764 43</b>



From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
	\$	cts	\$	cts	\$	cts
November, 1877, . . . . .			\$630	05	\$630	05
December, 1877, . . . . .	\$6	48	609	88	616	86
January, 1878, . . . . .	8	78	572	75	579	53
February, 1878, . . . . .	20	48	467	96	488	89
March, 1878, . . . . .	21	35	632	12	653	47
April, 1878, . . . . .	34	60	647	23	681	83
May, 1878, . . . . .	44	12	585	88	629	50
June, 1878, . . . . .	23	51	585	84	559	35
July, 1878, . . . . .	42	89	472	44	515	33
August, 1878, . . . . .	27	95	598	42	626	37
September, 1878, . . . . .	54	63	514	63	569	26
October, 1878, . . . . .	69	67	483	41	503	08
<b>Total, . . . . .</b>		\$352 41	\$6,700	11	\$7,052	52

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
	\$	cts	\$	cts	\$	cts	\$	cts
November, 1877, . . . . .			\$1	97			\$1	97
December, 1877, . . . . .			2	02			2	02
January, 1878, . . . . .			1	28			1	28
February, 1878, . . . . .			1	55			1	55
March, 1878, . . . . .			1	99			1	99
April, 1878, . . . . .			2	57			2	57
May, 1878, . . . . .	398	95	2	28			398	23
June, . . . . .			2	48			2	48
July, 1878, . . . . .			1	20			1	20
August, 1878, . . . . .	184	73	1	98			186	71
September, 1878, . . . . .			1	36			1	36
October, 1878, . . . . .	90	67	1	63	\$396	00	488	30
<b>Total, . . . . .</b>	\$669	35	\$22	31	\$396	00	\$1,067	66

Total passenger earnings for the year, . . . . .	\$11,764	48
Total freight earnings for the year, . . . . .	7,052	52
Total earnings from all other sources, . . . . .	1,067	66
<b>Total earnings for the year, . . . . .</b>	<b>\$19,904</b>	<b>61</b>
Total receipts from all sources on whole length of line, . . . . .	\$19,904	61
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, . . . . . \$54 77

Expenditures for Operating During the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$4,459	06
<b>Total for maintenance of way, . . . . .</b>	<b>\$4,459</b>	<b>06</b>
Cost per mile of road kept in repair, . . . . .	\$416	78
Proportion for Pennsylvania, . . . . .	416	78

Miscellaneous.

Amount paid other corporations or individuals for use of  
all other cars, . . . . . \$1,726 86

Earnings.

Passenger transportation, local, . . . . .		\$11,764	43
Freight transportation local, . . . . .	\$6,700 11	7,052	52
Passenger transportation, through, . . . . .	352 41		
Mail service, . . . . .		669	35
Express service, . . . . .		22	31
Rents, . . . . .		396	00
<b>Total, . . . . .</b>		<b>\$19,904</b>	<b>61</b>

General Balance Sheet, October 31, 1878.

DR.			
Construction of road, . . . . .		\$271,371	07
Right of way, . . . . .		20,510	15
Real estate, . . . . .		13,780	37
Cash, . . . . .		3,368	61
Profit and loss, . . . . .		65,478	41
		<b>\$374,506</b>	<b>61</b>
CR.			
Capital stock, . . . . .		\$81,550	00
Seven per cent. mortgage bonds, . . . . .		160,000	00
The North Pennsylvania Railroad Company, . . . . .		131,302	61
Mortgages, . . . . .		1,500	00
Unpaid coupons, . . . . .		154	00
		<b>\$374,506</b>	<b>61</b>

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 twenty 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 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.? 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.

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.

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 the amount paid each? Pay all car service to North Pennsylvania Railroad Company.

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? \$669 35. Compensation based upon weight of mail matter.

Stock and Dividends.

Amount of common stock now outstanding, \$81,550.

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.

November 25, 1877. Bridget Casby; broke her collar bone, at Hatboro' station, in the evening, by stepping from a passenger train in motion.

July 29, 1878. George Mann, aged sixty-nine; fatally injured by falling from the platform at Willow Grove, at night, after the train on which he had arrived had left. He had been on an excursion, and he had company with him.

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, 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. 1878, according to the best of their knowledge and belief.

(Signed)

F. A. COMLY, *President.*

J. S. WISE, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1879.

JOSHUA COMLY, *Notary Public.*

## NORTH PENNSYLVANIA.

## Officers.

NAMES.		Residence.	Salary.
F. A. Comly, . . . . .	President, . . . . .	Philadelphia, . . . . .	\$5,670 00
John S. Wise, . . . . .	Secretary, . . . . .	Philadelphia, . . . . .	2,025 00
William Wister, . . . . .	Treasurer, . . . . .	Philadelphia, . . . . .	3,240 00
Wm. Rotch Wister, . . . . .	General Solicitor.		
S. W. Roberts, . . . . .	Chief Engineer, . . . . .	Philadelphia, . . . . .	3,240 00
	General Manager, . . . . .		
	Gen'l Superintendent, . . . . .		

<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 Reigel, . . . . .	Philadelphia.
Richard J. Dobbins, . . . . .	Philadelphia.
Charles A. Sparks, . . . . .	Philadelphia.

## Capital Stock.

Capital stock authorized by law, with the privilege of increasing, . . . . .	\$1,500,000 00
Capital stock authorized by votes of company, . . . . .	6,000,000 00
Capital stock paid in by last report, . . . . .	4,043,750 00
Capital stock, total amount now paid in, . . . . .	4,284,350 00
Capital stock, number of shares issued, . . . . .	85,287
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, . . . . .	37 40

Debt.

Funded Debt.		
First mortgage bonds, (due January 1, 1885, bear interest at six 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 seven 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 seven 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, . . . . .	17,000	00
<b>Total amount now of funded debt, . . . . .</b>	<b>\$6,017,000</b>	<b>00</b>
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$1,104,925	00
<b>The amount now of floating debt, . . . . .</b>	<b>1,104,925</b>	<b>00</b>
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$7,121,925</b>	<b>00</b>
Funded debt as per last report, . . . . .	\$6,014,000	00
Floating debt as per last report, . . . . .	1,128,566	67
<b>Total amount capital stock and debt, . . . . .</b>	<b>\$11,886,275</b>	<b>00</b>

Cost.

Total cost of entire road to date, (excluding real estate,) . . . . .	\$8,392,492	42
Proportion of same for Pennsylvania, . . . . . All.		
Total cost of entire equipment, . . . . .	1,748,208	88
Proportion of same for Pennsylvania, . . . . . All.		

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Philadelphia (Willow street) to Bethlehem, . . . . .	55 <sup>4</sup> / <sub>10</sub>	55 <sup>4</sup> / <sub>10</sub>
Length of single main track, . . . . .	29 <sup>4</sup> / <sub>10</sub>	29 <sup>4</sup> / <sub>10</sub>
Length of double main track, . . . . .	26 <sup>4</sup> / <sub>10</sub>	26 <sup>4</sup> / <sub>10</sub>
Branches.		
Delaware River branch from Jenkintown to middle of Delaware river, near Yardley, { Length of branch, . . . . .	20 <sup>4</sup> / <sub>10</sub>	20 <sup>4</sup> / <sub>10</sub>
Doylestown branch, from Lansdale to Doylestown, { Length of double track, . . . . .	20 <sup>4</sup> / <sub>10</sub>	20 <sup>4</sup> / <sub>10</sub>
Shinersville (out of use) branch, from Iron Hill to Shinersville, { Length of branch, . . . . .	10 <sup>4</sup> / <sub>10</sub>	10 <sup>4</sup> / <sub>10</sub>
Aggregate length of main line and branches, { Length of single track, . . . . .	10 <sup>4</sup> / <sub>10</sub>	10 <sup>4</sup> / <sub>10</sub>
Aggregate length of sidings and other track not above enumerated, { Length of single track, . . . . .	1 <sup>4</sup> / <sub>10</sub>	1 <sup>4</sup> / <sub>10</sub>
Aggregate length of main line and branches, . . . . .	135.00	135.00
Aggregate length of sidings and other track not above enumerated, . . . . .	33.62	33.62
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	168.62	168.62

Gauge.

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

Track.

Miles of iron rail track in use, . . . . . 90 41/100 miles.

Miles of steel rail track in use, . . . . . 78 11/100 miles.

Weight of rail per yard, { Iron, . . . . . 56 and 58 lbs.
{ Steel, . . . . . 56, 60, & 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.

Number of bridges and trestles on whole line, . . . . . 31

Wooden bridges, number of, 4; aggregate length, . . . . . 575 feet.

Stone or brick bridges, number of, 1; aggregate length, . . . . . 241 feet.

Iron bridges, number of, 25; aggregate length, . . . . . 3,538 feet.

Wooden trestles, number of, 1; aggregate length, . . . . . 1,939 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Connecting railway, near Erie Avenue station; Philadelphia, Newtown, 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, . . . . . 136

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? Red flags and lanterns are used as danger signals, blue ones as caution signals, and white ones as safety signals. Whistles and bells are used on engines when approaching crossings at grade.

Stations.

Number of stations on main road, passenger, 37; freight, . . . . . 40

Number of stations on branches, passenger 17; freight, . . . . . 17

Number of engine-houses and shops in Pennsylvania: All in Pennsylvania; total number entire road, . . . . . 8

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, . . . . . \$1,283,931 50

Number of tunnels, 2; aggregate length, . . . . . 500 & 2,160 feet.

How is track laid, and on what foundation? Iron and steel rails, with rolled iron chairs and splices, and with heavy cross-ties, mostly white oak, on cinder, gravel, and stone ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight, . . . . .	4	\$11,875 00
Number of locomotives of more than 30 tons weight, . . . . .	37	14,404 00
Number of locomotives of more than 20 tons weight, . . . . .	10	11,413 00
Number of locomotives of more than 10 tons weight, . . . . .	7	7,985 00
Number of first-class passenger cars, . . . . .	63	4,500 00
Number of baggage, mail, and express cars, . . . . .	32	2,200 00
Number of freight cars, } House cars, 402, . . . . . }	615	600 00
Trucks, . . . 213, . . . . . }		
Number of coal, lime, ore, and stone cars, . . . . .	528	210 00
Number of shop cars, . . . . .	5	

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, eight 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, . . . . . 716,076

Number of miles run by freight and coal trains, . . . . . 374,243

Number of through passengers for the year on main road, between Philadelphia and Bethlehem, . . . . . 112,229

Number of passengers (all classes) carried in cars, . . . . . 1,310,378

Number of passengers carried one mile, . . . . . 24,345,074

Number of passengers carried one mile in Pennsylvania, . . . . . 24,345,074

Number of tons of 2,000 lbs. of through freight for the year on main road, between Philadelphia and Bethlehem, . . . . . 434,749

Number of tons of freight carried one mile, . . . . . 85,465,547

Number of tons of freight carried one mile in Pennsylvania,	35,465,547
Gross amount of tonnage for the year, (2,000 lbs. per ton.)	917,494
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,) . . . . .	30
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	10

Monthly Statement of Passengers, all classes, carried in Cars.

November, 1877, . . . . .	95,776	May, 1878, . . . . .	96,356
December, 1877, . . . . .	95,017	June, 1878, . . . . .	133,006
January, 1878, . . . . .	85,445	July, 1878, . . . . .	139,096
February, 1878, . . . . .	79,983	August, 1878, . . . . .	156,361
March, 1878, . . . . .	88,926	September, 1878, . . . . .	131,600
April, 1878, . . . . .	92,475	October, 1878, . . . . .	115,931

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

Anthracite coal, . . . . .	325,486	Stone and lime, . . . . .	30,025
Bituminous coal, . . . . .	2,471	Agricultural products, . . . . .	159,265
Petroleum and other oils, . . . . .	3,648	Merchandise and Manufactures, . . . . .	207,833
Pig iron, . . . . .	27,656	Live stock, . . . . .	14,330
Railroad iron, . . . . .	5,240	Lumber, . . . . .	44,850
Other iron or castings, . . . . .	7,628	Other articles, . . . . .	27,140
Iron and other ores, . . . . .	61,971		

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

For first class through passengers, } Average, . . . . .	2.36 cents.
For first class way passengers, } . . . . .	
For second class through passengers, emigrants, . . . . .	1 cent.

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

For through freight, per ton per mile, . . . . .	.01 <sup>75</sup> / <sub>100</sub> cent.
For through coal, per ton per mile, . . . . .	.01 <sup>72</sup> / <sub>100</sub> cents.
For local freight per ton per mile, . . . . .	4.27 cents.
For local coal per ton per mile, . . . . .	2.03 cent.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
November, 1877, . . . . .	\$15,847 32	\$24,686 30	\$40,533 61
December, 1877, . . . . .	17,352 19	28,467 23	45,819 42
January, 1878, . . . . .	17,219 84	20,114 97	37,334 81
February, 1878, . . . . .	14,027 18	19,148 35	33,175 53
March, 1878, . . . . .	14,789 26	25,620 64	40,409 90
April, 1878, . . . . .	15,342 29	28,213 36	43,555 65
May, 1878, . . . . .	19,118 34	28,673 70	47,792 04
June, 1878, . . . . .	20,843 97	32,528 45	53,372 42
July, 1878, . . . . .	24,957 18	30,665 86	55,623 04
August, 1878, . . . . .	29,274 35	32,511 22	61,785 57
September, 1878, . . . . .	21,429 18	31,497 67	52,926 85
October, 1878, . . . . .	23,817 42	30,346 98	54,164 40
<b>Total, . . . . .</b>	<b>\$234,018 52</b>	<b>\$382,474 73</b>	<b>\$566,493 25</b>



From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
November, 1877,	\$56,109	63	\$18,975	52	\$75,095	15
December, 1877,	53,831	89	17,341	08	70,672	47
January, 1878,	47,777	64	17,277	23	65,054	87
February, 1878,	38,747	31	15,148	40	53,895	71
March, 1878,	47,427	20	20,191	95	67,619	15
April, 1878,	44,483	09	20,581	64	65,014	13
May, 1878,	45,309	83	20,711	56	66,021	89
June, 1878,	43,138	33	17,724	30	60,862	63
July, 1878,	57,887	61	19,842	03	77,729	64
August, 1878,	49,366	10	24,463	00	73,829	10
September, 1878,	48,413	62	25,182	18	73,595	78
October, 1878,	54,904	46	22,882	49	77,786	95
<b>Total,</b>	<b>\$586,806</b>	<b>21</b>	<b>\$240,270</b>	<b>76</b>	<b>\$827,166</b>	<b>97</b>

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
November, 1877,	\$1,612	16	\$1,211	98			\$2,824	14
December, 1877,	712	19	1,301	35			2,013	54
January, 1878,	712	19	908	73			1,620	92
February, 1878,	712	19	870	42			1,582	61
March, 1878,	712	19	1,071	94			1,784	13
April, 1878,	712	19	1,093	94	\$18,000	00	19,806	13
May, 1878,	712	19	1,156	15			1,868	84
June, 1878,	712	19	1,072	86			1,785	05
July, 1878,	712	19	1,047	69			1,759	88
August, 1878,	712	19	1,185	65			1,897	84
September, 1878,	712	19	1,251	29			1,963	48
October, 1878,	712	20	1,385	00	26,260	24	28,357	44
<b>Total,</b>	<b>\$9,446</b>	<b>26</b>	<b>\$13,557</b>	<b>00</b>	<b>\$44,260</b>	<b>24</b>	<b>\$67,263</b>	<b>50</b>

Total passenger earnings for the year,	\$566,493	25
Total freight earnings for the year,	827,166	97
Total earnings from all other sources,	67,263	50
<b>Total earnings for the year,</b>	<b>\$1,460,923</b>	<b>72</b>
Total receipts from all sources on whole length of line,	\$1,460,923	72
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,	\$31,208	40
Passenger and freight houses,	18,606	35
Engine-houses, car sheds, wood and coal sheds, and water tanks,	6,694	04
Locomotives account,	935	72
Any other expenditures chargeable to this account,	1,834	26
<b>Total,</b>	<b>\$59,278</b>	<b>77</b>

**Expenditures for Operating during the Year.**  
**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$136,587	11
New steel rails, number of tons, 1,245, . . . . .	33,324	38
Repairs of bridges, . . . . .	14,776	2
All other expenses for maintenance of way, . . . . .	722	2
<b>Total for maintenance of way, . . . . .</b>	<b>\$185,409</b>	<b>53</b>

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	\$42,452	62
Repairs of machinery, . . . . .	6,663	56
Repairs of passenger, baggage, and mail cars, . . . . .	16,020	83
Repairs of freight cars, . . . . .	23,138	61
All other expenses for maintenance of motive power and cars, . . . . .	229,807	46
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$318,083</b>	<b>66</b>

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$74,346	64
Salaries, wages, and incidentals chargeable to freight department, . . . . .	125,910	64
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	26,585	57
Fuel—number of cords of wood, } Included in M. of M. P. and Cars.		
Fuel—number of tons of coal, }		
Damages for loss of goods and baggage, . . . . .	4,259	66
Taxes, . . . . .	39,402	82
Insurance, . . . . .	1,790	81
Telegraph expenses, salaries, &c., . . . . .	9,064	13
Amount paid other corporations or individuals for use of all other cars, . . . . .	89,932	62
General salaries and office expenses, law expenses, and all other expenses, (except interest,) not included in any of the above items: . . . . .		
General expenses, \$33,986 53; transportation, \$110,197 43, . . . . .	144,183	96
<b>Total miscellaneous, . . . . .</b>	<b>\$515,495</b>	<b>67</b>
<b>Total expenditures for operating the road, including tax on capital stock, &amp;c., . . . . .</b>	<b>\$1,018,988</b>	<b>14</b>

**Earnings.**

Passenger transportation, local, . . . . .	\$332,474 73	} Total,	\$566,493	25
Passenger transportation, through, . . . . .	234,018 52			
Freight transportation, local, . . . . .	\$240,270 76	} Total,	827,166	97
Freight transportation, through, . . . . .	586,896 21			
Mail service, . . . . .			9,446	26
Express service, . . . . .			13,557	60
Rents, &c., . . . . .			44,260	24
<b>Total, . . . . .</b>			<b>\$1,460,923</b>	<b>72</b>

**Operating Expenses.**

Maintenance of way and buildings, . . . . .	\$185,409	99
Maintenance of motive power and cars, . . . . .	318,083	66
Miscellaneous: General expenses, \$33,986 53; conducting transportation, \$350,382 89, . . . . .	384,369	42
<b>Total operating expenses being 60.77 per cent. of earnings, . . . . .</b>	<b>887,863</b>	<b>49</b>
<b>Net earnings, . . . . .</b>	<b>\$573,061</b>	<b>23</b>

## General Balance Sheet, October 31, 1878.

DR.			
Construction,		\$5,834,417	48
Construction Delaware River branch,		1,848,670	13
Equipment,		1,748,208	33
Real estate,		1,283,981	50
Depots, shops, and stations,		696,598	67
Railroad stocks, bonds, &c.,		154,980	50
Telegraph,		12,806	19
North-East Pennsylvania Railroad Company,		181,802	61
Stony Creek Railroad Company,		162,021	65
Materials on hand,		76,215	63
Accounts due company,		252,836	61
Loans,		17,950	00
Bills receivable,		904	86
Cash,		233,689	51
		\$12,453,932	62
CR.			
Capital stock,		\$4,264,850	00
Six per cent. bonds,		1,930,500	00
Seven per cent. bonds,		1,500,000	00
General mortgage seven per cent. bonds,		2,569,500	00
Income bonds,		17,000	00
Ground rents and mortgages,		484,095	21
Bills payable,		1,104,925	00
Convertible scrip,		177,823	50
Unpaid coupons,		8,592	50
Unpaid accounts,		258,818	64
Profit and loss,		148,328	77
		\$12,453,938	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.? Central, Heston, Branin, and New Express Company. 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, &c.? The cars of certain freight lines run over the tracks of this road, on the same terms and conditions as to rates, repairs, &c., 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.

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 the 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; three cents per mile run; owned by Pullman Palace Car Company; 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? Pullman Palace Car Company, \$2,315 90; Pennsylvania and New York Drawing-Room Car Company, \$440 79.

**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? \$9,446 26.

**Stock and Dividends.**

Amount of common stock now outstanding, . . . . . \$4,264,350 00  
 Amount of stock issued as stock dividends, and dates of issue:  
 Amount of stock dividend, declared January 29, . . . . . \$82,220 00  
 Amount of stock dividend, declared July 16, . . . . . 81,938 00  
 Number and per cent. of dividends: Two, (2), two (2) per cent. each, . . . . . 166,058 00

**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, . . . . .		1	3	6	3	7
Others, . . . . .			7	2	7	2
Total, . . . . .		1	10	9	10	10

**Statement of Each Accident.**

November 26, 1877. Annie Huebner, a child in her fifth year; accidentally killed by a train, at Dauphin street, although warned by the flagmen.

December 12, 1877. Hugh McElhatten, a freight brakeman; had small bones in one foot broken, at Bethlehem, by getting it fast in a guard rail, at night.

January 7, 1878. Gustavus A. Schittenhelm, a boy about nine year old; accidentally killed climbing on coal cars in motion, on American street.

January 15, 1878. William Galloway, brakeman on repair train; accidentally killed by falling from a dump car, near Erie avenue.

January 16, 1878. David Hemler, walking on the railroad; accidentally killed by rolling down a high embankment, near Iron Hill; supposed to be intoxicated.

March 27, 1878. John McQuade, stealing a ride; broke his arm by jumping from a train, near Echo Park.

May 19, 1878. Augustus Wesley, an employé; lost two of his toes by jumping from an engine in motion, on American street.

May 24, 1878. Charles Dietz, an elderly man, and an herb gatherer; struck and killed by a train, when walking on the track, near Green Lane.

June 5, 1878. William Heany, brakeman; had his shoulder hurt, at Lansdale, when coupling an engine to a train.

June 26, 1878. James Fay, a track laborer; was killed by falling from a hand car, in the tunnel near Perkasio. Patrick Hullachan, a laborer, was badly hurt at the same time.

June 28, 1878. Henry Harding, a boy about ten years old, was accidentally killed when walking on the iron railroad bridge, over the Reading railroad.

June 28, 1878. George Ramsey was found with an arm broken, on the road bed, near York street; he is believed to have accidentally fallen from the platform of a passenger car in motion; he was not run over.

July 2, 1878. William Baum, a freight brakeman; lost a finger when coupling cars, near Berks street.

July 5, 1878. Thomas Clossen, lost a leg by climbing on a coal car, in the yard, below Berks street. He acknowledged that it was his own fault.

August 8, 1878. Daniel McLaughlin, brakeman; accidentally killed by falling from a coal train, near Lansdale.

August 28, 1878. George F. Huth, freight brakeman; had one foot run over by a car, accidentally, at Jenkintown.

September 11, 1878. William Acuff, in his eighty-fourth year; killed at Sandy Run station, trying to drive across the track, in front of a passenger train, although warned.

September 27, 1878. Leo Paul, a piano tuner; accidentally killed by a train, when walking on the track, about a mile south of Quakertown.

October 31, 1878. Thomas Fardy, a flagman at Norris street crossing, was hurt by a man named Frank Griss, whom he tried to stop, but who knocked him down, by driving against him with a furniture car.

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

Personally appeared before me, Franklin A. Comly, president, and William Wister, treasurer, of the North Pennsylvania 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. 1878, according to the best of their knowledge and belief.

(Signed)

F. A. COMLY, *President.*

WILLIAM WISTER, *Treasurer.*

Affirmed and subscribed before me, this 29th day of January, A. D. 1879.

JOSHUA COMLY, *Notary Public.*

PEACH BOTTOM.

Officers.

NAMES.		Residence.	Salary.
Charles R. McConkey,	President, . . . . .	Peach Bottom, Pa., . .	None.
Samuel Dickey,	Vice President, . . . . .	Oxford, Pa., . . . . .	None.
William Wallace,	Secretary, . . . . .	York, Pa., . . . . .	\$1,000 00
A. C. Manifold,	Treasurer, . . . . .	Hopewell Center, Pa.,	87 75
John Blackford,	General Solicitor, . . . . .	York, Pa., . . . . .	100 00
John A. Alexander,	Eastern Div. Sup't, . . . . .	. . . . .	1,000 00
Samuel M. Manifold,	Middle Div. Sup't, . . . . .	. . . . .	720 00

General offices at York, Pa, and Oxford, Pa. . . . .

<i>Names of Directors.</i>	<i>Residences.</i>
Samuel Dickey, . . . . .	Oxford, Pa.
John A. Alexander, . . . . .	Oxford, Pa.
William Wallace, . . . . .	York, Pa.
W. L. Small, . . . . .	York, Pa.
Michael Schall, . . . . .	York, Pa.
A. C. Manifold, . . . . .	Hopewell Center, Pa.
John Humphrey, . . . . .	West Bangor, Pa.
William G. Ross, . . . . .	Airville, Pa.
J. P. Ambler, . . . . .	Fulton House, Pa.
R. B. Patterson, . . . . .	Spruce Grove, Pa.
Doctor C. 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, . . . . .	221,675	10
Capital stock, total amount now paid in, . . . . .	221,847	37
Capital stock, number of shares issued, . . . . .	4,418	
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, . . . . .	\$70,925	00
Middle division, . . . . .	29,950	00
The amount now of floating debt, . . . . .	100,875	00
Total amount now of floating and funded debt, . . . . .	\$552,275	00
Funded debt as per last report, . . . . .	\$451,400	00
Floating debt as per last report, . . . . .	103,772	00

Cost.

Total cost of entire road to date. Cannot report; no separate account kept.		
Total cost of entire equipment, . . . . .	\$73,040	00
Average cost of equipment per mile of road operated by company, . . . . .	1,328	00

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from York to Oxford, . . . . .	60	60
Length of single main track, . . . . .	55	55
Aggregate length of main line and branches, . . . . .	60	60
Aggregate length of sidings and other track not above enumerated, . . . . .	2 $\frac{1}{2}$	2 $\frac{1}{2}$
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	57 $\frac{1}{2}$	57 $\frac{1}{2}$
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<sup>3</sup>/<sub>10</sub>  
 Weight of rail per yard, iron, . . . . . 30 lbs.  
 Number of bridges and trestles on whole line, . . . . . 34  
 Wooden bridges, number of, 18; aggregate length, . . . . . 924 feet.  
 Wooden trestles, number of, 15; aggregate length, . . . . . 2,058 feet.

**Crossings.**

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, Pennsylvania.

Number of crossings of highways, at grade in this Commonwealth, . . . . . 61  
 Number of crossings of highways, under railroad, . . . . . 3  
 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 crossings. Bell rung until crossing is passed.

**Stations.**

Number of stations on main road, { Passenger, 36, } . . . . . 38  
 { Freight, 38, . }  
 Number of engine-houses and shops in Pennsylvania, 3;  
 total number entire road, . . . . . 3  
 Number of wood and water stations on main road, . . . . . 6  
 Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . . \$36,000 00

How is track laid and on what foundation? Six miles stone ballasted; balance gravel.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 20 tons weight, . . . . .	1	\$7,000 00
Number of locomotives of more than 10 tons weight, . . . . .	5	6,100 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 brakes.

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, . . . . .	50 tons.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	80 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 passengers (all classes) carried in cars, . . . . .	51,407
Gross amount of tonnage for the year, (2,000 lbs. per ton.)	23,026
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,) . . . . .	10

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

Anthracite coal, . . . . . 384 <sup>1</sup> / <sub>10</sub>	Agricultural products, . . . . . 1,558 <sup>1</sup> / <sub>10</sub>
Bark, . . . . . 432 <sup>1</sup> / <sub>10</sub>	Fertilizers, . . . . . 1,957 <sup>1</sup> / <sub>10</sub>
Roofing slate, . . . . . 2,033	Lumber, . . . . . 1,003 <sup>1</sup> / <sub>10</sub>
Railroad cross-ties, . . . . . 1,926	Other articles, . . . . . 5,999 <sup>1</sup> / <sub>10</sub>
Stone and lime, . . . . . 3,833	

**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.	Eastern Division.		Middle Division.		Total.	
January, 1878, . . . . .	\$237	50	\$936	29	\$1,173	79
February, 1878, . . . . .	249	20	809	65	1,058	85
March, 1878, . . . . .	200	40	902	16	1,102	56
April, 1878, . . . . .	238	85	1,033	50	1,302	35
May, 1878, . . . . .	270	50	859	21	1,129	71
June, 1878, . . . . .	214	90	933	45	1,148	35
July, 1878, . . . . .	288	95	1,198	29	1,485	24
August, 1878, . . . . .	340	06	1,970	99	2,311	05
September, 1878, . . . . .	253	77	702	56	956	33
October, 1878, . . . . .	249	92	1,457	16	1,707	08
November, 1878, . . . . .	296	34	670	73	967	07
December, 1878, . . . . .	246	34	842	09	1,088	43
<b>Total, . . . . .</b>	<b>\$3,084</b>	<b>78</b>	<b>\$12,346</b>	<b>08</b>	<b>\$15,430</b>	<b>81</b>

## From Transportation of Freight.

MONTHS.	Eastern Division.		Middle Division.		Total.	
January, 1878.	\$319	09	\$1,339	89	1,658	98
February, 1878.	285	62	1,205	98	1,491	60
March, 1878.	580	84	2,107	21	2,688	65
April, 1878.	312	86	2,649	41	2,962	27
May, 1878.	400	55	2,338	11	2,738	66
June, 1878.	313	28	1,533	17	1,846	43
July, 1878.	391	29	1,151	31	1,542	60
August, 1878.	490	31	1,874	14	2,364	45
September, 1878.	459	81	2,168	70	2,628	51
October, 1878.	395	37	1,608	20	2,003	57
November, 1878.	389	86	1,287	58	1,677	44
December, 1878.	330	50	1,126	62	1,457	12
Total, . . . . .	\$4,669	36	\$20,390	32	\$25,059	68

## From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1878.	\$209	94						
February, 1878.	209	95						
March, 1878.	209	95						
April, 1878.	209	94						
May, 1878.	209	95						
June, 1878.	209	95						
July, 1878.	203	15						
August, 1878.	199	45						
September, 1878.	199	45						
October, 1878.	199	45						
November, 1878.	199	45						
December, 1878.	199	45						
Total, . . . . .	\$2,460	03			\$210	00	\$2,670	08

Total passenger earnings for the year, . . . . .	\$15,430	81
Total freight earnings for the year, . . . . .	25,059	68
Total earnings from all other sources, . . . . .	2,670	08

Total earnings for the year, . . . . . \$43,160 57

Total receipts from all sources on whole length of line, . . . . . \$43,160 57  
 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, . . . . .	\$1,277	26
New locomotives, No. 1, . . . . .	5,500	00
Total, . . . . .	\$6,777	26
Proportion for Pennsylvania, . . . . . All.		

## Earnings.

Passenger transportation, local and through, . . . . .	\$15,480	81
Freight transportation, local and through, . . . . .	25,059	68
Mail service, . . . . .	2,460	08
Rents, . . . . .	210	00
<b>Total, . . . . .</b>	<b>\$43,160</b>	<b>57</b>
<b>Operating Expenses.</b>		
Total operating expenses, \$27,691 09, being 64½ per cent. of earnings, . . . . .	\$27,691	09
Net earnings, . . . . .	15,469	48
Earnings per mile of road operated, . . . . .	\$784	73
Expenses per mile of road operated, . . . . .	503	47
Net earnings, . . . . .	281	26

## General Balance Sheet, January 1, 1879.

DR.		
Construction, . . . . .	\$577,700	00
Equipment, . . . . .	68,548	00
Real estate, . . . . .	86,000	00
Material on hand, per inventory, . . . . .	930	25
Cash on hand, . . . . .	1,246	66
Deficit, discount on bonds sold, interest and coupons paid in excess of earnings, &c., . . . . .	105,969	57
	<b>\$790,394</b>	<b>48</b>
CR.		
Capital stock, . . . . .	\$222,650	00
Funded debt, . . . . .	451,400	00
Unfunded debt, . . . . .	100,875	00
Profit and loss, . . . . .	15,469	48
	<b>\$790,394</b>	<b>48</b>

## 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? \$2,460 08; estimated by weight of mails.

## Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$221,847 37

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

Personally appeared before me, Charles R. McConkey, president, and William Wallace, 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. 1878, according to the best of their knowledge and belief.

(Signed)

CHAS. R. McCONKEY, *President.*

WILLIAM WALLACE, *Treasurer.*

Sworn and subscribed before me this 6th day of February, A. D. 1879.

D. BEAVERSON, *J. P.*

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## PENNSYLVANIA AND ERIE COAL AND RAILWAY.

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PENNSYLVANIA AND ERIE COAL AND RAILWAY COMPANY,  
NEW YORK, *December 18, 1878.*

Honorable WILLIAM McCANDLESS, *Secretary of Internal Affairs:*

DEAR SIR: Your circular note in reference to reports of railroads, with the accompanying blanks, date of November 16, 1878, is received. In reply, I desire to say:

The Pennsylvania and Erie Coal and Railway Company, while its articles of consolidation have been filed, has never issued any stock, nor has it ever had any operations. I have, therefore, nothing whatever to report.

Very respectfully, yours,

H. G. STEBBINS, *President.*

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## PENNSYLVANIA AND WESTERN.

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OFFICE OF THE PENNSYLVANIA AND WESTERN RAILROAD COMPANY,  
210 WEST WASHINGTON SQUARE,  
PHILADELPHIA, *December 23, 1878.*

*To the Secretary of Internal Affairs, Harrisburg, Pennsylvania:*

DEAR SIR: As everything was dull and depressed this year, no confidence to any enterprise, money timid and tight, the above company could not do much this year.

However, as material, labor, etc., is very cheap now, and more confidence in general on account of specie payment next year, this company was able to make arrangements with money people of standing, and expect to finish the commenced work of this railroad enterprise by next year, and thinks

that after so many years of labor and expenses the perseverance will be rewarded.

The company hopes to give next year such a report which will be satisfactory in every respect.

I am respectfully,  
Your obedient servant,  
C. KIEL,

*President of the Pennsylvania and Western Railroad Company.*

FRED'K STROMEYER,  
*Secretary.*

**PENNSYLVANIA COAL.**

**Officers.**

NAMES.		Residence.	Post Office address.
George A. Hoyt, . . .	President, . . . . .	Stamford, Ct., . . . .	} New York city.
William E. Street, . . .	Secretary, . . . . .	Darien, Ct., . . . . .	
Edwin H. Mead, . . . .	Treasurer, . . . . .	South Orange, N. J., .	
Charles F. Southmayd,	General Solicitor, . . .	New York city, . . . .	
John B. Smith, . . . . .	Chief Engineer. General Manager, . . . Gen'l Superintendent. Div. Superintendent.	Dunmore, Pa., . . . .	Dunmore, Pa.

General offices at New York, Hawley, Pa., and Dunmore, Pa.

*Names of Directors.*

*Residences.*

George A. Hoyt, . . . . .	Stamford, Ct.
George L. Brown, . . . . .	Brooklyn, N. Y.
John R. Platt, . . . . .	New York city.
Samuel Thorne, . . . . .	New York city.
John Ewen, junior, . . . . .	New York city.
William H. Webb, . . . . .	New York city.
William W. Astor, . . . . .	New York city.
George W. Quintard, . . . . .	New York city.
Walton Ferguson, . . . . .	Stamford, Ct.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$5,850,329	00
Capital stock authorized by votes of company, . . . . .	5,000,000	00
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, . . . . .		\$472,500	00
Total amount now of funded debt, . . . . .		\$472,500	00
Floating Debt.			
Unfunded debt, incurred for purchase of property, . . . . .	\$48,265 83		
Debt incurred for any other purpose, and for current business, and to be paid principally in January, 1879, . . . . .	222,062 10		
The amount now of floating debt, . . . . .		270,327	93
Total amount now of floating and funded debt, . . . . .		\$742,827	93
Funded debt as per last report, . . . . .	\$480,500 00		
Floating debt as per last report, . . . . .	310,220 97		
		\$790,720	97

Cost.

* Cost of road and equipment to 1860, when the account was closed, . . . . .	\$2,000,000	00
Proportion of same for Pennsylvania, . . . . .	All in Pennsylvania.	
Total cost of entire equipment, . . . . .	Included in above.	
Proportion of same for Pennsylvania, . . . . .	All in Pennsylvania.	

\* 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 machinery and gravity.

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, Pa., branch, from Hawley, Pa., to } Lackawaxen, Pa., known as the "Hawley } Length of branch, Branch" of "Erie" railway, . . . . . }	15.47	15.47
Leased Roads.		
None leased by the company. The company's road from Hawley to Port Griffith is a gravity road, worked by stationery engine, for transportation of the coal mined by the company. <i>No locomotive power used in operating the road.</i>		
Aggregate length of main line, . . . . .	100	
Aggregate length of main line, branches, leased roads, sidings and other track, . . . . .	28	

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.
Wooden bridges, number of, 5; aggregate length, . . . . .	496 feet.

**Crossings.**

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Delaware, Lackawanna and Western railroad, at Dunmore, Pa., (over;) Delaware, Lackawanna and Western railroad, near Dunning, (under;) Lehigh and Susquehanna railroad, at Pleasant Valley, (over;) Jefferson Branch, Erie railroad, 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 employes in regard to these crossings? Strict instructions to keep the crossings in proper order.

**Stations.**

Number of stations on main road: { Passenger, . . . . 6, } . . . . .	6
{ Freight, . . . . . 6, }	
Value of real estate held by the company, exclusive of roadway, for railroad purposes, estimated, . . . . .	\$10,000 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, for railroad purposes, estimated, . . . . .	

Number of tunnels, 1; aggregate length, . . . . . 800 feet.

How is track laid, and on what foundation? Cross-ties, on a T rail.

Equipment.	Number.	Average cost of each.
Number of first-class passenger cars, small "omnibus" cars,	9	\$300 00
Number of baggage cars,	2	
Number of freight cars, { House cars, . . . . 10, } . . . . .	60 } . . . . .	350 00
{ Trucks and box, 50, }		300 00
Number of coal cars, . . . . .	2,550	230 00

What kind of train brake is in use on your road? Plain cast iron brakes.

Average number of cars in passenger trains, including baggage cars, . . . . .	3
Average number of cars in freight trains, . . . . .	3

**Employees.**

Average number of persons regularly employed by company, on its road, mines, &c., including officials, in Pennsylvania, . . . . .	4,100
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## Doings of the Year.

## Transportation and Total Miles Run.

Number of through passengers for the year on main road, . . . . .	1,851
Number of passengers, all classes, carried in cars, . . . . .	4,772
Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	872,486
Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . .	991,106
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,) . . . . .	10

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

January, 1878, . . . . .	187	August, 1878, . . . . .	1,201
February, 1878, . . . . .	53	September, 1878, . . . . .	1,098
March, 1878, . . . . .	89	October, 1878, . . . . .	640
April, 1878, . . . . .	106	November, 1878, . . . . .	470
May, 1878, . . . . .	75	December, 1878, . . . . .	515
June, 1878, . . . . .	121	Total, . . . . .	4,772
July, 1878, . . . . .	272		

## The Amount of Freight, Specifying the Quantity in Tons of 2,000 lbs.

Anthracite coal, . . . . .	989,525	Lumber, . . . . .	972
Merchandise and manufactures, . . . . .	609	Total, . . . . .	991,106

## 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, . . . . .	7½ cents.
For through coal: None but company's coal carried, and no freight account kept of it.	
Lumber, per ton per mile, . . . . .	4½ cents.

## Monthly Earnings for the Year.

## From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1878, . . . . .	\$93	00	\$17	30	\$110	30
February, 1878, . . . . .	87	00	8	20	45	20
March, 1878, . . . . .	78	00	10	95	83	95
April, 1878, . . . . .	76	00	12	80	88	80
May, 1878, . . . . .	58	00	9	75	67	75
June, 1878, . . . . .	99	00	11	90	110	90
July, 1878, . . . . .	166	00	79	20	245	20
August, 1878, . . . . .	329	00	478	05	807	05
September, 1878, . . . . .	294	00	328	55	622	55
October, 1878, . . . . .	236	00	190	10	426	10
November, 1878, . . . . .	204	00	119	20	323	20
December, 1878, . . . . .	186	00	151	10	337	10
Total, . . . . .	\$1,851	00	\$1,417	10	\$3,268	10



From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
	\$		\$		\$	
January, 1878, . . . . .	4	48	251	80	256	23
February, 1878, . . . . .	8	52	180	58	139	10
March, 1878, . . . . .	20	70	178	64	199	34
April, 1878, . . . . .	19	80	500	41	520	21
May, 1878, . . . . .	9	29	459	69	468	98
June, 1878, . . . . .	6	34	251	34	257	68
July, 1878, . . . . .	4	08	273	18	277	26
August, 1878, . . . . .	7	05	319	15	328	20
September, 1878, . . . . .	22	56	223	97	248	53
October, 1878, . . . . .	17	19	357	82	375	01
November, 1878, . . . . .	17	23	549	98	567	21
December, 1878, . . . . .	10	16	317	06	327	22
<b>Total, . . . . .</b>	<b>\$147</b>	<b>35</b>	<b>\$3,813</b>	<b>62</b>	<b>\$3,960</b>	<b>97</b>

Total passenger earnings for the year, . . . . .	\$3,268	10
Total freight earnings for the year, . . . . .	3,960	97
<b>Total earnings for the year, as above, . . . . .</b>	<b>\$7,229</b>	<b>07</b>
Total receipts from all sources on whole length of line, . . . . .	\$7,229	07
Proportion of earnings in Pennsylvania to earnings on whole line: All.		

Expenditures for Operating During the Year.

Cost of Maintenance of Way and Buildings.

Repairs of buildings and fixtures, about . . . . .	\$6,000	00
Repairs of fences, . . . . .	300	00

Miscellaneous.

No separate accounts of these items, the road being run as part of the mining machinery of the company.

Total expenditures for operating the road, which include preparing and loading and unloading coal, etc., estimated . . . . . \$325,000 00

Earnings.

Passenger transportation, local, . . . . .	\$1,417	10
Passenger transportation, through, . . . . .	1,851	00
<b>Total, . . . . .</b>	<b>\$3,268</b>	<b>10</b>
Freight transportation, local and through, . . . . .	3,960	97

General Balance Sheet, January 1, 1879.

The company's accounts are those of a mining company, solely, to which the operations of its "gravity" road are a mere incident, and, therefore, it can make no reliable balance sheet, showing the financial condition of

the railroad alone. So far as the operations 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.

Does your company make any preference in furnishing cars or motive power to persons desiring to ship freight over its road? If so, why? "gravity" road used almost exclusively to transport coal mined by the company; no preference 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 owned, and what charges are made in addition to the regular passenger trains? None run on company's road; "gravity" road only.

#### Stock and Dividends.

Amount of common stock now outstanding: 100,000 shares,

at \$50 each, . . . . . \$5,000,000 00

Rate and date of all cash dividends on stock of original and consolidated companies. February 1, three per cent.; May 1, three per cent.; August 1, three per cent.; November 1, three per cent.

Number and per cent. of dividends, four, amounting to twelve per cent.

Amount paid in dividends, . . . . . \$600,000 00

#### Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	2	4	. . . . .	. . . . .	2	4
Employés, . . . . .	1	4	. . . . .	. . . . .	1	4
Others, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Total, . . . . .	3	8	. . . . .	. . . . .	3	8

#### Statement of Each Accident.

June 6, 1878. James Manly; jumping on cars, head No. 13; run over; died June 7, from injury; not an employé.

June 11. Patrick Fadden; leg run over, and cut off while jumping on cars, on No. 7 plane.

July 11. Patrick Grady; jumping on cars, No 6 level; slightly injured; employé.

August 30. Frederick Stevens; slightly injured by collision on No. 19 level; employé.

February 11. Thomas Machany; foot No. 5 plane; run over; arm broken; employé.

July 10. James Downs; run over, trying to jump on cars; cut and bruised badly, on No. 4 level; employé.

Alexander Grady; run over, trying to jump on cars Pine street bridge; arm broken; Pittston; not employé.

Peter McNulty; jumping on cars, Broad street crossing, Pittston; run over; cut and bruised badly; not an employé.

September 26. Doctor William Williamson; run over near No. 12 shop, and died; not an employé.

October 27. James Cawley; employé, run over, Brandy Patch; killed.

December 21. Robert Murray; caught between cars, at foot No. 2 plane, and died; employé.

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. 1878, according to the best of their knowledge and belief.

(Signed)

GEO. A. HOYT, *President.*

E. H. MEAD, *Treasurer.*

Sworn and subscribed before me, this 28th day of January, A. D. 1879.  
 Witness my hand and official seal.

CHARLES NETTLETON,  
*Commissioner for Pennsylvania in New York.*

PENNSYLVANIA COMPANY.

Officers.

NAMES.	Residence.	Salary.
Thomas A. Scott, . . .	Philadelphia, Pa., . .	
J. N. McCullough, . . .	Pittsburgh, Pa., . . .	
W. Thaw, . . . . .	Pittsburgh, Pa., . . .	
Thomas D. Messler, . . .	Pittsburgh, Pa., . . .	
Clifford S. Sims, . . . .	Philadelphia, Pa., . .	
W. H. Barnes, . . . . .	Pittsburgh, Pa., . . .	
John Scott, . . . . .	Philadelphia, Pa., . .	
Felician Stataper, . . .	Pittsburgh, Pa., . . .	
J. D. Layng, . . . . .	Pittsburgh, Pa., . . .	

General offices at corner Penn and Tenth streets, Pittsburgh, Penna.

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas A. Scott, . . . . .	Philadelphia, Penna.
J. N. McCullough, . . . . .	Pittsburgh, Penna.
W. Thaw, . . . . .	Pittsburgh, Penna.
Thomas D. Messler, . . . . .	Pittsburgh, Penna.
George B. Roberts, . . . . .	Philadelphia, Penna.
S. M. Felton, . . . . .	Philadelphia, Penna.
Wistar Morris, . . . . .	Philadelphia, Penna.
Henry M. Phillips, . . . . .	Philadelphia, Penna.
Alexander Biddle, . . . . .	Philadelphia, Penna.
J. Price Wetherill, . . . . .	Philadelphia, Penna.
J. N. DuBarry, . . . . .	Philadelphia, Penna.
H. H. Houston, . . . . .	Philadelphia, Penna.

#### Capital Stock.

Capital stock authorized by law, . . . . .	\$100,000	00
Capital stock authorized by votes of company, . . . . .	11,771,250	00
Capital stock, amount subscribed, . . . . .	11,000,000	00
Capital stock, paid in by last report, . . . . .	No report.	
Capital stock, total amount now paid in, . . . . .	11,000,000	00
Capital stock, number of shares issued, . . . . .	220,000	
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: Has none.		

#### Debt.

<b>Funded Debt.</b>		
Judgment bonds, (due on demand, bear interest at six per cent., which is payable when earned,) amount, . . . . .	\$7,000,000	00
Collateral bonds, (due July 5, 1907, bear interest at six per cent., which is payable January, April, July, October 1,) amount, . . . . .	3,087,000	00
Total amount now of funded debt, . . . . .	\$10,087,000	00
<b>Floating Debt.</b>		
* Debt incurred for any other purpose, and for what, . . . . .	3,337,868	42
Total amount now of floating and funded debt, . . . . .	\$13,424,868	42

* Due lessor companies for supplies, &c., . . . . .	\$908,410	61
Due other companies in current account, . . . . .	978,198	04
Due for current expenditures in operating leased roads, . . . . .	1,336,607	15
Miscellaneous current liabilities, . . . . .	219,657	71
	\$3,337,868	42

#### Main Line.

No road, operated roads reported separately.

#### Characteristics of Road.

Cost of real estate held by the company, exclusive of road-way, . . . . .	\$921,906	44
Cost of real estate held by the company, exclusive of road-way, in Pennsylvania, . . . . .	89,753	46

Equipment.	Number.	Average cost of each.
Number of locomotives of more than thirty tons weight, . . . . .	21	\$13,882 71
Number of first-class passenger cars, . . . . .	1	7,000 00
Number of express cars, (burnt in riot, not yet replaced,) . . . . .	4	1,731 25
Number of freight cars, house cars and trucks, . . . . .	4,757	690 00

**Monthly Earnings for the Year.**  
From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1878, . . . . .			\$119,482 62	
February, 1878, . . . . .			88,899 98	
March, 1878, . . . . .			80,994 11	
April, 1878, . . . . .			112,855 44	
May, 1878, . . . . .			59,110 09	
June, 1878, . . . . .			59,946 63	
July, 1878, . . . . .			116,967 47	
August, 1878, . . . . .			89,423 70	
September, 1878, . . . . .			80,571 57	
October, 1878, . . . . .			120,086 86	
November, 1878, . . . . .			66,122 58	
December, 1878, . . . . .			95,765 18	
<b>Total, . . . . .</b>			<b>\$1,090,176 21</b>	

**Earnings.**

Rents, and all other sources of income, . . . . .	\$1,090,176	21
<b>Operating Expenses.</b>		
Total expenses, . . . . .	\$97,167	99
Net earnings, . . . . .	\$993,008	22

**Stock and Dividends.**

Amount of preferred stock, and rate of preference, and for what issued, . . . . .	\$8,000,000 00
Amount of common stock now outstanding, . . . . .	3,000,000 00
Paid to sinking fund, . . . . .	91,345 00
Amount paid in dividends, . . . . .	None.

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

Personally appeared before me, Thomas D. Messler, third vice president, and W. H. Barnes, treasurer, of the Pennsylvania 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,)

THOS. D. MESSLER, *Third Vice President.*

W. H. BARNES, *Treasurer.*

Sworn and subscribed before me this 6th day of March, A. D. 1879.

FRANK SEMPLE, *Notary Public.*

[NOTE.—This is the first report made by this company.—SEC. INT. AFFS.]

## PITTSBURGH, FORT WAYNE, AND CHICAGO.

Officers of the Pennsylvania Company are as follows:

NAMES.		Residence.	Salary.
Thomas A. Scott, . . . . .	President, . . . . .	Philadelphia, Pa.	
J. M. McCullough, . . . . .	1st Vice President, . . . . .	Pittsburgh, Pa.	
William Thaw, . . . . .	2d Vice President, . . . . .	Pittsburgh, Pa.	
Thomas D. Messler, } . . . . .	3d Vice President, } . . . . .	Pittsburgh, Pa.	
	and Comptroller, } . . . . .		
J. D. Layng, . . . . .	General Manager, . . . . .	Pittsburgh, Pa.	
W. H. Barnes, . . . . .	Treasurer, . . . . .	Pittsburgh, Pa.	
John Scott, . . . . .	General Counsel, . . . . .	Philadelphia, Pa.	
C. S. Sims, . . . . .	Secretary, . . . . .	Philadelphia, Pa.	
William Stewart, . . . . .	Gen. Freight Agent, . . . . .	Pittsburgh, Pa.	
F. R. Myers, . . . . .	Gen. Passenger and } . . . . .	Pittsburgh, Pa.	
	Ticket Agent, . . . . .		

### Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line from Pittsburgh to Chicago, . . . . .	468.3	48.8
Length of single main track, . . . . .	411.576	11.88
Length of double main track, . . . . .	56.724	36.920
<b>Leased Roads.</b>		
N. C. and B. V. R. R. branch, from } . . . . .		
Homewood to New Castle, . . . . .	Length of road, . . . . .	14.945
Lawrence railroad branch, from Law- } . . . . .		
rence junction to Youngstown, . . . . .	Length of road, . . . . .	17.98
Canfield branch of Lawrence railroad } . . . . .		
branch, from Canfield junction to } . . . . .		
Foster coal mines, . . . . .	Length of road, . . . . .	4.06
Aggregate length of main line and branches, . . . . .	468.3	48.8
Aggregate length of double track, . . . . .	56.724	36.920
Aggregate length of leased roads, . . . . .	36.985	24.303
Aggregate length of sidings and other track not above enumer- } . . . . .		
ated, . . . . .	147.102	32.716
Aggregate length of main line, branches, leased roads, sidings, } . . . . .		
and other track, . . . . .	709.111	142.744

Gauge.

What is the gauge of your lines? . . . . . 4 feet 9 inches.

Track.

Miles of iron rail in use, . . . . .	235.529
Miles of steel rail in use, . . . . .	473.582
Weight of rail per yard, { Iron, . . . . .	60 pounds.
{ Steel, . . . . .	60 pounds.

What is the relative durability, practicability of use, and value, as used on your road? Steel rails are about 200 per cent. better than iron, as to durability, &c.; cost about \$10 00 per ton more than iron.

Bridges and Trestles Erected in Pennsylvania During the Year.

One stone arch bridge, 16 feet span, constructed for under grade crossing of Pittsburgh and Lake Erie railroad, at Beaver Falls; complete in July, 1878.

Number of bridges and trestles on whole line, . . . . .	167
Wooden bridges, number of, 17; aggregate length, . . . .	1505.4 feet.
Stone bridges, number of, 41; aggregate length, . . . .	995.9 feet.
Iron bridges, number of, 64; aggregate length, . . . .	7040.5 feet.
Wooden trestles, number of, 45; aggregate length, . . . .	5212.5 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Western Pennsylvania railroad, at Allegheny city.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pittsburgh and Lake Erie railroad, at Beaver Falls.

Number of crossings of highways, at grade, in this Commonwealth, . . . . .	37
Number of crossings of highways, over railroad, . . . .	8
Number of crossings of highways, under railroad, . . . .	8
Number of crossings at which gates or flagmen are maintained, . . . . .	10
Number of crossings at which there are neither gates nor flagmen, . . . . .	27

What regulations govern your employes in regard to these crossings? Approaching locomotives sound crossing signal and alarm with whistle and bell, and where there are flagmen, flags are used when trains are approaching, to protect crossing.

Stations.

Number of stations on main road, { Passenger, . . 134, } . . . . .	134
{ Freight, . . . 77, }	
Number of stations on leased roads, { Passenger, 22, . . } . . . . .	22
{ Freight, 9, . . . }	

Number of engine-houses and shops in Pennsylvania, 7;  
 total number entire road, . . . . . 19  
 Number of wood and water stations on main road, . . . . . 49  
 Number of wood and water stations on leased roads, . . . . . 4  
 Value of real estate held by the company, exclusive of  
 roadway: Included in cost of road.  
 Value of real estate held by the company, exclusive of  
 roadway, in Pennsylvania: Included in cost of road.  
 How is track laid, and on what foundation? Fish-plate connections,  
 and ballasted with coarse gravel, sand, cinder, and limestone.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, . . . . .	186	Included in cost of road.
Number of locomotives of more than 20 tons weight, . . . . .	70	
Number of locomotives of more than 10 tons weight, . . . . .	22	See company report.
Number of first class passenger cars, . . . . .	127	
Number of second class passenger cars, . . . . .	25	
Number of baggage, mail, and express cars, . . . . .	51	
Number of freight cars, { House cars, 3,378, } { Stock cars, 1,242, }	4,620	
Number of coal, ore, and stone cars, . . . . .	2,085	
Number of caboose cars, . . . . .	127	

What kind of train brake is in use on your road: On passenger trains, the Westinghouse air brake; on freight trains, hand brake.  
 Average number of cars in passenger trains, including baggage cars, . . . . . 5,111  
 Average number of cars in freight trains, . . . . . 16,787  
 Average weight of passenger trains, including locomotive and tender, in working order, empty, . . . . . 226 tons.  
 Average weight of freight trains, including locomotive and tender, in working order, empty, . . . . . 217 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . . 6,056  
 Same in Pennsylvania, . . . . . 1,581

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . . 1,559,974  
 Number of miles run by freight trains, . . . . . 5,498,249  
 Number of miles run by coal trains: included in freight.  
 Number of through passengers for the year on main road, . . . . . 60,701  
 Number of passengers (all classes) carried in cars, . . . . . 2,257,404  
 Number of passengers carried one mile, . . . . . 77,919,197  
 Number of passengers carried one mile in Pennsylvania, . . . . . 8,119,680



Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	1,135,748
Number of tons of freight carried one mile, . . . . .	626,074,087
Number of tons of freight carried one mile in Pennsylvania, . . . . .	95,707,236
Gross amount of tonnage for the year, (2,000 lbs. per ton), . . . . .	2,990,137
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,) . . . . .	15

Monthly Statement of Passengers (all Classes) Carried in Cars.

January, 1878, . . . . .	180,094	August, 1878, . . . . .	187,410
February, 1878, . . . . .	164,630	September, 1878, . . . . .	251,099
March, 1878, . . . . .	184,098	October, 1878, . . . . .	208,116
April, 1878, . . . . .	178,282	November, 1878, . . . . .	194,813
May, 1878, . . . . .	169,614	December, 1878, . . . . .	186,340
June, 1878, . . . . .	178,287		
July, 1878, . . . . .	176,621	Total, . . . . .	2,257,404

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

Anthracite coal, . . . . .	16,987	Agricultural products, . . . . .	548,623
Bituminous coal, . . . . .	295,658	Merchandise and manufactures, . . . . .	455,227
Petroleum and other oils, . . . . .	15,167	Live stock, . . . . .	237,861
Pig and bloom iron, . . . . .	168,687	Lumber, . . . . .	173,347
Railroad iron and steel rails, . . . . .	45,839	Other articles, . . . . .	223,398
Other iron or castings, . . . . .	100,820	Coke, . . . . .	446,854
Iron and other ores, . . . . .	189,558		
Stone and lime, . . . . .	77,661	Total, . . . . .	2,990,137

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 passenger, . . . . .	2 cents.
For second-class way passengers, . . . . .	2¼ cents.

The Rate per Ton (of 2,000 lbs.) per Mile, charged for Freight.

For through freight and coal, per ton per mile, . . . . .	7 <sup>3</sup> / <sub>100</sub> cents.
For local freight and coal, per ton per mile, . . . . .	1 <sup>35</sup> / <sub>100</sub> cents.

**Monthly Earnings for the Year.**  
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1878, . . . . .	\$29,983	68	\$89,109	74	\$119,093	42
February, 1878, . . . . .	34,554	63	85,015	37	119,570	00
March, 1878, . . . . .	44,808	34	104,855	95	149,664	29
April, 1878, . . . . .	42,469	07	101,274	76	143,743	83
May, 1878, . . . . .	53,814	93	98,495	84	152,310	77
June, 1878, . . . . .	47,385	20	96,003	49	143,388	69
July, 1878, . . . . .	47,882	60	93,976	80	141,859	40
August, 1878, . . . . .	46,544	16	108,938	48	155,502	64
September, 1878, . . . . .	56,502	85	125,176	56	181,679	39
October, 1878, . . . . .	57,221	38	132,325	34	189,546	72
November, 1878, . . . . .	39,838	01	106,178	50	146,016	51
December, 1878, estimated, . . . . .	34,917	09	103,318	42	138,235	51
<b>Total, . . . . .</b>	<b>\$535,921</b>	<b>92</b>	<b>\$1,244,669</b>	<b>25</b>	<b>\$1,780,591</b>	<b>17</b>

**From Transportation of Freight.**

MONTHS.	Through.		Local.		Total.	
January, 1878, . . . . .	\$333,708	92	\$180,158	03	\$513,864	95
February, 1878, . . . . .	325,019	89	151,383	69	476,403	58
March, 1878, . . . . .	297,988	29	175,397	75	473,386	04
April, 1878, . . . . .	266,962	88	174,085	50	441,047	88
May, 1878, . . . . .	280,090	73	170,146	15	450,236	88
June, 1878, . . . . .	242,867	84	155,469	78	398,337	62
July, 1878, . . . . .	250,375	31	140,713	68	391,088	89
August, 1878, . . . . .	260,427	53	191,281	85	451,709	38
September, 1878, . . . . .	279,758	97	194,228	19	473,987	16
October, 1878, . . . . .	293,714	09	226,135	59	519,849	68
November, 1878, . . . . .	287,348	55	207,178	12	494,526	67
December, 1878, estimated, . . . . .	328,696	27	185,418	49	514,114	76
<b>Total, . . . . .</b>	<b>\$3,446,956</b>	<b>77</b>	<b>\$2,151,596</b>	<b>72</b>	<b>\$5,598,553</b>	<b>49</b>

**From all Other Sources.**

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1878, . . . . .	\$9,601	65	\$12,879	00	\$12,762	79	\$35,243	44
February, . . . . .	9,627	05	11,448	00	10,818	34	31,893	39
March, 1878, . . . . .	9,627	05	12,402	00	9,819	24	31,848	29
April, 1878, . . . . .	9,627	05	12,402	00	9,270	95	31,300	00
May, 1878, . . . . .	9,627	05	12,879	00	14,166	62	36,672	67
June, 1878, . . . . .	20,809	14	11,925	00	8,541	36	41,275	50
July, 1878, . . . . .	11,490	74	12,879	00	12,381	82	36,751	56
August, 1878, . . . . .	11,490	73	12,879	00	19,129	30	43,499	03
September, 1878, . . . . .	11,400	61	11,925	00	15,334	33	38,659	94
October, 1878, . . . . .	11,490	73	12,879	00	16,277	99	40,647	72
November, 1878, . . . . .	11,490	73	12,402	00	22,026	69	45,919	42
* December, 1878, . . . . .	11,490	73	12,402	00	11,486	90	35,379	63
<b>Total, . . . . .</b>	<b>\$137,773</b>	<b>26</b>	<b>\$149,801</b>	<b>00</b>	<b>\$162,016</b>	<b>33</b>	<b>\$449,090</b>	<b>59</b>
Profit operating N. C. & B. V. R. R., . . . . .							19,721	64
Profit operating Lawrence R. R., . . . . .							23,338	18
							<b>\$492,150</b>	<b>31</b>

\* Estimated.

Total passenger earnings for the year, . . . . .	\$1,780,591	17
Total freight earnings for the year, . . . . .	5,598,558	49
Total earnings from all other sources, . . . . .	492,150	81
<b>Total earnings for the year, . . . . .</b>	<b>\$7,871,294</b>	<b>97</b>
Total receipts from all sources on whole length of line, . . . . .	\$7,871,294	97
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	820,241	62

**Expenditures for Operating during the Year.**

**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$647,027	90
New iron rails, . . . . .	26,667	15
New steel rails, number of tons, 6,128, . . . . .	97,956	38
Repairs of bridges, . . . . .	41,021	05
Repairs of buildings and fixtures, . . . . .	125,484	40
Repairs of fences, . . . . .	19,366	75
All other expenses for maintenance of way, . . . . .	18,050	58
<b>Total for maintenance of way, . . . . .</b>	<b>\$969,574</b>	<b>21</b>
Cost per mile of road kept in repair, . . . . .	2,070	41
December estimated proportion for Pennsylvania, . . . . .	101,036	00

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	\$208,077	70
Repairs of machinery, . . . . .	15,748	10
Repairs of passenger, baggage, and mail cars, . . . . .	104,786	73
Repairs of freight cars, . . . . .	283,001	93
All other expenses for maintenance of motive power and cars, . . . . .	151,579	67
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$761,144</b>	<b>18</b>
Cost per mile of road operated, . . . . .	\$1,625	33
December estimated proportion for Pennsylvania, . . . . .	79,316	10

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$332,591	77
Salaries, wages, and incidentals chargeable to freight department, . . . . .	1,184,668	77
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	63,480	55
Fuel—number of cords of wood, 21,137; cost, . . . . .	30,228	05
Fuel—number of tons of coal, 179,268; cost, . . . . .	285,236	68
Oil and waste, . . . . .	56,495	47
Damages for injuries to persons, . . . . .	6,197	37
Damages for cattle killed or injured, . . . . .	3,806	91
Damages for loss of goods and baggage, . . . . .	15,309	72
Taxes, . . . . .	251,154	74
Insurance, . . . . .	9	65
Telegraph expenses, . . . . .	64,717	01
Amount paid other corporations or individuals for use of all other cars, . . . . .	69,564	99
General salaries and office expenses, law expenses, and all other expenses, (except interest,) not included in any of the above items, . . . . .	63,958	99
<b>Total miscellaneous, . . . . .</b>	<b>\$2,407,418</b>	<b>67</b>

Amount per mile of road operated, . . . . .	\$5,140	76
Proportion for Pennsylvania, . . . . .	250,869	08
Total expenditures for operating the road, . . . . .	4,188,137	01
Expenses per mile of the road operated, . . . . .	8,836	50
Expenses per mile of single track operated, not including siding, . . . . .	7,881	80
Expenses per train mile, . . . . .		58.63
Proportion for Pennsylvania, . . . . .	431,221	20

#### Earnings.

Passenger transportation, local, . . . . .	\$1,244,669 25	} Total,	\$1,780,591	17
Passenger transportation, through, . . . . .	535,921 92			
Freight transportation, local, . . . . .	\$2,151,598 72	} Total,	5,598,553	49
Freight transportation, through, . . . . .	3,446,956 77			
Mail service, . . . . .			137,773	26
Express service, . . . . .			149,301	00
Profit operating N. C. and B. V. R. R. and Lawrence R. R., . . . . .	\$19,721 54		43,059	72
All other sources of income, . . . . .	23,838 18		162,016	33
Total, . . . . .			\$7,871,294	97
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$969,574 21			
Maintenance of motive power and cars, . . . . .	761,144 13			
Miscellaneous, . . . . .	2,407,418 67			
Total operating expenses being 52.57 per cent. of earnings, . . . . .			\$4,138,137	01
Net earnings, . . . . .			3,733,157	96
Earnings per mile of road operated, . . . . .			16,808	23
Expenses per mile of road operated, . . . . .			8,836	50
Net earnings, . . . . .			7,971	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—\$477 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 companies? General express business. Freights are taken 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, &c.? None. The so-called Union Line which operates over the Pittsburgh, Fort Wayne and Chicago Railway is owned by the Pennsylvania Company itself.

## 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, . . . . .		3	2	22	2	25
Others, . . . . .			5	14	5	14
Total, . . . . .		3	8	36	8	39

## Statement of Each Accident.

January 2, 1878. R. L. Mathews, Pittsburgh; brakeman; coupling cars; fingers crushed.

January 15. Thomas Brady, Allegheny; brakeman; coupling cars; fingers crushed.

January 18. William Carr, Allegheny; brakeman; coupling cars; hand bruised.

January 24. Mr. Lozier, Beaver Falls; tried to cross track in front of engine; body bruised.

February 2. C. M. Filson, New Brighton; brakeman; coupling cars; hand bruised.

February 6. John Garrity, Manchester; brakeman; kneeling close to track, struck by engine; body bruised.

February 6. J. W. Morrow, Highland; brakeman; coupling cars; hand bruised.

February 12. M. Barnett, Enon; engine ran into gravel train; body bruised.

February 15. C. Sweeny, Allegheny; brakeman; coupling cars; fell, and was run over by car; killed.

February 23. W. D. Hamilton, Edgeworth; tried to get on moving train; foot crushed.

March 1. R. McCarten, Pittsburgh; inspecting cars; no signal out; bruised about chest.

March 2. A. Courtney, N. Brighton; tried to get on moving train; fell; arm cut off.

March 4. A. Henderson, Enon; tried to get on moving train; fell; broke leg.

March 13. Doctor Riggs, Bridgewater; walking on track; struck by engine; collar bone broken.

March 16. Unknown, Pittsburgh; walking on track; struck by engine; killed.

March 25. A. Frederick, N. Brighton; brakeman; thrown from car; hurt about head.

- April 4. F. Morrell, Superior; brakeman; struck by overhead bridge; slightly injured.
- April 20. S. Hoch, Allegheny; brakeman; coupling cars; fingers crushed.
- April 24. J. Callahan, Rochester; tried to cross track in front of engine; slightly hurt.
- April 29. R. Graham, Remington; brakeman; coupling cars; fingers crushed.
- May 14. S. Ritchie, Rochester; brakeman; coupling cars; face slightly cut.
- June 15. C. O'Keefe, Rochester; tried to get on moving train; fell and killed.
- July 3. S. Holsinger, Homewood; caught between dead wood; leg injured.
- July 4. L. Williston, Allegheny; lying on track drunk; struck by engine and badly bruised about body.
- July 24. R. Spratt, Dixmont; tried to cross track in front of engine; rib broken.
- July 29. Mrs. O. Miles, Jack's Run; walking on track; struck by engine and cut about head.
- August 5. Unknown, Freedom; standing on track; struck by engine and killed.
- August 21. H. Adnerson, Leetsdale; jumped off moving train knee hurt.
- August 22. John Evans, Wood's Run; jumped off moving train; killed.
- August 30. H. Kiefer, Leetsdale; sleeping on track; struck by engine and killed.
- September 10. R. McCray, Beaver Falls; Fell from train; arm broken.
- September 14. M. Smith, Allegheny; walking on track; hurt about head.
- September 21. P. O'Riley, Allegheny; jumped from moving train; arm crushed.
- October 4. W. Hall, Allegheny; brakeman; crushed between cars; killed.
- October 14. J. Sweeney, Homewood; brakeman; coupling cars; squeezed about hips.
- October 22. F. Hamilton, Allegheny; brakeman; coupling cars; hand slightly hurt.
- October 22. P. Casey, Baden; walking on track; struck by engine; foot crushed.
- October 29. A. Hunter, Pittsburgh; brakeman; coupling cars; hand crushed.
- October 30. John Howard, N. Galilee; brakeman; coupling cars; fingers crushed.

November 9. L. Keys, Freedom ; brakeman ; fell from car ; bruised hand.

November 13. P. Fliney, Allegheny ; walking on track ; struck by engine and killed.

November 30. S. Osborn, Allegheny ; brakeman ; coupling cars ; fingers mashed.

December 4. W. O'Neal, Allegheny ; brakeman ; coupling cars ; fingers mashed.

December 7. H. Wiley, Beaver Falls ; brakeman ; coupling cars ; arm crushed,

December 23. L. M. Jones, Baden ; brakeman ; fell from caboose ; legs bruised.

December 25. S. McKain, Pittsburgh ; brakeman ; coupling cars ; arm crushed.

December 28. John Kinlin, Pittsburgh ; jumped off morning train ; leg cut.

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

Personally appeared before me, Thomas D. Messler, third vice president, and J. P. Farley, auditor, of the Pennsylvania Company, operating the Pittsburgh, Fort Wayne and Chicago Railway, 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) THOMAS D. MESSLER, *Third Vice President.*  
 J. P. FARLEY, *Auditor.*

Sworn and subscribed before me, this 1st day of February, A. D. 1879.  
 FRANK SEMPLE, *Notary Public.*

• PENNSYLVANIA INLAND.

Officers.

NAMES.		Residence.	Salary.
C. P. Waller, . . . . .	President, . . . . .	Honesdale, . . . . .	None.
J. H. Beach, . . . . .	Vice President.		
George F. Bentley, . . . . .	Secretary.		
F. M. Wheeler, . . . . .	Treasurer, . . . . .	Hancock, . . . . .	None.

General offices at Honesdale, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
J. Howard Beach, . . . . .	Milanville, Pa.
George G. Waller, . . . . .	Honesdale, Pa.
Henry K. Nichols, . . . . .	Mount Pleasant, Pa.
D. E. Culver, . . . . .	Jersey City, N. J.
G. F. Bentley, . . . . .	Honesdale, Pa.
F. M. Wheeler, . . . . .	Hancock, N. Y.
C. P. Waller, . . . . .	Honesdale, Pa.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$100,000	00
Capital stock, amount subscribed, . . . . .	27,000	00
Capital stock paid in by last report, . . . . .	3,000	00
Capital stock, total amount now paid in, . . . . .	3,000	00
Capital stock, amount paid in on each share, . . . . .	13	00
Capital stock, par value of each share, . . . . .	100	00

**Characteristics of Road.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Hancock, New York, to Carbondale, Pennsylvania, . . . . .	35	33

**Gauge.**

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

**Track.**

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

We can add nothing to our report of last year; we are awaiting the return of better times. I would respectfully refer to my views and reasons of 31st December, 1877, for a more full statement.

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

Personally appeared before me, Charles P. Waller, president 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, 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. 1878, according to the best of his knowledge and belief.

(Signed,) CHAS. P. WALLER, *President.*

Sworn and subscribed before me, this 28th day of January, A. D. 1879.

JOHN McINTOSH, *Justice of the Peace.*



**PEOPLE'S.**

**Officers.**

NAMES.		Residences.	Salary.
Charles Baber, . . . . .	President, . . . . .	Pottsville, Pa., . . . .	None.
L. F. Whitney, . . . . .	Acting Secretary } and Treasurer, }	Pottsville, Pa., . . . .	\$800 00

General offices at Pottsville, Schuylkill county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Charles Baber, . . . . .	Pottsville, Pa.
Milton Boone, . . . . .	Pottsville, Pa.
R. F. Lee, . . . . .	Pottsville, Pa.
Levi Mattson, . . . . .	Philadelphia.
Mahlon R. Nichols, . . . . .	Pottsville, 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, . . . . .	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: None sold.		

**Debt.**

<b>Funded Debt.</b>		
First mortgage bonds, (due May 1, 1892, bear interest at six per cent., which is payable May 1 and November 1,) amount, . . . . .	\$15,000	00
Total amount now of funded debt, . . . . .	\$15,000	00
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . . \$18,318 04		
The amount now of floating debt, . . . . .	18,318	04
Total amount now of floating and funded debt, . . . . .	\$33,318	04
Funded debt as per last report, . . . . . \$15,000 00		
Floating debt as per last report, . . . . . 18,127 98		

## Cost.

Total cost of entire road to date, . . . . .	\$88,141	54
Total cost of entire equipment, . . . . .	33,465	29

## Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mount Carbon to Minersville, . . . . .	6.06	6.06

## Gauge.

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

## Track.

Weight of rail per yard, iron, . . . . . 40 and 50 lbs.  
 Number of bridges and trestles on whole line, . . . . . 1  
 Wooden bridges, number of, 1; 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 south from Minersville.

Number of crossings of highways, at grade, in this Commonwealth, . . . . . 3  
 Number of crossings of highways over railroad, . . . . . 1  
 Number of crossings at which gates or flagmen are maintained, . . . . . 1  
 Number of crossings at which there are neither gates nor flagmen, . . . . . 2

## Stations.

Number of stations on main road: Passenger and freight, . . . . . 7  
 Number of engine-houses and shops in Pennsylvania, . . . . . ;  
 total number entire road, . . . . . 1  
 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 ten 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, trucks, . . . . .	6	

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . . 8

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . . 19,188

**Monthly Statement of Passengers, (all Classes,) Carried in Cars.**

November, 1877, . . . . .	5,670	May, 1878, . . . . .	4,451
December, 1877, . . . . .	6,112	June, 1878, . . . . .	5,236
January, 1878, . . . . .	5,172	July, 1878, . . . . .	8,025
February, 1878, . . . . .	3,827	August, 1878, . . . . .	8,549
March, 1878, . . . . .	4,542	September, 1878, . . . . .	6,235
April, 1878, . . . . .	4,088	October, 1878, . . . . .	4,987

**Monthly Earnings for the Year.**

**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
November, 1877, . . . . .			\$677 50
December, 1877, . . . . .			726 97
January, 1878, . . . . .			650 03
February, 1878, . . . . .			507 16
March, 1878, . . . . .			562 72
April, 1878, . . . . .			496 60
May, 1878, . . . . .			519 85
June, 1878, . . . . .			548 85
July, 1878, . . . . .			778 78
August, 1878, . . . . .			784 86
September, 1878, . . . . .			696 90
October, 1878, . . . . .			554 47
<b>Total, . . . . .</b>			<b>\$7,504 74</b>

## From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
November, 1877, . . . . .			\$13 30
December, 1877, . . . . .			13 00
January, 1878, . . . . .			17 06
February, 1878, . . . . .			11 91
March, 1878, . . . . .			11 20
April, 1878, . . . . .			6 95
May, 1878, . . . . .			4 90
June, 1878, . . . . .			8 45
July, 1878, . . . . .			7 15
August, 1878, . . . . .			10 25
September, 1878, . . . . .			10 20
October, 1878, . . . . .			11 75
Total, . . . . .			\$126 72

## From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
February, 1878, . . . . .	\$71 25			\$71 25
May, 1878, . . . . .	71 25			71 25
August, 1878, . . . . .	71 25			71 25
October, 1878, . . . . .			\$52 19	52 19
Total, . . . . .	\$213 75		\$52 19	\$265 94

Total passenger earnings for the year, . . . . .	\$7,504 74
Total freight earnings for the year, . . . . .	126 72
Total earnings from all other sources, . . . . .	265 94
Total earnings for the year, . . . . .	\$7,897 40

## General Balance Sheet, October 31, 1878.

DR.		
Construction and real estate, . . . . .		\$88,141 54
Equipment, . . . . .		33,465 29
Bills receivable, . . . . .		340 31
Cash on hand, . . . . .		731 19
Deficit, . . . . .		10,639 71
		\$133,318 04
CR.		
Capital stock paid in, . . . . .		\$100,000 00
Funded debt, . . . . .		15,000 00
Bills payable, . . . . .		18,318 04
		\$133,318 04

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

Personally appeared before me, Charles Baber, president, and L. F. Whitney, acting treasurer, of the Peoples' 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. 1878, according to the best of their knowledge and belief.

(Signed)

CHAS. BABER, *President.*

L. F. WHITNEY, *Acting Treasurer.*

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

JOHN M. CROSLAND, *J. P.*

## PERKIOMEN.

### Officers.

NAMES.		Residence.	Salary.
A. H. Seipt, . . . .	President, . . . . .	Skippack, Montgome- ry county, . . .	\$1,200 00
Howard Hancock, .	Secretary, . . . . .	Philadelphia, . . .	202 50
John Welch, . . . .	Treasurer, . . . . .	Philadelphia, . . .	243 00

General offices at No. 227 South Fourth street, Philadelphia.

### Names of Directors.

### Residences.

Philip Super, . . . . .	Pennsburg, Montgomery county.
G. D. Hunsicker, . . . . .	Perkiomen Bridge, Montgomery county.
Jesse Ziegler, . . . . .	Salfordville, Montgomery county.
Jacob Schwenk, . . . . .	Schwenksville, Montgomery county.
John S. Rahn, . . . . .	Perkiomenville, Montgomery county.
George Graber, . . . . .	Pennsburg, Montgomery county.
Charles Shanely, . . . . .	Hosensack, Montgomery county.
Edwin W. Trexler, . . . . .	Allentown, Lehigh county,
Jacob Hillegass, . . . . .	Pennsburg, Montgomery county.
Thomas B. Hillegass, . . . . .	Pennsburg, Montgomery county.
Charles T. Waage, . . . . .	Pennsburg, Montgomery county.
James Boyd, . . . . .	Norristown, Montgomery county.

### Capital Stock.

Capital stock authorized by law, . . . . .	\$3,000,000	00
Capital stock, amount subscribed, . . . . .	840,100	00
Capital stock paid in by last report, . . . . .	38,040	00
Capital stock, total amount now paid in, . . . . .	638,040	00
Capital stock, number of shares issued, full paid, . . . . . 12,750		
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.	.	

Debt.

Funded Debt.	
First mortgage bonds, (due April 1, 1887, bear interest at six per cent., which is payable April and October,) amount,	\$799,600 00
Consolidated mortgage bonds, (due June 1, 1913, bear interest at six per cent., which is payable June and December,) amount, . . . . .	1,125,000 00
Total amount now of funded debt, . . . . .	\$1,924,600 00
Floating Debt.	
The amount now of floating debt, . . . . .	123,778 42
Total amount now of floating and funded debt, . . . . .	\$2,048,378 42
Funded debt as per last report, . . . . .	\$1,924,600 00
Floating debt as per last report, . . . . .	706,726 48

Cost.

Total cost of entire road to date, . . . . .	\$2,056,629 34
Average of same per mile of road laid, (38.5,) . . . . .	53,418 94
Average of same per mile of track laid, including sidings, (45.2,) . . . . .	45,500 65

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	
Aggregate length of main line, . . . . .	38.5	
Aggregate length of sidings and other track not above enumerated, . . . . .	6.7	
Aggregate length of main line, sidings, and other track, . . . . .	45.2	

Gauge.

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

Track.

Miles of iron rail in use, . . . . .	45.2
Weight of rail per yard, iron, . . . . .	56 and 68 lbs.
Number of bridges and trestles on whole line, . . . . .	31
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.

Number of crossings of highways, at grade, in this Commonwealth, . . . . .	52
Number of crossings of highways, over railroad, . . . . .	4

Number of crossings of highways, under railroad, . . . . . 14  
 Number of crossings at grade, at which there are neither gates nor flagmen, . . . . . 52

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 roadway, . . . . . \$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.

Monthly Earnings for the Year—Lease Account.

From Transportation of Passengers—Lease Account.

MONTHS.	Through.	Local.	Total.
December, 1877, . . . . .			\$729 47
January, 1878, . . . . .			668 55
February, 1878, . . . . .			579 84
March, 1878, . . . . .			731 09
April, 1878, . . . . .			769 52
May, 1878, . . . . .			771 13
June, 1878, . . . . .			883 82
July, 1878, . . . . .			726 29
August, 1878, . . . . .			887 27
September, 1878, . . . . .			953 38
October, 1878, . . . . .			764 89
November, 1878, . . . . .			655 18
Total, . . . . .			\$9,119 91

From Transportation of Freight—Lease Account.

MONTHS.	Through.	Local.	Total.
December, 1877, . . . . .			\$5,409 48
January, 1878, . . . . .			7,042 64
February, 1878, . . . . .			5,399 35
March, 1878, . . . . .			5,859 71
April, 1878, . . . . .			5,031 24
May, 1878, . . . . .			4,868 77
June, 1878, . . . . .			3,814 01
July, 1878, . . . . .			3,689 09
August, 1878, . . . . .			4,848 69
September, 1878, . . . . .			4,763 64
October, 1878, . . . . .			6,408 86
November, 1878, . . . . .			5,124 53
Total, . . . . .			\$62,059 51

## From All Other Sources—Lease Account.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
December, 1877, . . .	\$42 44		\$84 17	\$126 61
January, 1878, . . .	42 48		117 80	160 28
February, 1878, . . .	42 44		75 73	118 17
March, 1878, . . .	42 48		89 94	132 37
April, 1878, . . .	42 44		111 68	154 12
May, 1878, . . .	42 48		75 42	117 85
June, 1878, . . .	49 18		71 38	120 56
July, 1878, . . .	43 00		112 22	155 22
August, 1878, . . .	43 00		86 21	129 21
September, 1878, . . .	43 00		79 04	122 04
October, 1878, . . .	34 39		108 94	143 33
November, 1878, . . .	40 84		73 13	113 97
Total, . . . . .	\$508 02		\$1,085 66	\$1,593 68
Total passenger earnings for the year, . . . . .				\$9,119 91
Total freight earnings for the year, . . . . .				62,059 51
Total earnings from all other sources, . . . . .				1,593 68
Total earnings for the year, lease account, . . . . .				\$72,773 10

## Expenditures Charged to Cost of Road and Equipment During the Year.

Extension or alteration of road, . . . . .	\$412 71
Land or land damages, . . . . .	25 00
Total, . . . . .	\$437 71

## Earnings.

Passenger transportation, local and through, . . . . .	\$9,119 91
Freight transportation, local and through, . . . . .	62,059 51
Mail service, . . . . .	508 02
All other sources of income, . . . . .	1,085 66
Total, . . . . .	\$72,773 10
<b>Expenses of Corporation.</b>	
Contingent expenses, . . . . .	\$1,914 23
Premium on gold, . . . . .	440 54
State tax on capital stock, . . . . .	15 46
Interest on bonded debt, . . . . .	115,476 00
Total, . . . . .	\$117,846 23



General Balance Sheet, November 30, 1878.

DR.			
Railroad,		\$1,942,918	76
Depots and offices,		50,873	79
Real estate,		19,591	91
Land damages,		43,249	88
Cash,		655	69
Sundry debtors,		661	50
Funded coupons, consolidated mortgage bonds,		64,740	00
Profit and loss income account,		689,150	89
		\$2,811,837	42
CR.			
Capital stock,		\$638,040	00
First mortgage bonds,		799,600	00
Consolidated mortgage bonds,		1,125,000	00
Unfunded debt,		123,778	42
Coupons unpaid,		8,673	00
Coupons due December 1, 1878, accrued,		33,750	00
Coupons due April 1, 1879, accrued,		7,998	00
Sinking fund bonds purchased and canceled,		75,000	00
		\$2,811,837	42

Stock and Dividends.

Amount of common stock now outstanding, . . . . \$638,040 00

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

Date of lease, August 16, 1868, for a term of nineteen years.

Terms of lease: Philadelphia and Reading Railroad Company to pay all expenses of operating, and to this company, as rental, thirty 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. 1878, 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 27th day of January, A. D. 1879.

J. Y. HUMPHREY, *Notary Public.*

## PHILADELPHIA AND BALTIMORE CENTRAL.

### Officers.

NAMES.	Residence.	Salary.	
Henry Wood, . . . . .	Broad and Washington ave., Philadelphia, Pa., West Chester, Chester county, Pa., . . . . . Philadelphia, Pa., . . . . .	} * \$6,000 00 } No salary } * See above	
John J. Pinkerton, . . . . .			President, . . . . . }
Henry Wood, . . . . .			Secretary, . . . . . }
	Gen'l Superintendent,		

\* Amount paid to one officer filling both positions.

General offices at Broad and Washington avenue, Philadelphia, Pa.

#### *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.
Edwin Haines, . . . . .	Rising Sun, Cecil co., Md.
One vacancy.	

### Capital Stock.

Capital stock, authorized by law, . . . . .	\$2,000,000	00
Capital stock, amount subscribed, . . . . .	225,000	00
Capital stock, paid in by last report, . . . . .	220,606	11
Capital stock, total amount now paid in, . . . . .	220,606	11
Capital stock, number of shares issued: Common, 4,335; pre-ferred, 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.		

### Debt.

Funded Debt.		
First State of Pennsylvania mortgage bonds, (due January 1, 1879, bear interest at seven per cent.,) amount, . . . . .	\$800,000	00
First State of Pennsylvania mortgage bonds, (due October 1, 1891, bear interest at six per cent.,) amount, . . . . .	300,000	00
Second State of Pennsylvania and Maryland mortgage bonds, (due January 1, 1900, bear interest at seven 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, . . . . .	\$1,864,494	98
Average of same per mile of road laid, . . . . .	40,532	50
Proportion of same for Pennsylvania, . . . . .	Don't know.	
Total cost of entire equipment, . . . . .	259,820	74
Average cost of equipment per mile of road operated by company, . . . . .	4,558	26
Proportion of same for Pennsylvania, . . . . .	Don't know.	
Cost of road and equipment per mile, . . . . .	46,180	77
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
<b>Leased Roads.</b>		
Chester Creek railroad branch, from Lamokin junction to West Chester railroad junction: Length of road, . . . . .	7	7
Columbia and Port Deposit railroad branch, from Columbia and Port Deposit junction to Port Deposit: Length of road, . . . . .	4	
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, . . . . . 45  
 Miles of steel rail in use, . . . . . 12  
 Weight of rail per yard, { Iron, . . . . . 50, 56, 57, 60  
 { Steel, . . . . . 52½, 55, 58  
 What is the relative durability, practicability of use, and value, as used on your road? Cannot yet say.

Bridges and Trestles erected in Pennsylvania during the year.

LOCATION.	Kind.	Whether wood, stone, or iron.	Length in feet.	When completed.
Over stream near West Grove, . . . . .	Girder with } trestles, }	Iron,	90	Dec'r, 1878.

Wooden bridges, number of, 28; aggregate length, . . . . .	2,600 feet.
Iron bridges, number of, 3; aggregate length, . . . . .	490 feet.
Wooden trestles, 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 Chadd's Ford junction; Pennsylvania and Delaware railroad, at Avondale junction; Peach Bottom Narrow Gauge railroad, at Oxford, Pa.

**Stations.**

Number of stations on main road, passenger and freight, . . . . .	18
Number of stations on leased roads, passenger and freight, . . . . .	15
Number of engine-houses and shops in Pennsylvania, 2; total number entire road, . . . . .	3
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, about, . . . . .	\$25,000

How is track laid and on what foundation: On stone ballast, about forty-two miles; balance, dirt.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, . . . . .	3	
Number of locomotives of more than 20 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, . . . . .	72	675 00
} Trucks, . . . . .	35	500 00
Number of coal, ore, and stone cars, . . . . .	13	250 00

What kind of train brake is in use on your road? Smith vacuum brake on passenger equipment; hand brake on other cars.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	200
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**Doings of the Year.****Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	104,013
Number of miles run by freight trains, . . . . .	51,248
Number of miles run by coal trains, . . . . .	6,546
Number of through passengers for the year on main road, . . . . .	90,756
Number of passengers (all classes) carried in cars, . . . . .	211,115
Number of passengers carried one mile, . . . . .	3,110,559
Number of passengers carried one mile in Pennsylvania, supposed, . . . . .	2,799,503

Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	68,887
Number of tons of freight carried one mile, . . . . .	2,448,978
Number of tons of freight carried one mile in Pennsylvania, supposed, . . . . .	2,203,990
Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . .	131,308
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	16
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	8

Monthly Statement of Passengers, all classes, carried in Cars.

November, 1877, . . . . .	14,416	May, 1878, . . . . .	15,124
December, 1877, . . . . .	15,825	June, 1878, . . . . .	16,127
January, 1878, . . . . .	21,858	July, 1878, . . . . .	23,745
February, 1878, . . . . .	12,992	August, 1878, . . . . .	25,018
March, 1878, . . . . .	14,324	September, 1878, . . . . .	17,803
April, 1878, . . . . .	16,955	October, 1878, . . . . .	16,928

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

Anthracite coal, . . . . .	20,894	Agricultural products, . . . . .	30,875
Bituminous coal, . . . . .	287	Merchandise and manufactures, . . . . .	41,177
Petroleum and other oils, . . . . .	343	Live stock, . . . . .	4,028
Ores, . . . . .	9,300	Lumber, . . . . .	9,847
Iron manufactures, . . . . .	4,162	Other articles, . . . . .	5,163
Stone and lime, . . . . .	5,132		

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, . . . . .	3.2 cents.

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

For local freight, per ton per mile: 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.

For local coal, per ton per mile, . . . . . 3 cents.

Monthly Earnings for the Year.  
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
November, 1877, . . . . .			\$7,141 13
December, 1877, . . . . .			7,725 39
January, 1878, . . . . .			7,821 74
February, 1878, . . . . .			6,007 55
March, 1878, . . . . .			6,789 50
April, 1878, . . . . .			7,750 53
May, 1878, . . . . .			7,297 78
June, 1878, . . . . .			7,826 62
July, 1878, . . . . .			9,077 32
August, 1878, . . . . .			11,554 91
September, 1878, . . . . .			8,470 60
October, 1878, . . . . .			7,590 89
Total, . . . . .			\$94,533 96

## From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
November, 1877, . . . . .			\$13,018 06
December, 1877, . . . . .			12,655 02
January, 1878, . . . . .			10,945 25
February, 1878, . . . . .			9,848 58
March, 1878, . . . . .			16,177 30
April, 1878, . . . . .			14,000 00
May, 1878, . . . . .			12,950 99
June, 1878, . . . . .			11,071 44
July, 1878, . . . . .			10,409 44
August, 1878, . . . . .			14,882 74
September, 1878, . . . . .			12,959 07
October, 1878, . . . . .			14,231 97
Total, . . . . .			\$153,159 86

## From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
November, 1877, . . . . .	\$413 27	\$225 50	\$163 42	\$802 19
December, 1877, . . . . .	413 26	275 88	111 67	800 81
January, 1878, . . . . .	413 27	178 04	171 20	762 51
February, 1878, . . . . .	413 27	154 94	101 77	667 98
March, 1878, . . . . .	409 30	207 08	88 59	699 97
April, 1878, . . . . .	413 27	237 53	212 35	863 15
May, 1878, . . . . .	413 27	258 76	105 48	777 51
June, 1878, . . . . .	413 26	263 24	115 60	792 10
July, 1878, . . . . .	413 27	201 93	143 80	759 00
August, 1878, . . . . .	413 27	209 09	127 39	749 74
September, 1878, . . . . .	413 27	199 05	147 35	759 67
October, 1878, . . . . .	413 29	214 76	1,118 96	1,742 01
Total, . . . . .	\$4,955 27	\$2,623 80	\$2,597 57	\$10,176 64

Total passenger earnings for the year, . . . . .	\$94,533 96
Total freight earnings for the year, . . . . .	153,159 86
Total earnings from all other sources, . . . . .	10,176 64
Total earnings for the year, . . . . .	\$257,870 46
Total receipts from all sources on whole length of line, . . . . .	\$257,870 46
Proportion of earnings in Pennsylvania to earnings of whole line: Do not know.	

## Expenditures Charged to Cost of Road and Equipment During the Year.

Extension or alteration of road, . . . . .	\$2,700 00
Land or land damages, . . . . .	375 55
Passenger and freight houses, . . . . .	180 00
Engine-houses, car sheds, wood and coal sheds, and water tanks, . . . . .	1,082 81
New freight cars, No. 5, . . . . .	2,989 18
Any other expenditures chargeable to this account, . . . . .	4,240 65
Total, . . . . .	\$11,518 19
Proportion for Pennsylvania, . . . . .	Do not know.

**Expenditures for Operating during the Year.**

**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$48,478	74
New iron and steel rails, . . . . .	6,870	92
Repairs of bridges, . . . . .	13,854	77
Repairs of buildings and fixtures, . . . . .	8,010	08
All other expenses for maintenance of way, . . . . .	712	81
<b>Total for maintenance of way, . . . . .</b>	<b>\$72,926</b>	<b>82</b>
Cost per mile of road kept in repair, . . . . .	1,139	48
Proportion for Pennsylvania, . . . . . Do not know.		

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	\$5,304	61
Repairs of machinery, . . . . .	542	78
Repairs of passenger, baggage, and mail cars, . . . . .	4,148	16
Repairs of freight cars, . . . . .	7,129	85
All other expenses for maintenance of motive power and cars, . . . . .	8,047	57
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$25,172</b>	<b>97</b>
Cost per mile of road operated, . . . . .	\$441	63
Proportion for Pennsylvania, . . . . . Do not know.		

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department, . .	\$17,931	22
Salaries, wages, and incidentals chargeable to freight department, . .	23,719	51
Fuel, . . . . .	14,030	22
Oil and waste, . . . . .	1,876	99
Damages for loss of goods and baggage, . . . . .	19	21
Taxes and insurance, . . . . .	3,923	58
Telegraph expenses, . . . . .	2,539	10
Amount paid other corporations or individuals for use of all other cars,	973	72
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, in- cluding rent of leased lines and property, . . . . .	44,094	63
<b>Total miscellaneous, . . . . .</b>	<b>\$109,108</b>	<b>18</b>
Amount per mile of road operated, . . . . .	\$1,914	18
Proportion for Pennsylvania, . . . . . Do not know.		
Total expenditures for operating the road, . . . . .	\$171,021	34
Total charged to road and equipment, . . . . .	11,518	19
Expenses per mile of the road operated, . . . . .	3,000	37
Expenses per mile of single track operated, not including sidings, . .	3,000	37
Expenses per train mile, . . . . .	1	06
Proportion for Pennsylvania, . . . . . Do not know.		

## Earnings.

Passenger transportation, local and through, . . . . .	\$94,533	96
Freight transportation, local and through, . . . . .	153,159	86
Mail service, . . . . .	4,955	27
Express service, . . . . .	2,623	80
Rents, . . . . .	2,587	57
<b>Total, . . . . .</b>	<b>\$257,870</b>	<b>46</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$72,926	82
Maintenance of motive power and cars, . . . . .	25,172	97
Miscellaneous, . . . . .	72,921	55
<b>Total operating expenses, being 66½ per cent. of earnings, . . . . .</b>	<b>\$171,021</b>	<b>34</b>
<b>Net earnings, . . . . .</b>	<b>86,849</b>	<b>12</b>
<b>Earnings per mile of road operated, . . . . .</b>	<b>\$4,524</b>	<b>04</b>
<b>Expenses per mile of road operated, . . . . .</b>	<b>3,000</b>	<b>37</b>
<b>Net earnings per mile of road operated, . . . . .</b>	<b>1,523</b>	<b>67</b>

## General Balance Sheet, October 31, 1878.

<b>DR.</b>		
Cost of road and real estate, . . . . .	\$1,864,494	93
Cost of rolling stock, . . . . .	234,820	74
Other property and assets, . . . . .	320,027	60
Current accounts and cash, . . . . .	53,820	11
	<b>\$2,473,163</b>	<b>38</b>
<b>CR.</b>		
Common stock, . . . . .	\$220,606	11
Preferred stock, . . . . .	242,950	00
Funded debt outstanding, . . . . .	1,500,000	00
Other liabilities, . . . . .	65,973	85
Current accounts, . . . . .	6,065	48
Revenue, . . . . .	437,567	94
	<b>\$2,473,163</b>	<b>38</b>

Unpaid interest on bonds in arrears not included in this account.

## 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.? 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.

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.

## 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? \$4,959 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.

Accidents to Persons.

	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .						
Employés, . . . . .			1	2		
Others, . . . . .			1	2		
<b>Total, . . . . .</b>			<b>2</b>	<b>4</b>		

Statement of Each Accident.

November 23, 1877. Lad named Turner ; leg cut off by freight train, at Lenni ; supposed to have been crossing over track when train started.

December 5, 1877. Jerry Lahey, track hand ; knocked from top of freight car, by overhead bridge, near Kennett ; died same day.

March 23, 1878. Mrs. Knox, walking along track between West Grove and Avondale ; struck by train ; head fractured.

September 13, 1878. George W. Cameron, struck by train near Rising Sun, while crossing track in wagon, and died soon after ; did not stop before crossing.

September 21, 1878. C. P. Brown, freight conductor ; hand mashed coupling cars at Brandywine Summit.

October 23, 1878. William Walker, freight brakesman ; hand hurt coupling cars at Upland.

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

Personally appeared before me, Henry Wood, president, and for treasurer, of the Philadelphia and Baltimore Central Railroad Company, who, being duly affirmed, did 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 October 31, A. D. 1878, according to the best of his knowledge and belief.

(Signed)

HENRY WOOD,

President, and acting for Treasurer.

Affirmed and subscribed before me, this 21st day of January, A. D. 1879.

ALBERT HAVERSTICK, Notary Public.

**PHILADELPHIA AND READING.**

**Officers.**

NAMES.		Residence.	Salary.
Franklin B. Gowen,	President, . . . . .	Philadelphia,	\$12,600 00
D. J. Brown, . . . . .	Secretary, . . . . .		5,600 00
S. Bradford, . . . . .	Treasurer, . . . . .		7,200 00
George deB. Keim, . . . . .	General Solicitor, . . . . .		4,000 00
William Lorens, . . . . .	Chief Engineer, . . . . .		5,400 00
J. E. Wooten, . . . . .	General Manager, . . . . .		7,500 00
George Eltz, . . . . .	Supt. Transportation, . . . . .		2,700 00
I. A. Sweigert, . . . . .	Division Superintendent, . . . . .		2,550 00
D. C. Reinhart, . . . . .	Division Superintendent, . . . . .		2,040 00
J. H. Olhausen, . . . . .	Division Superintendent, . . . . .		2,400 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 offices at Philadelphia, Pa.

Names of Directors.	Residence.
H. Pratt McKean, . . . . .	Philadelphia
A. E. Borie, . . . . .	Philadelphia
J. B. Lippincott, . . . . .	Philadelphia
John Ashhurst, . . . . .	Philadelphia
Henry Lewis, . . . . .	Philadelphia
I. V. Williamson, . . . . .	Philadelphia

**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	34,278,175 28
{ Common, . . . 32,726,375 28	
Capital stock, number of shares issued, . . . . .	685,563
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 50

**Debt.**

<b>Funded Debt.</b>	
Mortgage bonds, bear interest at six, six, and seven per cent., . . . . .	\$55,285,500 00
Debenture bonds, bear interest at five and seven per cent., . . . . .	11,656,700 00
Scrp, bear interest at six per cent., . . . . .	5,284,447 30
Bonds and mortgages—real estate, . . . . .	1,843,745 07
<b>Total amount now of funded debt, . . . . .</b>	<b>\$74,070,392 37</b>
<b>Floating Debt.</b>	
The amount now of floating debt, . . . . .	5,284,173 10
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$79,354,565 47</b>
Funded debt as per last report, . . . . .	\$72,869,174 81
Floating debt as per last report, . . . . .	5,501,999 95
	<b>\$78,371,174 76</b>

Capital Accounts.

5 per cent. £ mortgage loan, 1836-30, coupon, . . . . .	\$182,400	00			
7 per cent. £ mortgage loan, 1836-32, coupon, . . . . .	131,400	00			
6 per cent. £ mortgage loan, 1837-30, coupon, . . . . .	987,270	00			
6 per cent. \$ mortgage loan, 1843-30, coupon, . . . . .	545,500	00			
6 per cent. \$ mortgage loan, 1844-30, coupon, . . . . .	800,000	00			
6 per cent. \$ mortgage loan, 1848-30, coupon, . . . . .	98,000	00			
6 per cent. \$ mortgage loan, 1849-30, coupon, . . . . .	67,000	00			
6 per cent. \$ mortgage conv. loan, 1857-36, coupon, . . . . .	79,000	00			
7 per cent. \$ mortgage loan, 1863-33, coupon, . . . . .	2,700,060	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, . . . . .	375,000	00			
6 per cent. gold \$, registered, . . . . .	663,000	00			
7 per cent. \$, registered, . . . . .	3,330,000	00			
7 per cent. \$, coupon, . . . . .	7,310,000	00			
			18,618,000	00	\$5,773,000 of this loan held to meet above \$5,573,500.
Improvement Mortgage Loan, 1872-37:					
6 per cent. gold \$ or £, coupon, . . . . .			9,364,000	00	
			\$23,553,500	00	\$35,000,000 of this loan held to meet above \$23,553,500.
General Mortgage Loan, 1874-1908:					
6 per cent. gold \$ or £, coupon, . . . . .			19,686,000	00	
Income Mortgage Loan, 1876-98:					
7 per cent. \$, coupon, . . . . .			2,046,000	00	
			\$53,285,500	00	
Bonds and mortgages on real estate, . . . . .					
			1,843,745	07	
			\$57,129,245	07	
Total mortgage loans, . . . . .					
6 per cent. \$ debenture loan, 1869-93, coupon, . . . . .	\$1,128,800	00			
7 per cent. \$ debenture conv. loan, 1870-90, coupon, . . . . .	28,000	00			
7 per cent. \$ debenture conv. loan, 1873-93, coupon, . . . . .	10,499,800	00			
Scrip, 1877-82:					
6 per cent. debenture and guaran., . . . . .	\$3,474,145	00			
6 per cent. deb. and guaran., fractional, . . . . .	1,731	30			
6 per cent. general mortgage, gold \$ or £, 1,711,440 (0					
6 per cent. Perlomen mortgage, guaran- teed gold \$ or £, . . . . .	97,110	00			
	5,284,447	30			
			16,941,147	30	
Loan of Schuylkill Navigation Co., maturing 1895, . . . . .					
	\$1,200,000	00			
Loan of Schuylkill Navigation Co., maturing 1913, . . . . .					
	736,850	00			
Loan of Schuylkill Navigation Co., maturing 1915, . . . . .					
	621,900	00			
	\$2,578,250	00			
Loan of East Penn'a Railroad Co., maturing 1888, . . . . .					
	493,900	00			
			3,074,150	00	
Common stock, . . . . .					
			\$32,726,375	28	\$77,144,512 37
Preferred stock, . . . . .					
			1,551,800	00	84,278,175 28
LIABILITIES.					
Floating debt, . . . . .					
Debts due by the company, including rentals, and principally for current business, . . . . .					
			\$5,284,173	10	
Wages, materials, drawbacks, and connecting roads for November business, . . . . .					
			1,220,964	08	
Coupons and interest on registered loans to December 1, 1877, inclusive, . . . . .					
			1,397,668	15	
State tax on capital stock and gross receipts, . . . . .					
			818,508	71	
Sinking fund loan, 1836-32, . . . . .					
			78,850	04	
Sinking fund Schuylkill Navigation Company improvement bonds, . . . . .					
			163,470	45	
Credit balance of insurance funds, . . . . .					
			215,790	65	
Credit balance of renewal fund, . . . . .					
			274,195	91	
			365	44	
			9,452,282	48	
			\$120,875,100	13	

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	7
Average of same per mile of road laid, . . . . .	116,823	5
Average of same per mile of single track, . . . . .	48,819	7
Proportion of same for Pennsylvania, . . . . . All in Pennsylvania.		
Total cost of entire equipment, . . . . .	9,355,442	34
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
Cost of road and equipment per mile of road owned by company, . . . . .	145,433	86
Proportion of same for Pennsylvania, . . . . . All in Pennsylvania.		

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Philadelphia to Mt. Carbon, . . . . .	98.4	All in Penna.
Length of double main track, . . . . .	98.4	
<b>Branches.</b>		
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
Schuylkill and Susquehanna branch, from Rockville to Auburn, . . . . .	Length of branch, . . . . .	53.4
	Length of single track, . . . . .	53.4
Mount Carbon branch, from Mount Carbon to Wadesville and Mt. Laffy, . . . . .	Length of branch, . . . . .	8.5
	Length of single track, . . . . .	8.5
Mahanoy and Shamokin branch, from Mahanoy City to Herndon, . . . . .	Length of branch, . . . . .	64.8
	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
<b>Leased Roads.</b>		
Chester Valley branch, from Bridgeport to Downingtown, . . . . .	Length of road, . . . . .	21.05
	Length of single track, . . . . .	21.05
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, . . . . .	36.0
	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 Schuylkill branch, from Port Clinton to Tamaqua, . . . . .	Length of road, . . . . .	28.1
	Length of single track, . . . . .	28.1
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, . . . . .	21.8

Mount Carbon and Port Carbon branch, from Mount 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, . . .	11.0	
	Length of single track, . . .	5.7	
	Length of double track, . . .	5.8	
East Mahanoy branch, from East 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 Franklin, . . . . .	Length of road, . . .	41.2	
	Length of single track, . . .	41.2	
Aggregate length of main line and branches, . . . . .		827.	
Aggregate length of leased roads, . . . . .		416.	
Aggregate length of sidings and other track not above enumerated, . . . . .		508.8	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .		1,251.8	
Length of track laid : Main line, branches owned and leased, . . .		1,488.7	

Gauge.

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

Track.

Miles of iron rail in use, *i. e.*, miles of track, . . . . . 1,385.2  
 Miles of steel rail in use, *i. e.*, miles of track, . . . . . 103.5  
 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 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.

LOCATION.	Kind.	Whether wood, stone, or iron.	Length in feet.	When completed.
Reading, . . . . .	Truss, . . . . .	{ Iron bridge, replacing a wooden one, . . . . }	647	November. 1878.

Number of bridges and trestles on whole line, . . . . .	257
Wooden bridges, number of, 133; aggregate length, . . .	8,697 feet.
Stone bridges, number of, 76; aggregate length, . . . . .	7,459 feet.
Iron bridges, number of, 46; aggregate length, . . . . .	3,221 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 Foglesville railroad, at Alburtis, (over-head;) Connecting railroad, at Philadelphia and Philadelphia Park, (over-head; Lehigh Valley railroad, at Quakake, (over-head;) Norristown railroad, at Falls, Philadelphia, (over-head;) Germantown railroad, at Nicetown, Philadelphia, (over-head.)

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, . . . . .	50
Number of crossings at which gates or flagmen are maintained, . . . . .	128

What regulations govern your employes in regard to these crossings? The special regulations of the company with reference to crossing, watchmen.

**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, . . . . .	127
Number of engine-houses and shops in Pennsylvania: 37 engine-houses, 10 shops.	
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.	Average cost of each.	
Number of locomotives of more than 30 tons weight, . . .	225	\$10,000	00
Number of locomotives of more than 20 tons weight, . . .	150	9,250	00
Number of locomotives of more than 10 tons weight, . . .	39	7,000	00
Number of locomotives of less than 10 tons weight, . . .	2	6,800	00
* Number of first class passenger cars, . . . . .	244	4,000	00
* Number of second class passenger cars, . . . . .	92	2,600	00
* Number of baggage, mail, and express cars, . . . . .	59	1,650	00
	House cars, . . . . .	1,316	500 00
	Truck cars, . . . . .	2,290	419 00
* Number of freight cars, {	Coal cars, . . . . .	14,753	450 00
	Ore cars, . . . . .	21	440 00
	Stone cars, . . . . .	883	440 00
* Number of caboose cars, . . . . .	124	528	00

\* The average cost of cars as stated is that of eight wheeled cars of the several classes.

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, four wheeled cars, . . . . .	85
Average number of cars in coal trains, four wheeled cars, . . . . .	130
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	169 tons.
Average weight of coal trains, including locomotive and tender, in working order, . . . . .	1,060 tons.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	503 tons.

Employees.

Average number of persons regularly employed by company, including officials, not including canals, . . . . .	9,117
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Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains, . . . . .	1,745,547
Number of miles run by freight trains, . . . . .	2,068,011
Number of miles run by coal trains, . . . . .	4,279,291
Number of passengers averaged as through for the year on main road, . . . . .	807,642
Number of passengers (all classes) carried in cars, . . . . .	6,376,413
Number of passengers carried one mile, . . . . .	75,110,715
Number of passengers carried one mile in Pennsylvania: All in Pennsylvania.	
Number of tons, of 2,000 lbs., of merchandise and coal averaged as through for the year on main road, . . . . .	7,156,929
Number of tons of merchandise and coal carried one mile on main line and branches, . . . . .	665,594,368

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 material for use of road and weight of passengers, . . . . .	10,383,317
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 trains, including stops, (miles per hour:) Freight, 14; coal, 9.	

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

December, 1877, . . . . .	522,026	July, 1878, . . . . .	586,077
January, 1878, . . . . .	541,600	August, 1878, . . . . .	555,914
February, 1878, . . . . .	399,057	September, 1878, . . . . .	623,674
March, 1878, . . . . .	480,114	October, 1878, . . . . .	571,250
April, 1878, . . . . .	512,139	November, 1878, . . . . .	471,192
May, 1878, . . . . .	523,395		
June, 1878, . . . . .	589,975	Total, . . . . .	6,376,413

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

Anthracite coal, . . . . .	6,419,021	Merchandise and manufactures, . . . . .	161,984
Bituminous coal, . . . . .	199,215	Live stock, . . . . .	24,187
Petroleum and other oils, . . . . .	153,729	Lumber, . . . . .	203,669
Pig iron, . . . . .	237,356	Other articles, and express goods, company's merchandise, material, passengers, baggage, &c., . . . . .	1,266,486
Railroad iron, . . . . .	73,960		
Other iron or castings, . . . . .	205,968	Total, . . . . .	10,383,317
Iron and other ores, . . . . .	411,533		
Stone and lime, . . . . .	336,687		
Agricultural products, . . . . .	689,572		

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

Passengers, proximate average per mile, . . . . .  $2\frac{93}{100}$  cents.

The Rate per Ton per Mile charged for Merchandise and Coal.

For freight and tolls on merchandise, (2,000 lbs.,) per ton per mile, proximate average, . . . . .  $1\frac{78}{100}$  cents.

For freight and tolls on coal, (2,240 lbs..) per ton per mile, proximate average, . . . . .  $1\frac{67}{100}$  cents.



Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.	
December, 1877,			\$132,868	17
January, 1878,			118,198	35
February, 1878,			98,576	26
March, 1878,			120,161	06
April, 1878,			127,515	66
May, 1878,			130,581	89
June, 1878,			183,325	29
July, 1878,			187,677	00
August, 1878,			189,427	36
September, 1878,			140,896	49
October, 1878,			184,518	63
November, 1878,			118,198	34
<b>Total,</b>			<b>\$1,526,423</b>	<b>40</b>

From Transportation of Merchandise and Coal.

MONTHS.	Merchandise.	Coal.	Total.	
December, 1877,	\$259,740 53	\$804,674 05		
January, 1878,	243,286 09	240,474 66		
February, 1878,	191,566 91	183,625 44		
March, 1878,	257,601 85	271,325 01		
April, 1878,	231,365 15	535,195 63		
May, 1878,	300,315 31	660,730 46		
June, 1878,	239,191 30	884,928 22		
July, 1878,	186,671 98	569,284 71		
August, 1878,	207,713 46	860,206 90		
September, 1878,	180,136 20	348,998 33		
October, 1878,	201,288 07	860,243 81		
November, 1878,	241,891 19	992,269 36		
<b>Total,</b>	<b>\$2,690,765 54</b>	<b>\$7,206,951 58</b>	<b>\$9,897,717</b>	<b>12</b>

From all other Sources.

MONTHS.	Mails.	Steam collieries and coal barges.	Miscellaneous.	Total.	
December, 1877,	\$3,510 56	\$81,425 28	\$5,641 13		
January, 1878,	3,510 58	62,218 88	5,289 13		
February, 1878,	3,510 56	42,600 85	4,969 22		
March, 1878,	3,510 57	34,256 06	6,393 22		
April, 1878,	3,510 56	30,664 86	6,177 90		
May, 1878,	3,510 59	59,520 35	6,378 90		
June, 1878,	3,665 90	51,042 45	6,762 64		
July, 1878,	3,532 77	48,899 39	6,997 68		
August, 1878,	3,532 74	66,134 29	6,662 12		
September, 1878,	3,532 75	49,308 88	6,054 45		
October, 1878,	2,966 54	53,858 50	6,358 02		
November, 1878,	3,370 87	106,281 22	6,093 08		
<b>Total,</b>	<b>\$41,664 79</b>	<b>\$686,190 81</b>	<b>\$78,787 49</b>	<b>\$801,643</b>	<b>09</b>
Other sources,				25,891	54
<b>Total,</b>				<b>\$827,534</b>	<b>63</b>

Total passenger earnings for the year, . . . . .	\$1,526,423	40
Total merchandise and coal earnings for the year, . . . . .	9,897,717	12
Total receipts from all other sources, . . . . .	827,584	68
Total receipts for the year, . . . . .	\$12,251,675	15
Proportion of earnings in Pennsylvania to earnings of whole line: All in Pennsylvania, except receipts of steam collieries and coal barges, which are partly out of the State.		

### Expenditures for Operating During the Year.

#### Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$646,444	41
Railroad iron, . . . . . \$174,187 18		
Less cr. balance of renewal of year 1877-78, . . . . . 757 83		
	173,429	85
Repairs of bridges, . . . . .	70,031	28
Repairs of buildings and fixtures, . . . . .	90,286	40
All other expenses for maintenance of way, . . . . .	171,514	16
Total for maintenance of way, . . . . .	\$1,151,706	10
Cost per mile of road kept in repair, . . . . .	1,550	08
Proportion for Pennsylvania, . . . . . All in Pennsylvania.		

#### Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$387,131	45
Repairs of plane machinery, . . . . .	27,621	67
Repairs of passenger, baggage, and mail cars, . . . . .	67,629	78
Repairs of merchandise and coal cars, . . . . .	616,689	31
Total for maintenance of motive power and cars, . . . . .	\$1,129,072	21
Cost per mile of road operated, . . . . .	\$1,519	61
Proportion for Pennsylvania, . . . . . All in Pennsylvania.		

#### Miscellaneous.

Salaries of officers, agents, &c., on the road, wages of engineers, firemen, conductors, and other train hands, . . . . .	\$1,678,119	50
Wages of switchmen, signal-men, gate-keepers, watchmen, and depot hands, . . . . .	287,019	64
Fuel—number of cords of wood, 3,874; cost and preparing for use, . . . . .	18,334	93
Fuel—number of tons of coal, 294,208; cost and preparing for use, . . . . .	615,026	20
Oil and waste, . . . . .	100,094	03
Telegraph, water rents, &c., . . . . .	101,616	11
Hauling and assorting cars in coal region, and at Port Richmond, and shipping expenses, . . . . .	352,419	46
Damages for loss of goods and baggage, . . . . .	5,556	25
Labor at depots, stationery engines, fuel, materials, &c., . . . . .	45,855	24
Taxes, . . . . .	261,080	20
Insurance, profit and loss, damages, premium on gold, &c., . . . . .	52,590	68
Rents of laterals, &c., . . . . .	1,209,651	19
Steam collieries and coal barges, . . . . .	466,917	14
Real estate, new tracks, &c, charged to expenses, . . . . .	19,902	04
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	201,221	87
Total miscellaneous, . . . . .	\$5,505,504	48

Amount per mile of road operated, not including steam colliers and coal barges, . . . . .	\$6,781	41
Total expenditures for operating the road, steam colliers and coal barges, . . . . .	7,786,282	79
Expenses per mile of the road operated, not including steam colliers and coal barges, . . . . .	9,851	10
Expenses per train mile, not including steam colliers and coal barges, . . . . .		90.44
Proportion for Pennsylvania: All in Pennsylvania except steam colliers and coal barges, which are partly out of the State.		

**Earnings.**

Passenger transportation, . . . . .		\$1,526,423	40
Merchandise transportation, . . . . .	\$2,690,765 54		
Coal transportation, . . . . .	7,206,951 58		
<b>Total,</b> . . . . .		9,897,717	12
Mail service, . . . . .		41,664	79
Steam colliers and coal barges, . . . . .		686,190	81
All other sources of income, . . . . .		99,679	03
<b>Total,</b> . . . . .		\$12,251,675	15
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . .	\$1,151,706 10		
Maintenance of motive power and cars, . . . . .	1,129,072 21		
Miscellaneous, . . . . .	5,505,504 48		
<b>Total operating expenses, including steam colliers and coal barges, being 63.4 per cent. of earnings,</b> . . . . .		\$7,786,282	79
<b>Net earnings, not including loss on canals,</b> . . . . .		4,465,392	36
Receipts per mile of road operated, not including steam colliers and coal barges, . . . . .		\$15,565	92
Expenses per mile of road operated, not including steam colliers and coal barges, . . . . .		9,851	10
<b>Net earnings, not including loss on canals,</b> . . . . .		4,465,392	36

## General Balance Sheet, November 30, 1878.

## Capital Accounts.

DR.					
Railroad, . . . . .			\$28,318,377	53	
Depots, . . . . .			4,194,711	39	
Locomotive engines and cars, . . . . .			9,356,442	24	
Real estate, . . . . .			7,688,344	25	
Philadelphia, Reading and Pottsville Tel. Co. stock, . . . . .			20,730	00	
East Pennsylvania Railroad Company stock, . . . . .			949,355	12	
Reading and Columbia Railroad Company stock, . . . . .			223,480	00	
Allentown Railroad Company stock, . . . . .			320,552	99	
East Mahanoy Railroad Company stock, . . . . .			247,296	61	
Mine Hill and Schuylkill Haven Railroad Co. stock, . . . . .			178,237	75	
Philadelphia and Reading Coal and Iron Co. stock, . . . . .			8,000,000	00	
Philadelphia and Reading Coal and Iron Company, . . . . .					
bond and mortgage, July 1, 1874, . . . . .	\$29,737,965	53			
Philadelphia and Reading Coal and Iron Company, . . . . .					
bond and mortgage, December 28, 1876, . . . . .	10,000,000	00			
			39,737,965	53	
Steam colliers, . . . . .			2,671,269	39	
Susquehanna canal coal barges, . . . . .			26,572	80	
Schuylkill canal coal barges, . . . . .			437,840	70	
Schuylkill Navigation works and franchises, . . . . .			1,000,000	00	
			\$101,378,568	31	
Less:					
Steam collier, "Leopard," wrecked, . . . . .	\$104,979	36			
Screw schooner, No. 35, dismantled, . . . . .	6,044	79			
			110,024	15	
					\$101,268,544 M
ASSETS.					
Cash on hand, . . . . .	\$189,689	27			
Bills receivable, . . . . .	8,061	64			
Freight and toll bills receivable in December, 1878, . . . . .	772,547	75			
			\$968,296	66	
Stocks and bonds held by the company, . . . . .			6,907,811	06	
Materials on hand, . . . . .			654,907	97	
Debts due to the company:					
Sundry branch roads, . . . . .	\$582,518	31			
Philadelphia and Reading Coal and Iron Company, . . . . .	3,047,878	46			
Sundry accounts, . . . . .	1,696,918	02			
			5,327,314	79	
					12,962,322 \$
Funded coupons not yet matured:					
Philadelphia and Reading Railroad Co. coupons, . . . . .	\$2,622,522	60			
Schuylkill Navigation Company coupons, . . . . .	177,600	00			
Susquehanna Canal Company coupons, . . . . .	509,670	00			
					4,309,792 \$
Discount, commission, and expense of general mortgage loan, 1874-1908, issue of \$10,000,000 in January, 1876, . . . . .					300,000 \$
INCOME ACCOUNTS.					
Less, per report November 30, 1877, . . . . .	\$1,519,169	18			
Less credit balance November 30, 1877, of sinking fund bonds, purchased and canceled, credited to this account, per resolution of stockholders, January 14, 1878, . . . . .	1,309,785	53			
			\$209,388	65	
Add loss year 1878, . . . . .			823,047	34	
					1,041,436 \$
					\$120,873,180 \$

Capital Accounts.

CR.					
5 per cent. £ mortgage loan, 1836-80, coupon, . . . . .	\$182,400	00			
7 per cent. £ mortgage loan, 1836-82, coupon, . . . . .	194,400	00			
6 per cent. £ mortgage loan, 1843-80, coupon, . . . . .	967,200	00			
6 per cent. \$ mortgage loan, 1843-80, coupon, . . . . .	545,500	00			
6 per cent. \$ mortgage loan, 1844-80, coupon, . . . . .	800,000	00			
6 per cent. \$ mortgage loan, 1848-80, coupon, . . . . .	98,000	00			
6 per cent. \$ mortgage loan, 1849-80, coupon, . . . . .	67,000	00			
6 per cent. \$ mortgage conv. loan, 1857-86, coupon, . . . . .	78,000	00			
7 per cent. \$ mortgage loan, 1866-83, coupon, . . . . .	2,700,000	00			
			\$5,573,500	00	
<b>Consolidated mortgage loan, 1871-1911:</b>					
6 per cent. gold \$ or £, coupon, . . . . .	\$6,989,000	00			
6 per cent. gold \$, coupon, . . . . .	805,000	00			
6 per cent. gold \$, registered, . . . . .	683,000	00			
7 per cent. \$, registered, . . . . .	3,389,000	00			
7 per cent. \$, coupon, . . . . .	7,310,000	00			
			18,616,000	00	{ \$5,773,000 of this loan held to meet above \$5,573,500.
<b>Improvement mortgage loan, 1873-97:</b>					
6 per cent. gold \$ or £, coupon, . . . . .				9,384,000	00
			\$33,553,500	00	{ \$35,000,000 of this loan held to meet above \$33,553,500
<b>General mortgage loan, 1874-1906:</b>					
6 per cent. gold \$ or £, coupon, . . . . .				19,686,000	00
<b>Income mortgage loan, 1876-96:</b>					
7 per cent. \$, coupon, . . . . .				2,046,000	00
			\$55,285,500	00	
<b>Bonds and mortgages on real estate,</b>					
				1,843,745	07
<b>Total mortgage loans,</b>					
6 per cent. \$ debenture loan, 1866-83, coupon, . . . . .	\$1,125,800	00			
7 per cent. \$ debenture conv. loan, 1870-80, coupon, . . . . .	25,000	00			
7 per cent. \$ debenture conv. loan, 1873-83, coupon, . . . . .	10,499,900	00			
Scrips, 1877-82:					
6 per cent. debenture and guarantee, . . . . .	\$3,474,145	00			
6 per cent. debenture and guar. frac., . . . . .	1,752	30			
6 per cent. general mortg., gold \$ or £, . . . . .	1,711,440	00			
6 per cent. Perkiomen mortgage guaran- tee gold \$ or £, . . . . .	97,110	00			
	5,284,447	30			
			16,941,147	20	
Loan of Schuylkill Nav. Company, maturing 1885, . . . . .	\$1,200,000	00			
Loan of Schuylkill Nav. Company, maturing 1913, . . . . .	756,850	00			
Loan of Schuylkill Nav. Company, maturing 1915, . . . . .	621,610	00			
	\$2,578,250	00			
Loan of East Penn'a Railroad Co., maturing 1888, . . . . .	486,900	00			
			3,074,180	00	
Common stock, . . . . .					\$77,144,542
Preferred stock, . . . . .					37
			\$32,726,375	28	
			1,561,600	00	
					34,278,175
					28
<b>LIABILITIES.</b>					
Floating debt, . . . . .			\$5,284,173	10	
Debit due by the company, including rentals, and principally for current business, . . . . .			1,220,964	08	
Wages, materials, drawbacks, and connecting roads for November business, . . . . .			1,397,666	15	
Coupons and interest on registered loans to December 1, 1878, inclusive, . . . . .			818,508	71	
State tax on capital stock and gross receipts, . . . . .			74,650	04	
Sinking fund loan, 1838-82, . . . . .			166,070	45	
Sinking fund, Schuylkill Navigation Company im- provement bonds, . . . . .			215,790	85	
Credit balance of insurance funds, . . . . .			272,155	91	
Credit balance of renewal fund, . . . . .			385	44	
					9,452,362
					48
			\$120,875,100	18	

**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 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 Philadelphia and Reading railroad or branches, other than lines of cars belonging to different railroad companies interchanging business with us.

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 pro rata 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.

**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? \$41,664 79. 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

**Accidents to Persons.**

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	7	26	4	5	4	5
Employés, . . . . .			8	19	15	45
Others, . . . . .	3	3	51	35	54	38
Total, . . . . .	10	29	63	59	73	88

## Statement of Each Accident.

December 6, 1877. Christian Dohner; leg injured; run over by car, at Harrisburg.

December 7. John Price; leg cut off; run over while gathering coal, at Bridgeport.

December 11. Unknown man; fatal; body found on track, near Birdsboro'.

December 12. Unknown man; fatal; struck by train while walking on track, near Merion.

December 12. Charles J. Nattress; leg injured; caught by brake lever, at Tamaqua.

December 19. George Cills; skull fractured; fell from engine, at Auburn.

December 21. Otto Rietz; fatal; run over while lying on track, at Lyons.

December 21. James B. Warrell; fatal; struck by train while crossing track, at Philadelphia.

December 22. Richard Nash; foot injured by damper of engine falling on it, at Conshohocken.

December 26. Charles T. Batzel; fatal; leg crushed between cars while coupling them, at Harrisburg.

January 2, 1878. Martin A. Bricker; leg crushed; falling off train, at Sheridan.

January 8. John Heller; head and leg injured; struck by train while standing alongside track at Reading.

January 10. John Baker; fatal; struck by engine while walking on track, at Alburdis.

January 11. Henry Tangert; leg broken; caught between cars, at Reading.

January 18. George Burnside, (boy; ) fatal; struck by train while walking on track, at Pencoyd.

January 22. Mary Wills; arm broken; fell from bridge, at Mill Creek.

January 24. William L. Antrim; leg broken; falling through bridge, at Philadelphia.

January 25. Harry Stupp; head cut; jumping off train, near Robersonia.

January 26. Reuben Triesback; face and leg injured by jumping off train, at Perkiomen Junction.

January 26. John Montgomery; internal injuries; caught between shed and coal car, at Philadelphia.

January 26. William Himmelreich; fatal; attempting to cross track, at Blandon.

January 29. John Stahler; legs injured; run over by coal car at Tamaqua.

January 30. William Lodge; arm broken; struck by engine rope, at Allentown.

February 1. Amos Kissinger; fatal; run over by passenger train, while standing on track, at Reading.

February 8. Francis Smith; leg and arm broken; struck by train while standing on track, at Reading.

February 9. Charles Cunius, (boy;) fatal; run over while gathering coal, at Reading

February 11. John Deehan; hand injured; caught between bumpers of cars, at Philadelphia.

February 13. John Stahlnecker; foot injured; run over by car, at Perkiomen Junction.

February 15. Benjamin Johnson; fatal; circumstances of accident unknown; body found on track, near Green Lane.

February 25. Godfrey Saylor; head injured; striking over-head bridge, near Collegeville.

February 28. Nathan Baker; fatal; falling from freight train, near Dillinger.

March 3. Frederick Dietz, (boy;) fatal; run over while walking on track, near Minersville.

March 4. John Yetter; body bruised; fell from coal train, at Nicetown.

March 4. George Derr; rib broken; struck by engine while walking alongside of track, near Tremont.

March 4. A. C. Huckey; scalp wounds; fell from train, near Reynolds.

March 6. Andrew Picker; fatal; struck by train while walking on track, at Conshohocken.

March 6. Sarah A. Weidman; fatal; caught between coal cars, near Schuylkill Haven.

March 7. Henry Martin; arm bruised; caught between cars, at Reading.

March 9. James Gordon; leg broken; struck by train while walking on track, at Bridgeport.

March 12. James A. Cumiskey and John Hammas, killed, and James Cumiskey injured, by collision of coal trains, at Merion.

March 15. William Hill, (boy;) arm dislocated; struck by train while gathering coal, at Nicetown.

March 18. D. Martz; leg broken; repair truck struck by train, near Rausch's.

March 19. Andrew Dunn; fatal; struck by train while walking on track, near Valley Forge.

March 30. James H. Norton; foot injured; jumping off train, at Reading.

April 1. Frank Shott, boy; leg crushed; attempting to get on train, at Lebanon.

April 2. James Stover; hand injured; caught in gearing of locomotive, at Port Richmond.



**April 4.** Monroe Smith; foot crushed; caught between car bumpers, at Gordon.

**April 6.** James M. Coyle; fatal; striking over-head bridge, at Port Richmond.

**April 15.** James D. Mansfield, (boy;) fatal; struck by train while crossing track, at Philadelphia.

**April 16.** Joseph Vogel; arm and leg injured; run over while coupling cars, at Reading.

**April 18.** Oscar F. Deppen; head injured; striking over-head bridge, near Belmont.

**April 18.** Lewis N. Cogley; fatal; run over while walking on track, at Philadelphia.

**April 22.** James Kennedy, (boy;) foot bruised; jumping off coal train, near West Spring Mill.

**April 23.** August Oestriker, scalp wounds, and August Peters, spine injured; struck by train, while driving across track, at Philadelphia.

**April 27.** John Martin; fatal; jumped from passenger train, and was struck by a passing engine, at Philadelphia.

**May 2.** Daniel Crossley; fatal; run over by coal train, at Cresona.

**May 2.** Frederick Fox; leg broken; caught between cars, at Philadelphia.

**May 2.** Henry Schull; fatal; struck by train while crossing track, at Philadelphia.

**May 3.** Henry Lavenberg, (boy;) fatal; run over while walking on track, at William Penn.

**May 4.** James Durkin, and Patrick Steele; fatal; striking over-head bridge, near Limerick.

**May 6.** Charles Kinsey, junior; scalp wound; struck by engine, at Auburn.

**May 7.** Hugh Carlin, (boy;) fatal; attempting to get on coal train, near West Manayunk.

**May 7.** Thomas Carrell; shoulder blade broken; jumping off train, at Germantown.

**May 8.** William Gibbons; leg and body injured; caught between cars, at Reading.

**May 8.** Frank Miller, (boy;) fatal; attempting to get on coal train, at Locust Gap.

**May 9.** Unknown boy; fatal; jumping off coal train, at West Conshohocken.

**May 11.** Charles Myers; hand bruised; caught between bumpers, at Williamsport.

**May 13.** James O'Brien; fatal; attempting to get on freight train, at Schuylkill Haven.

**May 14.** James Bannon; fatal; struck by engine while walking alongside track, at Manayunk.

May 15. James Mooney, (boy;) injured about hips; struck by car, at Philadelphia.

May 16. Michael Leahman; hand injured; caught between bumpers, at Auburn.

May 18. Charles Erb; fatal; supposed to have fallen from freight train, near Reading.

May 19. Daniel Mackell, (boy;) fatal; attempting to get on coal train, at Port Richmond.

June 2. Mary L. Carr; foot crushed; struck by train while crossing track, at Philadelphia.

June 3. Bernard McIlhenny; fatal; struck by train while walking on track, near Chester.

June 4. Henry Reifsnyder; ribs broken; struck by train while crossing track, near Colebrookdale.

June 7. William J. Brown, (boy;) fatal; attempting to get on coal train, near West Falls.

June 7. James P. Walsh; fatal; struck by train while crossing track, at Nicetown.

June 8. Emanuel Raber; hand injured; caught between car bumpers, at Schuylkill Haven.

June 8. Bernard Dorian; hand injured; run over by coal car, at Port Richmond.

June 10. Isaac Goundie; fatal; falling off train, at Reading.

June 11. John B. Tonnelier; fatal; caught between cars, at Pottstown.

June 13. Henry Mull, (boy;) leg crushed; attempting to get off coal train, near Reading.

June 14. David R. Reed; foot crushed; run over by coal car, at Philadelphia.

June 14. George Folmer; leg injured; struck by train while driving across track, near Mahanoy Plane.

June 15. John Rutter, (boy;) arm broken; fell from limb of tree, owing to engine striking it, at Wissahickon.

June 22. Frederick Krell; fatal; attempting to get on coal train, at Mahanoy City.

June 28. Henry Bohlen, (boy;) leg broken; attempting to get off freight train, at Emaus.

July 11. Sumner F. Burnham; knee cap broken; jumping off train, at Philadelphia.

July 12. J. W. Musson, J. H. Weeks, and W. B. Hoyt, were more or less bruised by collision between express engine and miners' accommodation train, near Good Spring.

July 14. Michael Gleason; leg broken; falling from train, at Beck's.

July 1. Thomas McLaughlin, (boy;) arms badly injured; falling from freight train, near Belmont.

July 18. George W. Hoover, (boy;) hand and leg crushed; attempting to get on coal train, at Philadelphia.

**July 18.** Charles Moran, (boy;) leg crushed; attempting to get on coal train, near Minersville.

**July 19.** Alfred S. Wilson; skull fractured; struck by connecting rod of engine, at St. Clair.

**July 22.** William Mellhenney, (boy;) fatal; caught between cars, at Port Richmond.

**July 22.** Adam Freisch; leg broken; struck by train while crossing track, near Heilman Dale.

**August 6.** Charles Whitmoyer, (boy;) foot injured attempting to get off coal train, near Phoenixville.

**August 7.** Julia O'Brian; fatal; struck by engine while crossing track, near Llewellyn.

**August 12.** Bartlett T. Rarer; jaw broken; struck by train while driving across track, at Gargas.

**August 12.** Barbara Britt; leg crushed; run over by coal train, at Thomastown.

**August 13.** Patrick Lynch, (boy;) fatal; run over while walking on track, at Big Mine Run.

**August 14.** Lewis F. Nagle; fatal; run over by coal train while walking on track, at Belmont.

**August 15.** Martin O'Connell; fatal; attempting to get on train, near Pencoyd.

**August 17.** Wellman Palmer; ribs broken; caught between cars, at South Chester.

**August 20.** Michael Kohr, (boy;) fatal; struck by engine while walking on track, at Yellow Spring.

**August 21.** Jeremish Brey; legs injured; caught between cars, at Philadelphia.

**August 21.** Simon S. Laverty; fatal; struck by train while standing on track, near Spring Mill.

**August 21.** H. B. Kintzel; body bruised; falling from engine, near Ringgold.

**August 22.** Thomas Kevil; hand crushed; caught between bumpers, at Bridgeport.

**August 23.** Patrick McGarrey; fatal; falling from train, at Philadelphia.

**August 24.** C. Snyder; part of foot cut off; struck by car while walking on track, at Port Richmond.

**August 29.** William Onimous; arm bruised; caught between bumpers, at Philadelphia.

**August 31.** Frank Mulligan, and Peter Schoppe, (boys;) fatal; collision of coal trains, near Alaska.

**September 3.** Daniel T. Reardon; fatal; struck by train while walking on track, near Wissahickon.

**September 9.** Charles B. Schobert, (boy;) arm broken; jumping off train, near New York junction.

September 10. John Bussiager; foot cut off; run over while gathering coal, near Nicetown.

September 11. Charles Hatt, killed; and Charles Fertchinger, leg broken; struck by train while walking on track, at Reading.

September 12. Alice Troutman; arm crushed; attempting to cross track, at Sheridan.

September 14. Edward Costello, (boy;) fatal; run over while walking on track, at Rappahannock.

September 15. William Bradley; fatal; circumstances of accident unknown; body found lying on track, at Perkiomen junction.

September 19. Henry Kulp, (boy;) fatal; attempting to get on coal train, at Pottstown.

September 19. William T. Fitzmaurice; fatal; run over while lying on track, near Springfield.

September 23. Mrs. J. H. Acornley; hand injured; passenger train thrown from track, by a misplaced switch, at Auburn.

September 30. John Lyons; foot injured; attempting to get on train, at Philadelphia.

October 1. Charles Meally; fatal; falling from train, near Pencoyd.

October 1. Unknown man; fatal; attempting to get on coal train, near Pottstown.

October 3. John Jamison; foot crushed; caught between car bumpers, at Abington.

October 5. John Urbach; leg bruised; caught between car bumpers, at Port Richmond.

October 5. Benjamin F. Swope; fatal; run over while standing on track, at Tamaqua.

October 8. James Sill; fatal; struck by coal car, on yard siding, at Philadelphia.

October 9. James McGuire; arm broken; caught between bumpers, at Phoenixville.

October 12. John McGovern; leg crushed; attempting to get on coal train, near Tuckerton.

October 18. David Grill; leg broken; caught between cars, at West Falls.

October 23. Moritz Oehme; fatal; smoke stack blown down by storm, at Port Richmond.

October 23. Jacob Martin; arm broken and hip injured; building blown down by storm, at Port Richmond.

October 23. John Alting; fatal; building blown down by storm, at Port Richmond.

October 23. William A. Klock; fatal; tree blown down by storm, at Fisher's Lane.

October 24. David Rehr; foot crushed; attempting to get on coal train, at Port Clinton.

October 28. August Fry; fatal; run over while gathering coal, on track, at Port Richmond.

October 29. Charles Seiger; arm crushed; caught between car bumpers, at Allentown.

November 1. Patrick Blunt; fatal; run over while standing on track, at Port Richmond.

November 2. S. C. Yocum; ribs broken; falling from coal car, at Mingo.

November 4. John Carberry; fatal; struck by train while walking on track, at Oakland.

November 7. O. Seicher; arm crushed; caught between car bumpers, at Allentown.

November 14. Anthony L. Bolz; fatal; attempting to cross over a freight train, at Philadelphia.

November 14. Nicholas Ehrgood; fatal; attempting to get on freight train, at Reading.

November 16. W. F. Brocius, engineer; Jacob Trout, conductor; and George Hagenbuch, William Wenrich, and Calvin Lutz, (boys,) who were standing near by, were killed by explosion of boiler of express engine "Gem," at Mahanoy city.

November 22. Morgan M. Moyer; arm bruised; caught between car bumpers, at Tremont.

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. 1879, according to the best of his knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

S. BRADFORD, *Treasurer.*

Sworn or affirmed and subscribed before me, this 30th day of January, A. D. 1879.

J. Y. HUMPHREY, *Notary Public.*

**PHILADELPHIA, GERMANTOWN AND NORRISTOWN.****Officers.**

* NAMES.		Residence.	Salary.
Coffin Colket, . . . . .	President, . . . . .	Philadelphia, Pa., . .	\$1,000 00
Alex. E. Dougherty, . . . . .	Secretary and Treasurer, . . . . .	Philadelphia, Pa., . .	3,000 00
William W. Stephens, . . . . .	Assistant Treasurer, . . . . .	Philadelphia, Pa., . .	1,800 00

General office at No. 12 Philadelphia Exchange, Philadelphia, Pa.

*Names of Managers.**Residences.*

Coffin Colket, . . . . .	Philadelphia, Pa.
William Musser, . . . . .	Philadelphia, Pa.
William H. Slingluff, . . . . .	Norristown, Pa.
I. V. Williamson, . . . . .	Philadelphia, Pa.
Winfield S. Wilson, . . . . .	Tredyffrin, Chester county, Pa.
Daniel Longaker, . . . . .	Norristown, Pa.
Richard Dale, . . . . .	Philadelphia, Pa.
Henry M. Phillips, . . . . .	Philadelphia, Pa.
John F. Gilpin, . . . . .	Philadelphia, Pa.
John A. Brown, junior, . . . . .	Philadelphia, Pa.
Edwin N. Benson, . . . . .	Philadelphia, Pa.
Lewis Elkin, . . . . .	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, . . . . .	99	00

**Cost.**

Total cost of entire road to date, . . . . .	\$1,139,078	84
Average of same per mile of road laid, . . . . .	56,953	94
*Total cost of entire equipment, . . . . .	337,988	09
Average cost of equipment per mile of road operated by company, (leased in 1870, see note page 5,) . . . . .	18,399	40
Cost of road and equipment per mile, . . . . .	75,553	34

\*The cost of station-houses and lots, machine shop and engine house and lots, is included in the cost or value of real estate, exclusive of roadway, at page 9, and as charged in balance sheet at page 16. There is no separate account for machinery and tools, their cost appears to be included in cost of machine shop, &c.

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Philadelphia to Norristown, . . . . .	17	All.
Length of sidings, . . . . .	5	All.
Length of double main track, . . . . .	17	All.
<b>Branches.</b>		
Germantown branch, from junction to } Germantown, . . . . . }	Length of branch, . . . . . Length of double track, . . . . .	3 3 All. All.
Plymouth branch, from Conshohocken } to Oreland, . . . . . }	Length of branch, . . . . . Length of single track, . . . . . Length of sidings, . . . . .	9 <sup>38</sup> / <sub>100</sub> 9 <sup>38</sup> / <sub>100</sub> 2 <sup>77</sup> / <sub>100</sub> All. All.
Aggregate length of main line and branches, . . . . .	29 <sup>75</sup> / <sub>100</sub>	
Aggregate length of sidings and other track not above enumerated, . . . . .	7 <sup>37</sup> / <sub>100</sub>	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	26 <sup>42</sup> / <sub>100</sub>	

The railroad of this company, with the Germantown and Plymouth branches, with all their real estate and appurtenances of every description, were, on the 10th of November, 1870, leased to the Philadelphia and Reading Railroad Company for the term of nine hundred and ninety-nine years, at an annual rent of \$269,623 34, and \$8,000, yearly, for expenses of maintaining the corporate organization, and to pay all taxes and assessments upon 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.

Gauge.

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

Track.

Miles of iron rail in use, (exclusive of 5 miles of sidings,) . . . . . 16½  
 Miles of steel rail in use, . . . . . 3½  
 Weight of rail per yard, iron and steel, . . . . . 50, 57, 58 and 67  
 Wooden bridges, number of, 6; aggregate length, . . . . . 412 feet.  
 Stone bridges, number of, 5; aggregate length, . . . . . 257 feet.  
 Iron bridges, number of, 14; aggregate length, . . . . . 555 feet.

Crossings.

There are four city passenger railways that cross the railroad of this company, at grade, in the city of Philadelphia, viz :

The Green and Coates, at Ninth and Green and Ninth and Coates streets; the Union, at Wallace and Master streets, Columbia avenue, &c.; the Germantown, at Girard avenue; and a branch of the Thirteenth and Fifteenth, 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, . . . . .	\$500,793 49

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 30 tons weight, . . . . .	1	} \$6,780 93
Number of locomotives of more than 20 tons weight, . . . . .	23	
Number of first class passenger cars, . . . . .	45	2,209 00
Number of baggage, mail, and express cars, . . . . .	13	1,211 00
Number of freight cars, house cars and trucks, (equal to 192 eight-wheeled cars,) . . . . .	192	469 00

**Receipts from all Sources.**

MONTHS.	Miscellaneous.		Total.
October, 1877, . . . . .	\$565	00	\$565 00
December, 1877, . . . . .	69,405	84	69,405 84
March, 1878, . . . . .	69,442	83	69,442 83
May, 1878, . . . . .	135	00	135 00
June, 1878, . . . . .	69,405	84	69,405 84
July, 1878, . . . . .	67	85	67 85
September, 1878, . . . . .	69,473	50	69,463 50
	\$278,495	86	\$278,495 86



General Balance Sheet, September 30, 1878.

DR.			
Road account,		\$1,189,078	84
Depot and lots, N. E. corner Ninth and Green streets, . . .	\$86,468 47		
Depot and lots, S. W. corner Ninth and Green streets, . . .	53,006 49		
Machine, workshops, and lot, N. W. corner Ninth and Green streets,	66,564 83		
Engine house and lots, N. E. corner Ninth and Wallace streets,	45,338 19		
Lots at Eighth, Ninth, Master and Thompson streets, shop and station,	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		
House and lot at Norristown, . . . . .	2,694 75		
Depot and lots at Germantown, . . . . .	27,472 89		
House and lot at Mount Vernon and Ellis streets, . . . . .	3,471 12		
House and lot at Broad street, . . . . .	3,715 10		
Lot at Hutchinson street, (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		
Locomotive engines, . . . . .	\$162,742 28	500,793	49
Passenger cars, . . . . .	115,174 89		
Burthen cars, . . . . .	90,070 92		
		367,988	09
Plymouth Railroad Company, (for cost of branch, including real estate,) . . . . .		274,495	19
Bonds of European and North American Railway Company, . . . . .		3,000	00
Temporary investment in United States loan, . . . . .		6,210	00
Rent, . . . . .		4	66
Cash, . . . . .		12,965	71
		\$2,304,535	98
CR.			
Capital stock, . . . . .	\$2,246,900		00
Contingent account, . . . . .	47,535		44
Dividends, unpaid, . . . . .	6,652		50
Organization fund, . . . . .	2,575		52
Interest, . . . . .	835		52
Miscellaneous and general expenses, . . . . .	37		00
		\$2,304,535	98

Summary of Payments during year ending September 30, 1878.

Number and per cent. of dividends: Four dividends of 3 per cent. each=12 per cent. on capital of \$2,246,900.		
Amount paid in dividends, (including unpaid dividends due in 1877,) . . . . .	\$270,922	50
Other items, including salaries, office rent, advertising, incidental office expenses, and temporary investment in United States loans, . . . . .	14,832	28
	\$285,754	78

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. 1878, according to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*

A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me this 11th day of January, A. D. 1879.

W. W. DOUGHERTY, *Notary Public.*

## PHILADELPHIA, WILMINGTON AND BALTIMORE.

### Officers.

NAMES.		Residence.	Salary.
Isaac Hinckley, . . . . .	President, . . . . .	Philadelphia, . . . . .	* \$20,000 00
Enoch Pratt, . . . . .	Vice President, . . . . .	Baltimore, . . . . .	None.
A. Horner, . . . . .	Secretary, . . . . .	Philadelphia, . . . . .	3,500 00
	Treasurer, . . . . .		
Robert Craven, . . . . .	Assistant Treasurer, . . . . .	Ridley Park, . . . . .	3,000 00
S. T. Fuller, . . . . .	Chief Engineer, . . . . .	Ridley Park, . . . . .	†3,000 00
H. F. Kenny, . . . . .	Gen'l Superintendent, . . . . .	Ridley Park, . . . . .	†3,000 00

\* This sum includes payment for assistance required by the president, and payment for services rendered to other railroad companies gratuitously, so far as the latter are concerned.

† These sums include payment for services rendered other railroad companies gratuitously, so far as they are concerned.

General offices at Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Samuel M. Felton, . . . . .	Thurlow, Pa.
William Sellers, . . . . .	Philadelphia, Pa.
Isaac Hinckley, . . . . .	Philadelphia, Pa.
Joseph Bringham, . . . . .	Wilmington, Del.
Samuel Harlan, junior, . . . . .	Wilmington, Del.
Charles Warner, . . . . .	Wilmington, Del.
Thomas Kelso, . . . . .	Baltimore, Md.
Enoch Pratt, . . . . .	Baltimore, Md.
Thomas Whitridge, . . . . .	Baltimore, Md.
Samuel M. Shoemaker, . . . . .	Baltimore, Md.
Jacob Tome, . . . . .	Port Deposit, Md.
Nathaniel Thayer, . . . . .	Boston, Mass.
William Minot, . . . . .	Boston, Mass.
Charles P. Bowditch, . . . . .	Boston, Mass.
Robert H. Stevenson, . . . . .	Boston, Mass.

Capital Stock.

Capital stock authorized by law, . . . . .	Unlimited.		
Capital stock paid in by last report, . . . . .		\$11,564,250	00
Capital stock, total amount now paid in, . . . . .		11,567,750	00
Capital stock, number of shares issued, . . . . .	231,355		
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, . . . . .		63	

Debt.

Funded Debt.			
Mortgage loan, (convertible, due 1st July, 1884, bears interest at six per cent., which is payable 1st January, 1st July,) amount, . . . . .		\$258,500	00
Registered bonds, (due 1st April, 1887, bear interest at six per cent., which is payable 1st April, 1st October,) amount, . . . . .		1,000,000	00
Registered bonds, (due 1st October, 1892, bear interest at six per cent., which is payable 1st April, 1st October,) amount, . . . . .		700,000	00
Registered bonds, (due 1st April, 1900, bear interest at six per cent., which is payable 1st April, 1st October,) amount, . . . . .		800,000	00
Total amount now of funded debt, . . . . .		\$2,758,500	00
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$160,000		
The amount now of floating debt, . . . . .		160,000	00
Total amount now of floating and funded debt, . . . . .		\$2,918,500	00
Funded debt as per last report, . . . . .	\$2,762,000	00	
Floating debt as per last report, . . . . .	160,000	00	

Cost.

Total cost of entire road to date, including equipment for roads owned and leased, . . . . .	\$18,026,536	71
Average of same per mile of road laid, . . . . .	116,121	74
Proportion of same for Pennsylvania, as compared with whole line, . . . . .	2,190,056	02

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Philadelphia to Baltimore, . . . . .	96.32	18.86
Length of single main track, . . . . .	1.94	
Length of double main track, . . . . .	94.38	18.86
Branches.		
Port Deposit branch, from Perryville } Length of branch, . . . . .	3.76	
to Port Deposit, . . . . . } Length of single track, . . . . .	3.76	
Southern Division branch, from Delaware Junction to Rodney, . . . . . } Length of branch, . . . . .	12.10	
to Rodney, . . . . . } Length of single track, . . . . .	12.10	

Leased Roads.		
Delaware River railroad and branches, } Length of road, . . . . .	100.50	
Aggregate length of main line and branches, } Length of single track, . . . . .	100.50	18.88
Aggregate length of leased roads and branches, . . . . .	112.18	
Aggregate length of sidings and other track not above enumerated, . . . . .	100.50	
Aggregate length of sidings and other track not above enumerated, . . . . .	54.70	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	287.88	

Gauge.

What is the gauge of your lines? . . . . . { 4 feet 8½ inches.  
 { 4 feet 9 inches.

Track.

Miles of iron rail in use, main line, . . . . .	3.73
Miles of steel rail in use, main line, . . . . .	180.18
Miles of steel top rail, main line, . . . . .	7.93
Weight of rail per yard, { Iron, . . . . .	52 to 60 lbs.
{ Steel, . . . . .	52 to 58 lbs.
What is the relative durability, practicability of use, and value, as used on your road? Average life of steel rails six years, two months, and twenty-four days.	
Number of bridges on whole line, . . . . .	90
Wooden bridges, number of, 20; aggregate length, . . . . .	9,517½ feet.
Stone bridges, number of, 35; aggregate length, . . . . .	941 feet.
Iron bridges, number of, 35; aggregate length, . . . . .	4,823½ feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Pennsylvania railroad, at Arsenal, Philadelphia; Junction railroad, at Gray's Ferry.

Number of crossings of highways, at grade, in this Commonwealth, . . . . .	54
Number of crossings of highways over railroad in this Commonwealth, . . . . .	16
Number of crossings of highways under railroad in this Commonwealth, . . . . .	4
Number of crossings at which gates or flagmen are maintained, in this Commonwealth, . . . . .	26
Number of crossings at which there are neither gates nor flagmen, in this Commonwealth, . . . . .	28
What regulations govern your employes in regard to these crossings? Varied, according to locality.	

Stations.

Number of stations on main road, { Passenger, 54, } .	93
{ Freight, 39, . }	

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Number of stations on Port Deposit branch, . . . . . { Passenger, 2, }  
 { Freight, 1, } 3

Number of stations on leased roads, { Passenger 25, } 46  
 { Freight, 21, }

Number of engine-houses and shops in Pennsylvania: Engine-houses, 3; shop, 1; total number entire road, engine-houses, 8; shops, 3.

Number of wood and water stations on main road, . . . 18

Number of wood and water stations on branches, . . . 2

Number of wood and water stations on leased roads, . . 8

Value of real estate held by the company, exclusive of roadway, . . . . . \$366,245 66

How is track laid, and on what foundation? Gravel and stone ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, . . . .	48	
Number of locomotives of more than 20 tons weight, . . . .	28	
Number of locomotives of more than 10 tons weight, . . . .	2	
Number of first class passenger cars: 63 twelve wheel, 73 eight wheel, . . . . .	136	\$4,000 00
Number of baggage, mail, and express cars, . . . . .	42	1,800 00
Number of freight cars, eight wheel, . . . . .	1,174	690 00
Number of miscellaneous cars, . . . . .	15	

What kind of train brake is in use on your road? Westinghouse and Smith's vacuum.

Average number of cars in passenger trains, including baggage cars, . . . . . 5

Average number of cars in freight trains, . . . . . 20

Average weight of passenger trains, including locomotive and tender, in working order, . . . . . 16,250 tons.

Average weight of freight trains, including locomotive and tender, in working order, . . . . . 339 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . . 1,744

Same in Pennsylvania, . . . . . 603

**Doings of the Year.—Main Line and Port Deposit Branch.**  
**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . . 900,886

Number of miles run by freight trains, . . . . . 647,367

Number of miles run by constructed trains, . . . . . 47,697

Number of through passengers for the year on main road, . . . . . 307,820

Number of passengers (all classes) carried in cars, . . . . . 2,243,781

Number of passengers carried one mile, . . . . .	60,504,494
Number of passengers carried one mile in Pennsylvania, . . . . .	23,330,660
Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	481,426
Number of tons of freight carried one mile, . . . . .	46,080,501
Number of tons of freight carried one mile in Pennsylvania, . . . . .	11,229,855
Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . .	793,365
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:) Limited, 39; ordinary, 30.	
Average rate of speed adopted by freight trains, including stops, (miles per hour:) Through, 18 and 12; way, 8.	

**Monthly Statement of Passengers, all classes, carried in Cars.**

November, 1877, . . . . .	178,551	May, 1878, . . . . .	185,909
December, 1877, . . . . .	179,334	June, 1878, . . . . .	191,864
January, 1878, . . . . .	222,006	July, 1878, . . . . .	217,349
February, 1878, . . . . .	148,684	August, 1878, . . . . .	204,916
March, 1878, . . . . .	158,278	September, 1878, . . . . .	196,923
April, 1878, . . . . .	175,231	October, 1878, . . . . .	189,791

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

Anthracite coal, . . . . .	77,430	Stone and lime, . . . . .	56,633
Bituminous coal, . . . . .	17,238	Agricultural products, . . . . .	106,760
Petroleum and other oils, . . . . .	21,514	Merchandise and manufactures, . . . . .	329,741
Pig iron, . . . . .	15,129	Live stock, . . . . .	67,466
Railroad iron, . . . . .	7,307	Lumber, . . . . .	22,523
Other iron or castings, . . . . .	53,490	Other articles, . . . . .	6,618
Iron and other ores, . . . . .	11,523		

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

For first class through passengers, . . . . .	3 cents.
For first class way passengers, . . . . .	2½ cents.
For second class through passengers, . . . . .	2 cents.

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

For through freight, per ton per mile, . . . . .	1.630 cents.
For through coal, per ton per mile, . . . . .	1.889 cents.
For local freight, per ton per mile, . . . . .	3.155 cents.

Monthly Earnings for the Year.

From Transportation of Passengers.—Main Line and Port Deposit Branch.

MONTHS.	Through.		Local.		Total.	
November, 1877, . . . . .	\$65,547	27	\$66,102	89	\$131,650	16
December, 1877, . . . . .	54,014	58	71,306	03	125,320	61
January, 1878, . . . . .	50,830	08	70,301	20	121,131	28
February, 1878, . . . . .	53,401	39	56,864	48	110,265	87
March, 1878, . . . . .	54,469	21	62,762	85	117,232	06
April, 1878, . . . . .	64,132	40	70,415	13	134,547	53
May, 1878, . . . . .	63,531	60	72,561	92	136,093	52
June, 1878, . . . . .	51,351	60	66,191	11	117,542	71
July, 1878, . . . . .	60,094	15	69,108	81	129,202	96
August, 1878, . . . . .	50,944	03	74,789	51	125,733	54
September, 1878, . . . . .	63,470	65	73,559	55	137,030	20
October, 1878, . . . . .	57,533	74	74,228	93	131,762	67
<b>Total, . . . . .</b>	<b>\$689,320</b>	<b>70</b>	<b>\$828,192</b>	<b>41</b>	<b>\$1,517,513</b>	<b>11</b>

From Transportation of Freight.—Main Line and Port Deposit Branch.

MONTHS.	Through.		Local.		Total.	
November, 1877, . . . . .	\$39,645	54	\$27,881	18	\$67,526	72
December, 1877, . . . . .	40,528	64	40,856	47	81,385	11
January, 1878, . . . . .	43,625	75	28,312	55	71,938	80
February, 1878, . . . . .	28,313	52	24,401	62	52,715	14
March, 1878, . . . . .	43,019	28	23,716	46	71,735	74
April, 1878, . . . . .	45,515	77	21,543	84	67,059	61
May, 1878, . . . . .	54,396	32	21,514	75	75,911	07
June, 1878, . . . . .	41,940	11	18,309	59	60,249	70
July, 1878, . . . . .	44,578	76	20,175	23	64,753	99
August, 1878, . . . . .	62,432	22	26,344	11	88,776	33
September, 1878, . . . . .	61,230	78	26,378	97	87,604	75
October, 1878, . . . . .	69,104	09	23,396	78	92,500	85
<b>Total, . . . . .</b>	<b>\$574,330</b>	<b>78</b>	<b>\$307,826</b>	<b>53</b>	<b>\$882,157</b>	<b>31</b>

From all Other Sources.—Main Line and Port Deposit Branch.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
November, 1877, . . . . .	\$3,958	20	\$6,203	19	\$1,449	86	\$11,610	25
December, 1877, . . . . .	3,363	00	6,997	59	1,170	10	11,530	69
January, 1878, . . . . .	3,859	00	4,948	07	1,403	82	10,210	89
February, 1878, . . . . .	3,862	30	5,034	03	1,123	47	10,019	80
March, 1878, . . . . .	3,859	41	6,163	24	1,374	73	11,397	38
April, 1878, . . . . .	3,859	41	6,367	10	1,513	92	11,740	43
May, 1878, . . . . .	3,859	41	6,949	08	1,305	67	12,114	16
June, 1878, . . . . .	3,859	41	6,115	99	1,359	00	11,334	40
July, 1878, . . . . .	3,698	44	5,274	16	1,379	35	10,351	95
August, 1878, . . . . .	3,698	44	5,125	53	1,162	93	9,986	90
September, 1878, . . . . .	3,698	44	5,685	93	1,185	28	10,569	63
October, 1878, . . . . .	3,698	44	6,850	10	4,737	27	15,285	81
<b>Total, . . . . .</b>	<b>\$45,273</b>	<b>90</b>	<b>\$71,718</b>	<b>01</b>	<b>\$19,165</b>	<b>38</b>	<b>\$136,152</b>	<b>29</b>

Southern Division.			
Passengers, . . . . .		\$53,417	43
Freight, . . . . .		69,808	53
Mail, . . . . .		1,397	18
		\$124,623	14
Main line and Port Deposit branch—total passenger earnings for the year, . . . . .		\$1,517,513	11
Main line and Port Deposit branch—total freight earnings for the year, . . . . .		882,157	31
Main line and Port Deposit branch—total earnings from all other sources, . . . . .		136,152	29
Earnings of Southern division, . . . . .		124,623	14
		2,660,445	85
Total earnings for the year, . . . . .			
Total receipts from all sources on whole length of line, . . . . .		\$2,660,445	85
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .		447,280	00

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

Extension or alteration of road, . . . . . \$1,375

**Expenditures charged to "Renewal Fund" during year.**

Passenger and freight houses, . . . . .	\$2,072	30
Coaling bridge, . . . . .	174	77
Renewals and improvements to bridges, . . . . .	56,555	10
Ballasting roadway, &c., . . . . .	28,656	27
Casualty in 1877, . . . . .	9,900	00
	\$99,358	44
Less credits during year, . . . . .	11,667	25
	\$87,691	19
Net amount expended, . . . . .		
Expenditures for real estate, . . . . .	\$309	00

**Expenditures for Operating during the Year.—Main Line and Port Deposit Branch.**

**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges, new rails included, . . . . .	\$155,653	02
Repairs of bridges, . . . . .	30,611	31
Repairs of buildings and fixtures, . . . . .	70,931	50
Repairs of fences, . . . . .	7,955	18
All other expenses for maintenance of way, . . . . .	16,854	70
	\$282,005	74
Total for maintenance of way, . . . . .		
Cost per mile of road kept in repair, (100.08 miles,) . . . . .	\$2,817	70
Proportion for Pennsylvania, (18.86 miles,) . . . . .	53,141	82



Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$75,832	04
Repairs of machinery, . . . . .	3,093	51
Repairs of passenger, baggage, and mail cars, . . . . .	52,481	20
Repairs of freight cars, . . . . .	25,426	66
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$156,826</b>	<b>41</b>
Cost per mile of road operated, (100.08 miles,) . . . . .	\$1,562	00
Proportion for Pennsylvania, (18.86 miles,) . . . . .	29,459	00

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$347,374	84
Salaries, wages, and incidentals chargeable to freight department, . . . . .	309,803	18
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	56,229	49
Fuel—number of cords of wood, 4,617, (about,) cost, . . . . .	12,786	96
Fuel—number of tons of coal, 30,423, (about;) cost, . . . . .	90,857	29
Oil and waste, . . . . .	23,130	76
Casualties, gratuities, and damages, . . . . .	15,266	28
Taxes, . . . . .	94,945	55
Insurance, . . . . .	5,711	58
Telegraph expenses, . . . . .	Included above.	
General salaries and office expenses, law expenses, and all other expenses, (except interest,) not included in any of the above items, . . . . .	84,164	84
<b>Total miscellaneous, . . . . .</b>	<b>\$1,039,774</b>	<b>75</b>
Amount per mile of road operated, . . . . .	\$10,589	00
Proportion for Pennsylvania, . . . . .	195,937	00
<b>Total expenditures for operating the road, main line and Port Deposit branch, including taxes, . . . . .</b>	<b>1,478,106</b>	<b>90</b>
Total charged to road and equipment, . . . . .	1,375	00
Expenses per mile of the road operated, 100.08 miles, main line and Port Deposit branch, . . . . .	14,769	00
Expenses per mile of single track operated, not including sidings, 194.46 miles, main line and Port deposit branch, . . . . .	7,601	00
Expenses per train mile, 1,595,950 miles, . . . . .		92
Proportion for Pennsylvania, . . . . .	Can't give it.	

## Earnings.

Passenger transportation, through—main line and Port Deposit branch, . . . . .	\$689,320 70	} Total,	\$1,517,513	11
Passenger transportation, local—main line and Port Deposit branch, . . . . .	828,192 41			
Freight transportation, through—main line and Port Deposit branch, . . . . .	\$574,330 78	} Total,	882,157	31
Freight transportation, local—main line and Port Deposit branch, . . . . .	307,826 53			
Mall service—main line and Port Deposit branch, . . . . .			45,273	90
Express service—main line and Port Deposit branch, . . . . .			71,713	01
Rents—main line and Port Deposit branch, . . . . .			19,165	38
All other sources of income—Southern division earnings, . . . . .			124,623	14
<b>Total, . . . . .</b>			<b>\$2,660,445</b>	<b>85</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings—main line and Port Deposit branch, . . . . .	\$282,005 74			
Maintenance of motive power and cars—main line and Port Deposit branch, . . . . .	156,326 41			
Miscellaneous—main line and Port Deposit branch, . . . . .	1,039,774 75			
Expenses of Southern division, . . . . .	87,236 20			
<b>Total operating expenses being 58.84 per cent. of earnings, . . . . .</b>			<b>1,565,343</b>	<b>10</b>
<b>Net earnings, (interest not considered,) . . . . .</b>			<b>\$1,095,102</b>	<b>75</b>
Earnings per mile of road operated, entire line, 112.18 miles, . . . . .			\$23,716	00
Expenses per mile of road operated, entire line, 112.18 miles, . . . . .			13,954	00
Net earnings, entire line, 112.18 miles, . . . . .			9,762	00

## General Balance Sheet, October 31, 1878.

<b>DR.</b>			
Road, . . . . .		\$13,026,536	71
Real estate, . . . . .		866,245	66
Stocks and securities, . . . . .		1,611,692	69
Materials, . . . . .		174,779	17
Fuel, . . . . .		19,154	58
Ledger balances receivable, less due by this company, . . . . .		56,732	31
Advances to connecting roads, . . . . .		143,457	77
Sinking funds for bonds due 1900, . . . . .		48,000	00
Cash, . . . . .		61,745	99
		<b>\$15,506,844</b>	<b>88</b>
<b>CR.</b>			
Capital stock, 231,355 shares, at \$50, . . . . .		\$11,567,750	00
Mortgage loan, due 1884, (convertible,) . . . . .	\$258,500		
Bonds due 1887, 1892, 1900, . . . . .	2,500,000		
		2,758,500	00
Ground rents and mortgage, . . . . .		134,916	66
Bills payable, . . . . .		160,000	00
Other roads and lines: Interchange of traffic, less amount due this company, . . . . .		105,522	69
Interest and dividends, accrued and unpaid, including for leased lines, . . . . .		59,334	89
Revenue, . . . . .	\$662,099 85		
Renewal fund, . . . . .	60,221 29		
		722,320	64
		<b>\$15,506,844</b>	<b>88</b>

**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.? Adams.

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 some freight at depots, from wagons. The bulk of freight is loaded at express company's depots, and cars delivered to this road.

**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? 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? Nothing beyond the interchange of cars of connecting roads; cars of each company forming the New York and Washington line are run through, and a specified rate per mile is charged by one company against the other for use of cars on their respective 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? Sleeping cars of the Pullman Palace Car Company are run. That company makes the rates for berths, and pays this company a certain percentage of the amount, provides for the repairs of cars, and make no charge for car service.

**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, ninety-six miles, at \$460 47½ per mile per annum.

**Stock and Dividends.**

Amount of common stock now outstanding, 231,355 shares, \$11,567,750 00

Rate and date of all cash dividends on stock of original and consolidated companies: Payable January 2, 1878, four per cent.; payable July 1, 1878, four per cent.

Number and per cent. of dividends: Two dividends, four per cent. each.		
Amount paid in dividends, . . . . .	\$925,220	00
Paid to sinking fund, for bonds 1900, . . . . .	16,000	00
Surplus reduced during year, . . . . .	69,895	58
Surplus at commencement of the year, . . . . .	792,216	22
Total surplus, . . . . .	722,320	64
Surplus invested as follows:		
Cash, . . . . .	61,745	99
Balance of accounts due company, . . . . .	83,332	50
Material, fuel, and stores, . . . . .	198,933	75
Other items, . . . . .	383,308	40

#### 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	1	1
Employés, . . . . .	2		6	2	8	2
Others, . . . . .	2		11	9	13	9
Total, . . . . .	4		18	12	22	12

#### Statement of Each Accident.

November 4, 1877. John Toy; killed by passenger train, near Gray's Ferry.

November 8. D. H. Carpenter, (employé; ) stepped in front of shifting engine, at Wilmington, and was killed.

November 22. Unknown man; stepped in front of limited express, on Bacon Hill, and was instantly killed.

December 14. H. Sweeten, (brakeman; ) had collar bone broken, while coupling passenger cars, at Bay View.

December 15. T. F. Ayres, (freight brakeman; ) killed at Lamokin, while shifting cars.

December 17. Mark Clymer, (freight brakeman; ) killed at Delaware junction, while shifting cars.

December 20. Mrs. McCrorry; attempting to cross track in Philadelphia, was struck by passenger train, and killed.

December 26. A boy, named Rodger Curran; attempting to jump from a train, which was being shifted in Philadelphia; fell under wheels, and had one foot crushed.

March 24, 1878. Louis Baubel; after having left a train at Wilmington, reëntered it as it was being run into car-house; and in attempting to jump off, fell under train, and had foot and ankle crushed.

March 31. A colored man; walking on track near Aberdeen; was run over by freight train, and had both legs cut off.

**April 14.** John Rooney; while standing on track in Wilmington, was struck by passenger train, and fatally injured.

**April 23.** B. McDevitt; jumped from express train at Chester, and had foot crushed.

**May 7.** Two boys; attempting to cross track in Chester, were struck by passenger train, and injured.

**June 7.** Mrs. Joanna Kimmel; while crossing track at Canton, was struck by freight train, and killed.

**June 20.** Robert McKinny; while walking on track near Elkton, was struck by passenger train, and killed.

**June 24.** Lewis C. Shuber; while driving horse and cart across the track at Canton, was struck by freight train, and killed.

**June 24.** Maggie Mitchell; while walking on track at Lamokin, was struck by passenger train, and badly injured.

**June 25.** J. Frank Carr, (freight conductor;) fell from train near Magnolia, and was killed.

**June 28.** A small boy; attempted to cross track in Baltimore; was run over by freight train, and killed.

**June 29.** W. Hilyar, (deaf mute;) walking on track near Claymont, was struck by freight train, and injured.

**June 29.** Harley G. Brown; placed a cross-tie in a cattle guard, south of Claymont, throwing the southern express from the track, killing George Babe, senior, engineer, George Babe, junior, fireman, and two tramps, named C. R. Krouch, and W. R. Hough. Brown was tried at New Castle, Delaware, and convicted for the offense, and sentenced to \$4,000 fine, and five years imprisonment.

**July 16.** Robert Donafon; while swinging from step of car on excursion train, was struck by mile post near Gunpowder river, and killed.

**July 30.** B. J. Godfrey; attempting to jump on a shifting engine at Wilmington, was run over, and killed.

**August 2.** Frank Dougherty, (freight brakeman;) had hand crushed, while coupling cars, at Lamokin.

**September 4.** Samuel Fray, (freight brakeman;) was caught between two cars in Baltimore, and died from injuries.

**September 15.** A passenger; was struck by Gray's Ferry bridge, while leaning out from platform of car, and badly injured.

**September 14.** J. P. Holmes, (freight brakeman;) while looking out the door of a riding car, was struck by bridge at Paschall, and killed.

**September 19.** An unknown colored man; was run over at Gray's Ferry by a freight train, and killed.

**September 19.** An unknown man; was run over by shifting engine in Philadelphia yard, and killed.

**October 18.** R. C. Hillyard; while walking on track near Lamokin, was struck by passenger train, and killed.

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

Personally appeared before me, Isaac Hinckley, president, and Robert Craven, assistant treasurer, of the Philadelphia, Wilmington 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 October 31, A. D. 1878, according to the best of their knowledge and belief.

(Signed) ISAAC HINCKLEY, *President.*  
 ROBERT CRAVEN, *Assistant Treasurer.*

Sworn and subscribed before me, this 20th day of January, A. D. 1879.  
 ALBERT HAVERSTICK, *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

General offices at No. 227 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Harman Pennypacker,	Chester Springs.
Levi Overholtzer,	Phoenixville.
John Overholtzer,	Cambria Station.
Daniel Keeley,	Uwchlan.
H. K. Brownback,	Uwchlan.
Jacob Beerbrower,	Uwchlan.
Samuel Butler,	Cambria Station.
Joseph J. Tustin,	Chester Springs.
Samuel Holman,	Chester Springs.
Samuel Kreamer,	Phoenixville.
Levi B. Kaler,	Phoenixville.
Samuel Bartoletti,	Kimberton.
James Boyd,	Norristown.

Capital Stock.

Capital stock authorized by law, . . . . .	\$100,000	00
Capital stock, amount subscribed, . . . . .	90,850	00
Capital stock paid in by last report, . . . . .	95,592	17
Capital stock, total amount now paid in, . . . . .	95,655	00
Capital stock, number of shares issued; full paid, . . . . . 1,846		
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.

<b>Funded Debt.</b>		
First mortgage bonds, (due April 1, 1900, bear interest at 7 per cent., which is payable April and October,) amount, . . . . .	\$832,300	00
Total amount now of funded debt, . . . . .	\$832,300	00
<b>Floating Debt.</b>		
The amount now of floating debt, . . . . .	281,567	81
Total amount now of floating and funded debt, . . . . .	\$613,867	81
Funded debt as per last report, . . . . .	\$832,300	00
Floating debt as per last report, . . . . .	281,778	03

Cost.

Total cost of entire road to date, . . . . .	\$476,842	63
Average of same per mile of road laid, 11.3 miles, . . . . .	42,154	21
Average of same per mile of track laid, 11.9 miles, . . . . .	40,028	80

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Phoenixville to Byers, . . . . .	11.3	
Length of single main track, . . . . .	11.3	
Aggregate length of main line, . . . . .	11.3	
Aggregate length of sidings and other track not above enumerated, . . . . .	6	
Aggregate length of main line and sidings, . . . . .	11.9	11.9

Gauge.

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

Track.

Miles of iron rail in use, miles of track, . . . . . 11.9  
 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.

Number of bridges and trestles on whole line, . . . . .	7
Wooden bridges, number of, 2; aggregate length, . . . . .	170 feet.
Iron bridges, number of, 3; aggregate length, . . . . .	66 feet.
Wooden trestles, number of, 2; aggregate length, . . . . .	877 feet.

**Crossings.**

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 grade at which there are neither gates nor flagmen, . . . . .	15

**Stations.**

Number of stations on main road, passenger and freight, . . . . .	9
Number of engine-houses and shops entire road, . . . . .	1
Value of real estate held by the company, exclusive of roadway, . . . . .	\$800 00

How is track laid; and on what foundation? Cross ties; broken stone and cinder ballast.

**Monthly Earnings for the Year.—Lease Account.**

**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
December, 1877, . . . . .			\$156 57
January, 1878, . . . . .			122 14
February, 1878, . . . . .			118 76
March, 1878, . . . . .			133 16
April, 1878, . . . . .			148 06
May, 1878, . . . . .			137 23
June, 1878, . . . . .			186 54
July, 1878, . . . . .			150 74
August, 1878, . . . . .			184 28
September, 1878, . . . . .			163 45
October, 1878, . . . . .			136 60
November, 1878, . . . . .			149 50
Total, . . . . .			\$1,792 03



From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
December, 1877, . . . . .			\$121 47
January, 1878, . . . . .			68 24
February, 1878, . . . . .			72 58
March, 1878, . . . . .			114 86
April, 1878, . . . . .			121 22
May, 1878, . . . . .			109 64
June, 1878, . . . . .			95 39
July, 1878, . . . . .			74 25
August, 1878, . . . . .			141 47
September, 1878, . . . . .			105 84
October, 1878, . . . . .			151 10
November, 1878, . . . . .			119 02
<b>Total, . . . . .</b>			<b>\$1,295 08</b>

From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
December, 1877, . . . . .	\$12 51		\$31 78	\$44 24
January, 1878, . . . . .	12 51		37 27	49 78
February, 1878, . . . . .	12 51		35 69	48 20
March, 1878, . . . . .	12 51		38 71	51 22
April, 1878, . . . . .	12 51		46 80	59 31
May, 1878, . . . . .	12 51		47 23	59 74
June, 1878, . . . . .	25 20		48 72	73 92
July, 1878, . . . . .	13 57		59 98	73 50
August, 1878, . . . . .	13 57		52 46	66 03
September, 1878, . . . . .	13 57		51 21	64 78
October, 1878, . . . . .	10 85		39 32	50 17
November, 1878, . . . . .	12 89		36 04	48 93
<b>Total, . . . . .</b>	<b>\$164 71</b>		<b>\$525 11</b>	<b>\$689 82</b>

Total passenger earnings for the year, . . . . .	} Lease account, {	\$1,792	08
Total freight earnings for the year, . . . . .		1,295	08
Total earnings from all other sources, . . . . .		689	82
<b>Total earnings for the year, . . . . .</b>		<b>\$3,776</b>	<b>88</b>

Expenditures charged to cost of Road and Equipment during the Year.

Land or land damages, . . . . . \$50 00

Earnings.—Lease Account.

Passenger transportation, local and through, . . . . .	\$1,792	08
Freight transportation local and through, . . . . .	1,295	08
Mail service, . . . . .	164	71
All other sources of income, . . . . .	525	11
<b>Total, . . . . .</b>	<b>\$3,776</b>	<b>88</b>
<b>Expenses of Corporation.</b>		
State tax on capital stock, . . . . .	\$37	87
Contingent expenses, . . . . .	297	06
Interest on funded debt, . . . . .	23,261	00
<b>Total expenses, . . . . .</b>	<b>\$23,595</b>	<b>93</b>

General Balance Sheet, November 30, 1878.

DR.			
Railroad, . . . . .		\$423,451	47
Land damages, . . . . .		34,706	25
Real estate, . . . . .		800	00
Depots and offices, . . . . .		17,394	91
Cash, . . . . .		1,805	21
Debts due company, . . . . .		3,244	74
Profit and loss income account, . . . . .		233,592	57
		\$714,985	15
CR.			
Capital stock, . . . . .		\$95,655	00
First mortgage bonds, . . . . .		332,300	00
Unfunded debt, . . . . .		281,567	81
Coupons unpaid, . . . . .		1,585	50
Coupons due April 1, 1879, accrued . . . . .		8,876	84
		\$714,985	15

Stock and Dividends.

Amount of stock issued as stock dividends, and dates of issue, . . . . . \$95,655 00

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

Date of lease, September 1, 1871, for a term of twenty-nine years.

Terms of lease: Lessees to pay all expenses of operating, and to this company, annually, as rental, thirty per cent. of the gross receipts.

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

Personally appeared before me, F. 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. 1878, according to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1879.

J. Y. HUMPHREY, *Notary Public.*

**PITTSBURGH AND CASTLE SHANNON.**

**Officers.**

NAMES.		Residence.	Salary.	
John Adams, . . . . .	President, . . . . .	Pittsburgh, Pa., . .	\$500	00
John H. Ortman, . . . . .	Vice President, . . . . .	Pittsburgh, Pa., . .		
W. W. Martin, . . . . .	Secretary and Treasurer, . . . . .	Allegheny city, Pa.,	1,800	00
D. T. Watson, . . . . .	General Solicitor, . . . . .	Allegheny city, Pa.,	500	00
James S. Devlin, . . . . .	Chief Engineer, . . . . .	Pittsburgh, Pa., . .	200	00
D. Z. Brickell, . . . . .	General Superintendent, . . . . .	Pittsburgh, Pa., . .	1,500	00

General offices at 89 Wood street, Pittsburgh, Pa.

*Names of Directors.*

*Residences.*

James Kerr, M. D., . . . . .	Pittsburgh, Pa.
H. M. Rolfe, . . . . .	Pittsburgh, Pa.
J. H. Ortman, . . . . .	Pittsburgh, Pa.
John Jahn, . . . . .	Castle Shannon, Pa.
H. Sellers McKee, . . . . .	Allegheny city, Pa.
John Adams, . . . . .	Pittsburgh, Pa.
D. Ihmsen, . . . . .	Pittsburgh, Pa.
W. D. Mullin, . . . . .	Trenton, N. J.
Fred. Maul, . . . . .	Pittsburgh, Pa.
E. Rohrkaste, . . . . .	Pittsburgh, Pa.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$1,000,000	00
Capital stock, amount subscribed and paid in, . . . . .	861,600	00
Capital stock paid in by last report, . . . . .	661,355	27
Capital stock, total amount now paid in, . . . . .	750,780	90
Capital stock, number of shares issued, . . . . .	19,232	
Capital stock, amount paid in on each share: About 8,000 shares, full paid, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00
Capital stock, average market value during the year: No established value.		

## Debt.

Funded Debt.			
First mortgage bonds, (due May 1, 1887, bear interest at 7 per cent., which is payable semi-annually in gold.) amount outstanding, . . .		\$39,200	00
First mortgage, (due April 1877, bear interest at 6 per cent., which is payable on settlement,) amount, with interest, . . .		*101,733	33
Article for coal purchase, which is payable \$4,800 00 annually, or more if coal is used exceeding six acres per annum, . . . . .		51,495	08
Total amount now of funded debt, . . . . .		\$192,428	36
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property, bills payable, . . . . .	\$54,214		
Debt incurred for any other purpose, and for what: For pay rolls, accounts, &c., . . . . .	28,285		
The amount now of floating debt, . . . . .		77,500	34
Total amount now of floating and funded debt, . . . . .		\$289,928	70
Funded debt as per last report, . . . . .	\$241,735	77	
Floating debt as per last report, . . . . .	71,584	92	

\* Balance of purchase money, mortgages due on real estate.

## 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	59
Average cost of equipment per mile of road operated by company, . . . . .	10,345	28
Cost of road and equipment per mile, . . . . .	60,959	41

## 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.		
Fair Haven Coal Works Branch, High } Length of single track, . . . . .	3½	
Bridge coal works, . . . . .		
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, &c., . . . . .	10	

## Gauge.

What is the gauge of your lines, . . . . . 40 inches.

## Track.

Miles of iron rail in use, . . . . . 9  
Miles of steel rail in use, . . . . . 1

Weight of rail per yard.	{ Iron, . . . . .	45 and 50 lbs.
	{ Steel, . . . . .	50 and 56 lbs.
Number of bridges and trestles on whole line, . . . . .		4
Wooden bridges, number of, 4; aggregate length, . . . . .		1,530 feet.

**Crossings.**

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, . . . . .	1
Number of crossings at which there are neither gates nor flagmen, . . . . .	3

What regulations govern your employes in regard to these crossings? The engineers are instructed by superintendent in reference to keeping lookout at crossings, and blowing the whistle.

**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, present value, . . . . .	\$117,165 00
Value of coal lands, present value, . . . . .	\$85,294 09
Number of tunnels, 2; aggregate length, 1,740 and 1,766, . . . . .	3,506 feet.
How is track laid, and on what foundation? Oak ties, stone ballast.	

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 20 tons weight, . . . . .	1	\$8,000 00
Number of locomotives of more than 10 tons weight, . . . . .	4	6,700 00
Number of locomotives of more than 8 tons weight, worn out, . . . . .	1	6,000 00
Number of first class passenger cars, . . . . .	4	2,700 00
Number of second class passenger cars, . . . . .	3	400 00
Number of baggage, mail, and express cars, . . . . .	1	1,100 00
Number of freight cars, trucks, . . . . .	5	325 00
Number of coal or pit cars, . . . . .	403	48 00

What kind of train brake is in use on your road? Common 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, . . . . .	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: Coal miners, 100; others, 80, . . . . .	180
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**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	30,000
Number of miles run by coal trains, . . . . .	18,250
Number of through passengers for the year on main road,	87,554
Number of passengers (all classes) carried in cars, . . .	169,313
Number of passengers carried one mile, . . . . .	586,148
Number of tons of freight carried one mile, . . . . .	280,990
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	70,245
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	19
Average rate of speed adopted by freight trains, includ- ing stops, (miles per hour,) . . . . .	13

**Monthly Statement of Passengers (all Classes) Carried in Cars.**

January, 1878, . . . . .	9,048	July, 1878, . . . . .	21,455
February, 1878, . . . . .	9,738	August, 1878, . . . . .	17,901
March, 1878, . . . . .	11,945	September, 1878, . . . . .	12,653
April, 1878, . . . . .	11,656	October, 1878, . . . . .	10,921
May, 1878, . . . . .	14,046	November, 1878, . . . . .	10,252
June, 1878, . . . . .	16,514	December, 1878, . . . . .	12,628

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

Bituminous coal, . . . . .	69,674	Other articles, . . . . .	57
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**The Rate of Fare for Passengers charged for the Respective Classes per mile, as follows:**

For first class through passengers, . . . . .	3.33 cents.
For first class way passengers, . . . . .	3.33 cents.
For Inclined Plane passengers, . . . . .	5 cents.

**The Rate per Ton (of 2,000 lbs.,) per Mile, charged for Freight.**

For through freight, per ton per mile, about . . . . .	10 cents.
For through coal: Handle our own coal only.	
For local freight, per ton per mile, about . . . . .	15 cents.

**Monthly Earnings for the Year.**

**From Transportation of Passengers.**

MONTHS.	Through and local. (Railroad.)		Local. (Inclined Plane.)		Total.
January, 1878, . . . . .	\$844	96	\$330	88	
February, 1878, . . . . .	714	26	301	68	
March, 1878, . . . . .	848	31	325	75	
April, 1878, . . . . .	904	59	353	01	
May, 1878, . . . . .	1,045	78	483	20	
June, 1878, . . . . .	1,080	92	496	50	
July, 1878, . . . . .	1,894	22	802	79	
August, 1878, . . . . .	1,340	80	568	12	
September, 1878, . . . . .	660	65	356	70	
October, 1878, . . . . .	551	65	308	55	
November, 1878, . . . . .	499	04	300	28	
December, 1878, . . . . .	604	55	337	00	
<b>Total, . . . . .</b>	<b>\$10,884</b>	<b>23</b>	<b>\$4,949</b>	<b>46</b>	<b>\$15,833 69</b>

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1878.		\$14 94	
February, 1878,		225 40	
March, 1878,		4 50	
April, 1878,		76 13	
May, 1878,		70 00	
June, 1878,		93 70	
July, 1878,		83 13	
August, 1878,		42 71	
September, 1878,		80 17	
October, 1878,		39 92	
November, 1878,		32 29	
December, 1878,		49 96	
Total,		762 85	

From all Other Sources, exclusive of Real Estate.

MONTHS.	Mails.	Coal department.	Miscellaneous.	Total.
Total,	\$234 35	\$89,486 48		\$89,720 83
Total passenger earnings for the year,				\$15,833 69
Total freight earnings for the year,				762 85
Total earnings from all other sources,				89,720 83
Total receipts from all sources on whole length of line,				\$108,317 37

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

New steel rails, number of tons, 23,	\$932	52
All other expenses for maintenance of way, motive power, and cars,	6,625	18
Total for maintenance of way,	\$7,557	65
Cost per mile of road kept in repair,	\$1,259	61

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$7,200	00
Salaries, wages, and incidentals chargeable to freight and coal departments, wages of switchmen, signal-men, gate-keepers, and watchmen, pit posts and feed drivers, &c.,	28,493	92
Fuel.	No account kept.	
Oil and waste,	773	41
Damages for injuries to persons, (John Erkel, killed Aug. 23, 1877,)	1,200	00
Advertising,	823	08
Taxes, exclusive of real estate,	3,701	49
Insurance,	626	82
Telegraph expenses,	In general expense.	
Amount paid coal miners, and other expenses connected with mines,	42,517	33
General salaries and office expenses, law expenses, and all other expenses, (except interest,) not included in any of the above items,	7,938	51
Total miscellaneous,	\$98,274	66

Amount per mile of road operated, . . . . .	\$10,363	84
Total expenditures for operating the road, . . . . .	100,882	21
Expenses per mile of the road operated, . . . . .	9,719	15
Expenses per mile of single track operated, not including sidings, . . . . .	6,479	10
Expenses per train mile, . . . . .	1	21

### Earnings.

Passenger transportation, local and through, . . . . .	\$15,853	00
Freight transportation, local and through, . . . . .	762	85
Mail service, . . . . .	234	35
All other sources of income, including sales of coal, . . . . .	89,486	48
Total, . . . . .	\$108,317	37

### Operating Expenses.

Maintenance of way and buildings, . . . . .	\$7,557	65
Maintenance of motive power and cars, . . . . .	93,274	56
Miscellaneous, . . . . .	100,832	21
Total operating expenses, being 94 $\frac{1}{10}$ per cent. of earnings, . . . . .	5,485	16
Net earnings, . . . . .	10,733	34
Earnings per mile of road operated, . . . . .	9,719	15
Expenses per mile of road operated, . . . . .	914	19
Net earnings per mile, . . . . .		

### General Balance Sheet, January 1, 1879.

#### ASSETS.

Real estate and buildings, per valuation of committee, August 10, 1878, . . . . .	\$117,165	00
Coal owned by the company, per valuation of committee, August 10, 1878, . . . . .	33,799	05
Coal held by the company, under article of agreement of July 30, 1875, Railroad and improvements, per valuation of committee, August 10, 1878, . . . . .	51,495	03
Equipment, per valuation of committee, August 10, 1878, . . . . .	128,400	00
Live stock, wagons, and harness, per valuation of committee, August 10, 1878, . . . . .	27,650	00
Office furniture, per valuation of committee, August 10, 1878, . . . . .	2,200	00
Zoological garden, per valuation of committee, August 10, 1878, . . . . .	300	00
Bonds, mortgages, and accounts, with interest due on real estate sold, . . . . .	1,500	00
Bonds, mortgages, and accounts of the above, \$95,183 85, supposed to be good, . . . . .	\$95,183	85
Bills receivable, stock and bond notes, \$16,798 34, . . . . .	30,278	57
Bills receivable of the above amount secured, . . . . .	2,585	95
First mortgage bonds on hand and used as collateral, . . . . .	85,800	00
Coal and other accounts collectible, . . . . .	16,476	54
Cash, . . . . .	1,120	00
Total, . . . . .	\$496,751	13



LIABILITIES.		
Capital stock, including notes and dividend, . . . . .	\$648,188	05
Forfeited stock, . . . . .	102,642	85
<b>Total amount credited on stock, . . . . .</b>	<b>\$750,780</b>	<b>90</b>
Mortgages due on coal lands and real estate, . . . . .	\$90,698	46
Interest accrued on mortgages, . . . . .	11,034	87
First mortgage bonds issued, . . . . .	125,000	00
Bills payable notes of the company, . . . . .	54,214	50
Book accounts, . . . . .	7,251	91
Due on pay-rolls, . . . . .	5,273	10
Due on coupons, . . . . .	983	50
Interest accrued on \$39,200 bonds outstanding, . . . . .	457	33
Amount of coal article of July 30, 1875, . . . . .	51,495	03
Bonds held on account of bills receivable, . . . . .	2,970	00
Unsettled bills, . . . . .	961	94
Liabe to pay bills receivable, . . . . .	4,050	00
State tax on coal due, . . . . .	1,338	06
<b>Total, . . . . .</b>	<b>\$355,728</b>	<b>70</b>

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? From and after October 1, 1878, the amount will be increased to \$299 25 per annum.

Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$750,780 90

Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured fatally.	Killed.	Injured.	Killed.	Injured fatally.
Passengers, . . . . .						
Employés, . . . . .		1				1
Others, . . . . .						
<b>Total, . . . . .</b>		<b>1</b>				<b>1</b>

Statement of Each Accident.

March 21, 1878. Mike Whalen, an employé; was fatally injured by falling from a flat car; died March 28, 1878, from injuries received; no blame was attached to the company.

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

Personally appeared before me, John Adams, president, and W. W. Martin, secretary and treasurer, of the Pittsburgh and Castle Shannon 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 December 31, A. D. 1878, according to the best of their knowledge and belief.

JOHN ADAMS, *President.*

W. W. MARTIN, *Treasurer.*

Sworn and affirmed and subscribed before me this 3d day of March, A. D. 1879.

WM. LITTLE, *Notary Public.*

## PITTSBURGH AND CONNELLSVILLE.

### Officers.

NAMES.		Residence.	Salary.
John King, junior,	President, . . . . .	Baltimore, Md., . . . . .	\$1,800 00
J. B. Washington,	Secretary and Auditor,	Pittsburgh, Pa., . . . . .	450 00
C. Donnelly, . . . . .	Treasurer, . . . . .	Pittsburgh, Pa., . . . . .	450 00

General offices 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.
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	50
Capital stock paid in by last report, . . . . .	1,960,682	45
Capital stock, total amount now paid in, . . . . .	1,944,050	00
Capital stock, number of shares issued, . . . . .	83,881	
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
Scrap stock and stock partly paid, . . . . .	11,691	05

Debt.

<b>Funded Debt.</b>		
First mortgage bonds, (due July, 1898, 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, 1928, 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
<b>Total amount now of funded debt, . . . . .</b>	<b>\$10,718,600</b>	<b>00</b>
<b>Floating Debt.</b>		
Debt incurred for any other purpose, and for what: Interest, . . . . .	\$440,755 51	
The amount now of floating debt, . . . . .	3,900,124	57
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$14,618,724</b>	<b>57</b>
Funded debt as per last report, . . . . .	\$10,718,600	00
Floating debt as per last report, . . . . .	3,459,369	06

Cost.

Total cost of entire road to date, . . . . .	\$12,018,670	98
Average of same per mile of road laid, 149.6 miles, . . . . .	80,338	71
Proportion of same for Pennsylvania, 143.8 miles, . . . . .	11,552,706	49
Total cost of entire equipment, . . . . .	470,698	49
Average cost of equipment per mile of road operated by company, 174 miles, . . . . .	2,705	18
Proportion of same for Pennsylvania, 168.2 miles, . . . . .	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, Pennsylvania, to Cumberland, Maryland, . . . . .	149 <sup>6</sup> / <sub>10</sub>	143 <sup>6</sup> / <sub>10</sub>
Length of single main track, . . . . .	146 <sup>6</sup> / <sub>10</sub>	143 <sup>6</sup> / <sub>10</sub>
Length of double main track, . . . . .	2 <sup>25</sup> / <sub>100</sub>	2 <sup>15</sup> / <sub>100</sub>
<b>Branches.</b>		
Hickman Run branch, from Hickman } Length of branch, . . . . .	1 <sup>2</sup> / <sub>10</sub>	1 <sup>2</sup> / <sub>10</sub>
Run junction to Jimtown, . . . . . } Length of single track,	1 <sup>2</sup> / <sub>10</sub>	1 <sup>2</sup> / <sub>10</sub>
<b>Leased Roads.</b>		
Mount Pleasant and Broadford branch, } Length of road, . . . . .	9 <sup>6</sup> / <sub>10</sub>	9 <sup>6</sup> / <sub>10</sub>
from Broadford to Mount Pleasant, . } Length of single track,	9 <sup>6</sup> / <sub>10</sub>	9 <sup>6</sup> / <sub>10</sub>
Fayette County branch, from White } Length of road, . . . . .	12 <sup>2</sup> / <sub>10</sub>	12 <sup>2</sup> / <sub>10</sub>
Rock to Uniontown, . . . . . } Length of single track,	12 <sup>2</sup> / <sub>10</sub>	12 <sup>2</sup> / <sub>10</sub>
Aggregate length of main line and branches, double track, 2.28 included, . . . . .	158 <sup>75</sup> / <sub>100</sub>	147 <sup>15</sup> / <sub>100</sub>
Aggregate length of leased roads, . . . . .	22 <sup>2</sup> / <sub>10</sub>	22 <sup>2</sup> / <sub>10</sub>
Aggregate length of sidings and other track not above enumerated, . . . . .	35	34 <sup>1</sup> / <sub>10</sub>
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	211 <sup>75</sup> / <sub>100</sub>	204 <sup>15</sup> / <sub>100</sub>

Gauge.

What is the gauge of your lines? . . . . . 4 feet 8 <sup>7</sup>/<sub>8</sub> inches.

Track.

Miles of iron rail in use, . . . . .	180 <sup>5</sup> / <sub>100</sub>
Miles of steel rail in use, . . . . .	28 <sup>5</sup> / <sub>10</sub>
Weight of rail per yard, { Iron, . . . . .	64 pounds.
{ Steel, . . . . .	60 pounds.
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 comparison.	
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? South-Western Pennsylvania railroad, at Everson, Pennsylvania—Mount Pleasant 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, Pennsylvania; South-Western Pennsylvania railroad, at Conneltsville, Pennsylvania.

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, . . . . .	162
What regulations govern your employes in regard to these crossings? Usual whistle and bell signals are used, and through thickly settled towns, 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 engine-houses and shops in Pennsylvania, 3;	
total number entire road, . . . . .	3
Number of wood and water stations on main road, . . . . .	23
Number of wood and water stations on leased road, . . . . .	3
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . .	\$93,911 00
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.	Average 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? Lough-bridge 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, . . . . .	1,281
Same in Pennsylvania, . . . . .	1,272

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	447,845
Number of miles run by freight trains, . . . . .	1,063,169
Number of miles run by coal trains, . . . . .	68,155
Number of through passengers for the year on main road, . . . . .	8,312
Number of passengers (all classes) carried in cars, . . . . .	764,307
Number of passengers carried one mile, . . . . .	9,144,985
Number of passengers carried one mile in Pennsylvania, . . . . .	9,074,376
Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	469,370
Number of tons of freight carried one mile, . . . . .	97,165,738
Number of tons of freight carried one mile in Pennsylvania, . . . . .	93,463,662
Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . .	1,829,465
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, 1877, . . . . .	61,560	April, 1878, . . . . .	65,978
November, 1877, . . . . .	51,654	May, 1878, . . . . .	64,549
December, 1877, . . . . .	62,768	June, 1878, . . . . .	62,392
January, 1878, . . . . .	58,398	July, 1878, . . . . .	72,100
February, 1878, . . . . .	60,251	August, 1878, . . . . .	71,642
March, 1878, . . . . .	60,960	September, 1878, . . . . .	72,055

**The Amount of Freight, Specifying the Quantity in Tons of 2,000 lbs.**

Coke, . . . . .	752,808	Stone and lime, . . . . .	41,622
Bituminous coal, . . . . .	610,253	Agricultural products, . . . . .	16,832
Petroleum and other oils, . . . . .	91,298	Merchandise and manufactures, . . . . .	106,133
Pig iron, . . . . .	89,199	Live stock, . . . . .	1,951
Railroad iron, . . . . .	12,124	Lumber, . . . . .	19,398
Other iron or castings, . . . . .	54,675	Other articles, . . . . .	20,392
Iron and other ores, . . . . .	62,875		

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 passenger, . . . . .	1½ cents.

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

For through freight, per ton per mile, . . . . .	.0092
For through coal, per ton per mile, . . . . .	.0086
For local freight, per ton per mile, . . . . .	.0211
For local coal, per ton per mile, . . . . .	.0162

Monthly Earnings for the Year.  
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
October, 1877, . . . . .			\$21,206 04
November, 1877, . . . . .			16,823 40
December, 1877, . . . . .			19,419 67
January, 1878, . . . . .			17,272 11
February, 1878, . . . . .			16,268 96
March, 1878, . . . . .			18,653 75
April, 1878, . . . . .			19,433 16
May, 1878, . . . . .			19,932 54
June, 1878, . . . . .			18,725 72
July, 1878, . . . . .			23,614 66
August, 1878, . . . . .			22,903 89
September, 1878, . . . . .			23,408 48
Total, . . . . .			\$237,661 87

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
October, 1877, . . . . .			\$151,086 08
November, 1877, . . . . .			93,374 96
December, 1877, . . . . .			71,179 04
January, 1878, . . . . .			79,455 31
February, 1878, . . . . .			76,941 59
March, 1878, . . . . .			97,352 79
April, 1878, . . . . .			123,933 06
May, 1878, . . . . .			139,755 03
June, 1878, . . . . .			110,083 44
July, 1878, . . . . .			88,589 59
August, 1878, . . . . .			114,764 80
September, 1878, . . . . .			114,844 08
Total, . . . . .			\$1,261,359 72

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
October, 1877, . . .	\$1,310	87	\$3,109	71	\$58	88	\$4,479	46
November, 1877, . . .	751	97	2,248	31	51	65	3,051	93
December, 1877, . . .	1,031	42	1,693	15	38	86	2,763	43
January, 1878, . . .	1,031	42	1,671	00	58	70	2,761	12
February, 1878, . . .	1,031	42	1,429	80	48	57	2,509	79
March, 1878, . . .	1,031	42	1,811	83	54	56	2,897	81
April, 1878, . . .	1,436	69	2,229	23	58	36	3,724	28
May, 1878, . . .	1,166	56	4,307	24	41	58	5,515	38
June, 1878, . . .	1,161	96	2,275	80	58	29	3,496	05
July, 1878, . . .	1,107	52	2,645	14	68	80	3,821	46
August, 1878, . . .	1,107	52	2,652	66	67	62	3,827	80
September, 1878, . . .	1,107	52	3,721	31	54	82	4,883	65
Total, . . . . .	\$13,276	29	\$29,795	18	\$660	69	\$43,732	16
Total passenger earnings for the year, . . . . .							\$237,661	87
Total freight earnings for the year, . . . . .							1,261,359	72
Total earnings from all other sources, . . . . .							43,732	16
Total earnings for the year, . . . . .							\$1,542,753	75

## Expenditures for Operating during the Year.

## Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$154,757	81
New iron rails, number of tons, 314,404, . . . . .	9,475	24
New steel rails, number of tons, 2,059,488, . . . . .	83,731	78
Repairs and watching bridges, . . . . .	12,064	48
Repairs of buildings and fixtures, . . . . .	26,901	12
Watching tunnels and cuts, . . . . .	20,634	97
All other expenses for maintenance of way, . . . . .	9,911	30
Total for maintenance of way, . . . . .	\$322,776	70
Cost per mile of road kept in repair, 149.6, . . . . .	2,157	59
Proportion for Pennsylvania, 143.8, . . . . .	310,261	44

## Cost of Maintenance of Motive Power and Cars.

Repairs and use of locomotives, . . . . .	\$108,440	13
Repairs of machinery, . . . . .	11,229	40
Repairs and use of passenger, baggage, and mail cars, . . . . .	29,605	67
Repairs and use of freight cars, . . . . .	73,164	52
All other expenses for maintenance of motive power and cars, . . . . .	20,197	66
Total for maintenance of motive power and cars, . . . . .	\$242,637	38
Cost per mile of road operated, . . . . .	\$1,621	91
Proportion for Pennsylvania, . . . . .	233,230	66



## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$40,830	07
Salaries, wages, and incidentals chargeable to freight and express department,	142,541	18
Wages of switchmen, signal-men, gate-keepers,, and watchmen, and depot labor,	23,749	96
Fuel—number of tons of coal, and cost preparing same,	83,384	14
Oil and waste, tallow, gas, and candles,	19,859	84
Damages for injuries to persons,	11,858	34
Damages for cattle killed or injured,		
Damages for loss of goods and baggage,		
Damages to property, including damages by fire,		
Stationery, printing, and advertising,	10,719	59
Taxes,	15,468	54
Agents and clerks,	51,582	44
Telegraph expenses: Operators and repairs of telegraph,	17,395	31
Amount paid for use of palace and sleeping cars, and amount paid other corporations or individuals for use of all other cars: Included in repairs and use of passenger cars.		
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items.	32,137	98
<b>Total miscellaneous,</b>	<b>\$399,027</b>	<b>89</b>
Amount per mile of road operated, 149.6,	\$2,667	30
Proportion for Pennsylvania, 143.8,	383,557	74
Total expenditures for operating the road,	964,441	47
Expenses per mile of the road operated, 149.6,	6,446	80

## Earnings.

Passenger transportation, local and through,	\$237,661	87
Freight transportation, local and through,	1,261,359	72
Mail service,	13,276	29
Express service,	29,795	18
All other sources of income,	660	69
<b>Total,</b>	<b>\$1,542,753</b>	<b>75</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings,	\$322,776	70
Maintenance of motive power and cars,	242,637	38
Miscellaneous,	399,027	39
<b>Total operating expenses for year, being 62.51 per cent. of earnings,</b>	<b>964,441</b>	<b>47</b>
<b>Net earnings,</b>	<b>\$578,312</b>	<b>28</b>
Earnings per mile of road operated, 149.6,	\$10,302	52
Expenses per mile of road operated, 149.6,	6,446	80
Net earnings,	3,856	72

General Balance Sheet, October 1, 1878.

DR.		
Trustees stock subscription fund, . . . . .	\$435	71
Construction, . . . . .	12,018,670	96
Equipment, . . . . .	470,698	49
Balance of open accounts, . . . . .	2,865	73
Sinking fund consolidated mortgage, . . . . .	42,697	27
Profit and loss, . . . . .	4,084,660	44
	\$16,620,028	62
CR.		
Capital stock, . . . . .	\$1,944,050	00
Scrip stock, . . . . .	252	50
Stock partly paid, . . . . .	11,438	55
Consolidated mortgage, gold, . . . . .	6,292,000	00
Turtle Creek division bonds, . . . . .	328,600	00
First mortgage bonds, . . . . .	4,000,000	00
Real estate bonds, . . . . .	100,000	00
Baltimore and Ohio Railroad Company general account, . . . . .	3,620,687	57
Bills payable, . . . . .	325,000	00
	\$16,620,028	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.? We operate our own express.

What running arrangements have you with other railroad companies? What are the details of the contract? The road is leased to the Baltimore and Ohio Railroad Company. Copy of lease appears in annual report of the Secretary of Internal Affairs, part iv, relating to railroads, canals, and telegraphs, for year 1877.

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? Terms vary.

Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$1,944,050 00  
 Paid to sinking fund, . . . . . \$42,697 27

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, . . . . .	2	4	4	1	6	5
Others, . . . . .			10	4	10	4
Total, . . . . .	2	4	15	5	17	9

## Statement of Each Accident.

October 1, 1877. H. S. Slater, brakeman ; foot crushed and head bruised whilst coupling cars, at Brinton.

October 29. John Yohe, engineer ; injured near Everson ; train being thrown from track by a cow.

November 23. William Spellman, brakeman ; fatally injured by falling from a box car, in Pittsburgh yard.

December 3. Edward McCann, passenger ; in jumping from accommodation train, at Port Perry, fell against mail catcher, rolled under the train, and was killed.

December 12. James Mackey, believed to have been under the influence of liquor, was run over by switching engine, in McKeesport yard, and killed.

December 24. James Burns ; was killed in attempting to pass under moving cars, at McKeesport.

December 27. John Apple ; stepped on track in front of accommodation train, at copper works ; was struck by engine and injured.

January 6, 1878. George Hart, fireman ; in attempting to get on an engine, while in motion, was run over and killed, in Cumberland yard.

January 7. Eliza Jones ; walking on track near Moore's ; was killed by accommodation train.

January 9. Michael Frank ; walking on track east of Moore's ; was struck by accommodation and injured.

February 10. Christian Burkette, a pauper ; was run over and killed by express train, near Meyersdale.

February 13. Michael Kennedy ; walking on the track ; was struck by accommodation train, near Dunbar, and killed.

February 21. George Dennis ; walking on track ; was struck by mail train, near White Rock, and injured.

March 26. Lawrence Coffman, small boy ; in attempting to get on a morning train, at Everson, fell under the cars and was killed.

April 1. James McMenny ; in attempting to get on mail train while in motion, at McKeesport ; was killed.

April 10. Charles Carson, small boy ; injured whilst climbing over cars, at Soho.

April 10. Lee French, brakeman ; fatally injured by falling from train, at Hickman Run Junction.

April 26. William Turner, brakeman ; leg injured by falling from a car, at Hickman Run Junction.

April 30. Louis Rinehart, brakeman ; was instantly killed while coupling cars, at Ellrod.

June 12. J. Penny, deaf ; walking on the track ; was killed by express train, at Robbins.

June 20. Patrick Morrissey, laborer ; fatally injured by falling from caboose, at Riverton.

July 1. James Carns, small boy ; was run over and killed at road crossing west of Connellsville.

August 13. Mrs. Ann McCormick was struck and killed by engine of accommodation train, on Point Perry trestle.

September 3. Hugh McGinley, fatally ; Redman O'Hanlon, and Patrick Mangin ; seriously injured, at Hickman Run Junction.

STATE OF MARYLAND, }  
City of Baltimore, } ss :

Personally appeared before me, John King, junior, president of the Pittsburgh and Connellsville 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 September 30, A. D. 1878, according to the best of his knowledge and belief.

(Signed,)

JOHN KING, Jr., *President.*

Sworn and subscribed before me, this 4th day of February, A. D. 1879.

WM. BONE, *J. P.*

STATE OF MARYLAND, }  
City of Baltimore, } ss :

Personally appeared before me, J. B. Washington, secretary and auditor of the Pittsburgh and Connellsville 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 September 30, A. D. 1878, according to the best of his knowledge and belief.

(Signed)

J. B. WASHINGTON, *Secretary and Auditor.*

Sworn and subscribed before me this 30th day of January, A. D. 1879.

MURRAY HANSON,

*A Commissioner for the Commonwealth of Pennsylvania, residing in Baltimore city, Maryland.*

PITTSBURGH, FORT WAYNE AND CHICAGO.

Officers.

NAMES.		Residence.	Salary.
George W. Cass, . . . . .	President, . . . . .	New York.	
Louis H. Meyer, . . . . .	President <i>pro tem.</i> , . . . . .	New York, . . . . .	\$2,400 00
F. M. Hutchinson, . . . . .	Secretary and Treasurer, . . . . .	Pittsburgh, Pa., . . . . .	3,000 00

General offices at Pittsburgh, Pa.

Names of Directors.	Residences.
G. W. Cass, . . . . .	New York.
J. F. D. Lanier, . . . . .	New York.
Samuel J. Tilden, . . . . .	New York.
Louis H. Meyer, . . . . .	New York.
Thomas A. Scott, . . . . .	Philadelphia, Penna.
John N. Hutchinson, . . . . .	Philadelphia, Penna.
J. N. McCullough, . . . . .	Pittsburgh, Penna.
Charles E. Speer, . . . . .	Pittsburgh, Penna.
R. R. Springer, . . . . .	Cincinnati, Ohio.
S. B. Harrison, . . . . .	Cincinnati, Ohio.
Pliny Hoagland, . . . . .	Fort Wayne, Ind.
J. S. Williams, . . . . .	Fort Wayne, Ind.
John Sherman, . . . . .	Washington, D. C.

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	
Guaranteed special stock, . . . . .	5,669,300 00	
	\$25,383,585	71
Capital stock, paid in by last report, . . . . .	25,218,585	71
Capital stock, total amount now paid in, . . . . .	25,383,585	71
Capital stock, number of shares issued, . . . . .	253,885	
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, . . . . .	100	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 September 1, 1883, bear interest at 8 per cent., which is payable semi-annually,) amount, . . . . .	1,000,000 00
Construction bonds, (due 1887, bear interest at 7 per cent., payable semi-annually,) . . . . .	100,000 00
Total amount now of funded debt, . . . . .	\$13,510,000 00
Total amount now of floating and funded debt, . . . . .	\$13,510,000 00
Funded debt as per last report, . . . . . \$13,510,000 00	
Total cash realized from capital stock and debt, . . . . .	38,893,585 71

## 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
Proportion of same for Pennsylvania, construction and equipment added since, . . . . .	12,060,323 50
Total cost of entire equipment, . . . . .	38,731,123 55
Cost of road and equipment per mile, . . . . .	84,706 79
Proportion of same for Pennsylvania, . . . . .	4,036,042 55

## Expenditures Charged to Cost of Road and Equipment During the Year.

Extension or alteration of road, . . . . .	\$74,916 30
Land or land damages, . . . . .	11,719 54
Passenger and freight houses, . . . . .	3,288 42
Engine-houses, car sheds, wood and coal sheds, and water tanks, . . . . .	9 00
New freight cars, number 1,500, . . . . .	660,047 50
New machine shops, machinery, and tools, . . . . .	12,207 80
Any other expenditures chargeable to this account, . . . . .	7,349 36
December estimated total, . . . . .	\$769,537 02
Proportion for Pennsylvania, . . . . .	\$90,190 00

General Balance Sheet, January 1, 1879.

DR.		
Cost of railway equipment, structures, &c.,	\$38,781,123	55
Stock of supplies transferred to Pennsylvania Railroad Company, lessee,	468,804	59
1,400 shares Pittsburgh, Fort Wayne and Chicago Railway Company stock, at \$100 per share,	140,000	00
Ten third mortgage bonds Pittsburgh, Fort Wayne and Chicago Railway Company,	10,000	00
1,235 shares stock Massillon and Cleveland Railroad Company, at \$40 per share,	49,400	00
400 shares stock Lawrence Railroad Company, at \$50 per share,	20,000	00
52,100 bonds Allegheny Valley Railroad Company, at 23 cents,	10,980	00
Trustees' Sinking Fund first and second mortgage bonds,	2,372,182	24
Cash in hands of Winslow, Lanier & Co., to pay dividends on stock, and interest on bonds,	37,769	75
F. M. Hutchinson, treasurer, in securities,	12,000	00
	\$41,852,280	13
CR.		
Capital stock,	\$25,383,585	71
Funded debt,	13,510,000	00
Sundry coupons not presented,	17,755	00
Dividends not called for,	20,014	75
Miscellaneous items,	116,240	55
Balance to credit of income account,	2,804,684	12
	\$41,852,280	13

Stock and Dividends.

Amount of common stock now outstanding,	\$25,383,585	71
Rate and date of all cash dividends on stock of original and consolidated companies: Seven per cent., January, April, July, and October, 1 1/2 per cent. each.		
Number and per cent. of dividends: Four quarterly dividends, at seven per cent. per annum.		
Amount paid in dividends,	\$1,771,076	00
Paid to sinking fund,	104,000	00

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

Personally appeared before me, Louis H. Meyer, president *pro tem.*, and 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. 1878, 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 31st day of January, A. D. 1879, by F. M. Hutchinson, secretary and treasurer. Witness my hand and official seal.

WILLIAM F. ROBB, *Notary Public.*

## PITTSBURGH, TITUSVILLE AND BUFFALO.

### Officers.

NAMES.	Residence.	Salary.
Thomas H. Dudley, . . . . . President, . . . . .	Camden, N. J., . . . . .	\$3,600 00
James H. Campbell, . . . . . Vice President, . . . . .	Philadelphia, Pa., . . . . .	None.
George Bull, . . . . . Secretary, . . . . .	Philadelphia, Pa., . . . . .	1,000 00
John W. Moffly, . . . . . Treasurer, . . . . .	Philadelphia, Pa., . . . . .	None.
M. Crosby, . . . . . General Solicitor, . . . . .	Corrv. Pa., . . . . .	1,600 00
William T. Howe, . . . . . Auditor, . . . . .	Oil City, Pa., . . . . .	1,620 00
W. J. Young, . . . . . Assistant Treasurer, . . . . .	Oil City, Pa., . . . . .	1,200 00
C. J. Hepburn, . . . . . General Superintendent, . . . . .	Oil City, Pa., . . . . .	2,700 00

General offices at Philadelphia and Oil City.

<i>Names of Directors.</i>	<i>Residences.</i>
James H. Campbell, . . . . .	Philadelphia.
John W. Moffly, . . . . .	Philadelphia.
John S. Ritter, . . . . .	Philadelphia.
Christian Stiver, . . . . .	Philadelphia.
John Scott, . . . . .	Pittsburgh.
William P. Shinn, . . . . .	Pittsburgh.

### \* 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
Capital stock, par value of each share, . . . . .	50 00
Capital stock, average market value during the year, about, . . . . .	5 00

\* This road having been organized under act of April 8, 1881, the bondholders, stockholders, and some of creditors of 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.**

<b>Funded Debt.</b>		
First mortgage bonds, (due April 1, 1882, July 2, 1890, and February 1, 1896, bear interest at seven 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 seven per cent., which is payable 1st February and August,) amount, . . . . .	1,155,000	00
Income bonds, (due February 1, 1896, bear interest at six per cent., which is payable 1st February and August,) . . . . .	315,933	00
<b>Total amount now of funded debt, . . . . .</b>	<b>\$4,050,933</b>	<b>00</b>
<b>Floating Debt.</b>		
Debt incurred for any other purpose, and for what: Scrip issued for defaulted interest balance remaining, . . . . . \$75,022 50	75,022	50
<b>The amount now of floating debt, . . . . .</b>	<b>\$4,125,955</b>	<b>50</b>
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$4,125,955</b>	<b>50</b>
Funded debt as per last report, . . . . . \$4,050,933 00		
Floating debt as per last report, . . . . . 34,597 50		

**Cost.**

Total cost of entire road to date, . . . . .	\$8,473,622	16
Average of same per mile of road laid, . . . . .	70,613	52
Proportion of same for Pennsylvania, . . . . .	70,613	52
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, . . . . .	75,509	35
Proportion of same for Pennsylvania, . . . . .	75,509	35

**Characteristics of Road.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Corry to Irvinston, . . . . .	95	95
Length of single main track, . . . . .	95	95
<b>Branches.</b>		
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? 18 miles, three rails, (6 feet and 4 feet 9 inches,) and 102 miles 4 feet 9 inches.

## Track.

Miles of iron rail in use, . . . . .	101
Miles of steel rail in use, . . . . .	19
Weight of rail per yard, { Iron, . . . . .	60 lbs.
{ Steel, . . . . .	60 lbs.
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.

## Stations.

Number of stations on main road, { Passenger, . . . 38, }	58
{ Freight, . . . . 20, }	
Number of stations on branches, { Passenger, . . . . 5, }	8
{ Freight, . . . . . 3, }	
Number of engine-houses and shops in Pennsylvania, 5;	
total number entire road, . . . . .	5
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, . . . . .	\$40,000 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . .	40,000 00
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, . . . . .	6	2,500 00
Number of freight cars, { House cars, . . . . .	27	700 00
{ Trucks, . . . . .	199	500 00
Oil tanks, . . . . .	25	900 00
Number of caboose cars, . . . . .	12	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 $\frac{1}{10}$
Average number of cars in freight trains, . . . . .	26 $\frac{1}{11}$

## Employees.

Average number of persons regularly employed by company, including officials, . . . . .	575
Same in Pennsylvania, . . . . .	575

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains, . . . . .	179,685
Number of miles run by freight trains, . . . . .	253,480
Number of miles run by coal trains: Included in freight.	
Number of through passengers for the year on main road,	14,497
Number of passengers (all classes) carried in cars, . . . . .	281,919
Number of passengers carried one mile, . . . . .	5,245,003
Number of passengers carried one mile in Pennsylvania,	5,245,003
Number of tons, of 2,000 lbs., of through freight for the year on main road, . . . . .	171,504
Number of tons of freight carried one mile, . . . . .	18,630,703
Number of tons of freight carried one mile in Pennsylvania, . . . . .	18,630,703
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	522,432
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, 1878, . . . . .	25,515	August, 1878, . . . . .	22,618
February, 1878, . . . . .	22,506	September, 1878, . . . . .	24,793
March, 1878, . . . . .	27,474	October, 1878, . . . . .	21,473
April, 1878, . . . . .	27,242	November, 1878, . . . . .	19,281
May, 1878, . . . . .	25,117	December, 1878, . . . . .	17,859
June, 1878, . . . . .	23,639		
July, 1878, . . . . .	24,402	Total, . . . . .	281,919

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

Anthracite coal, . . . . .	10,157	Stone and lime, . . . . .	3,050
Bituminous coal, . . . . .	197,615	Agricultural products, . . . . .	5,580
Petroleum and other oils, . . . . .	161,551	Merchandise and manufactures, . . . . .	43,671
Pig iron, . . . . .	31,409	Lumber, . . . . .	38,888
Railroad iron, . . . . .		Other articles, . . . . .	30,504
Other iron or castings, . . . . .			
Iron and other ores, . . . . .		Total, . . . . .	522,432

The Rate of Fare for Passengers charged for the respective Classes per Mile, as follows:

For first-class through passengers, . . . . .	3 <sup>22</sup> / <sub>100</sub> cents.
For first-class way passengers, . . . . .	3 <sup>22</sup> / <sub>100</sub> cents.
For second-class through passengers, . . . . .	3 <sup>22</sup> / <sub>100</sub> cents.
For second-class way passengers, . . . . .	3 <sup>22</sup> / <sub>100</sub> cents.

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

For through freight, . . . . .	} Per ton per mile, . . . . .	1 <sup>78</sup> / <sub>100</sub> cents.
For through coal, . . . . .		
For local freight, . . . . .		
For local coal, . . . . .		

## Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
January, 1878, . . . . .	\$878	48	\$13,210	22	\$14,088 70
February, 1878, . . . . .	854	82	11,896	68	12,951 50
March, 1878, . . . . .	971	90	14,210	97	15,182 87
April, 1878, . . . . .	1,534	90	15,358	54	16,888 44
May, 1878, . . . . .	1,300	07	13,188	83	14,488 90
June, 1878, . . . . .	1,610	94	12,676	18	14,287 12
July, 1878, . . . . .	1,693	10	14,029	69	15,722 79
August, 1878, . . . . .	1,534	52	12,769	96	14,306 48
September, 1878, . . . . .	3,991	83	12,373	54	16,365 37
October, 1878, . . . . .	1,841	50	11,554	65	13,396 15
November, 1878, . . . . .	1,164	22	9,925	26	11,089 48
December, 1878, . . . . .	1,273	17	8,923	36	10,196 53
Total, . . . . .	\$18,651	45	\$150,112	88	\$168,764 33

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.
January, 1878, . . . . .	\$5,935	79	\$18,852	48	\$24,788 27
February, 1878, . . . . .	4,168	67	22,288	69	26,457 36
March, 1878, . . . . .	5,033	45	17,205	66	22,239 11
April, 1878, . . . . .	6,682	90	20,064	87	26,747 77
May, 1878, . . . . .	6,223	52	17,897	69	24,121 21
June, 1878, . . . . .	7,557	33	14,784	40	22,341 73
July, 1878, . . . . .	8,668	24	12,864	79	21,533 08
August, 1878, . . . . .	7,152	71	23,128	44	30,281 15
September, 1878, . . . . .	4,323	56	28,714	17	33,037 73
October, 1878, . . . . .	4,906	29	24,827	23	29,733 52
November, 1878, . . . . .	9,150	44	30,409	41	39,559 85
December, 1878, . . . . .	6,893	89	23,702	38	30,596 27
Total, . . . . .	\$76,606	79	\$254,740	21	\$331,437 00

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
January, 1878, . . . . .	\$551	63	\$714	41	\$211	97	\$1,478 01
February, 1878, . . . . .	551	61	631	50	304	56	1,478 68
March, 1878, . . . . .	551	62	703	21	308	06	1,562 69
April, 1878, . . . . .	351	62	718	08	457	93	1,727 63
May, 1878, . . . . .	551	63	740	08	538	03	1,827 74
June, 1878, . . . . .	551	63	681	07	975	71	2,208 41
July, 1878, . . . . .	551	62	728	29	1,437	26	2,717 17
August, 1878, . . . . .	551	62	738	93	2,010	03	3,300 58
September, 1878, . . . . .	551	63	692	57	1,316	30	2,560 50
October, 1878, . . . . .	551	62	725	00	1,920	31	3,196 93
November, 1878, . . . . .	413	52	747	56	1,112	95	2,274 03
December, 1878, . . . . .	524	05	723	94	910	15	2,158 14
Total, . . . . .	\$6,453	81	\$8,544	64	11,501	26	\$26,499 71

Total passenger earnings for the year, . . . . .	\$168,764	33
Total freight earnings for the year, . . . . .	331,437	00
Total earnings from all other sources, . . . . .	26,499	71
<b>Total earnings for the year, . . . . .</b>	<b>\$526,701</b>	<b>04</b>
<b>Total receipts from all sources on whole length of line, . . . . .</b>	<b>\$526,701</b>	<b>04</b>
<b>Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .</b>	<b>526,701</b>	<b>04</b>

**Expenditures for Operating during the Year.**

**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$63,556	08
New iron rails, . . . . .	6,588	93
New steel rails, . . . . .	790	32
Repairs of bridges, . . . . .	6,428	80
Repairs of buildings and fixtures, . . . . .	1,500	28
Repairs of fences, . . . . .	281	27
All other expenses for maintenance of way, . . . . .	24,317	42
<b>Total for maintenance of way, . . . . .</b>	<b>\$103,450</b>	<b>05</b>
<b>Cost per mile of road kept in repair, . . . . .</b>	<b>\$923</b>	<b>66</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>923</b>	<b>66</b>

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	\$17,767	38
Repairs of machinery, . . . . .	2,127	55
Repairs of passenger, baggage, and mail cars, . . . . .	12,822	67
Repairs of freight cars, . . . . .	16,052	29
All other expenses for maintenance of motive power and cars, . . . . .	8,507	53
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$57,277</b>	<b>37</b>
<b>Cost per mile of road operated, . . . . .</b>	<b>\$511</b>	<b>41</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>511</b>	<b>41</b>

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$26,102	33
Salaries, wages, and incidentals chargeable to freight department, . . . . .	74,275	48
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	14,705	07
Fuel, . . . . .	24,203	83
Oil and waste, . . . . .	3,738	67
Damages for injuries to persons, . . . . .	417	29
Damages for cattle killed or injured, . . . . .	2,557	38
Damages for loss of goods and baggage, . . . . .	715	44
Taxes, . . . . .	1,814	13
Insurance, . . . . .	1,400	00
Telegraph expenses, . . . . .	6,015	41
Amount paid other corporations or individuals for use of all other cars, . . . . .	8,071	88
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	17,394	00
<b>Total miscellaneous, . . . . .</b>	<b>\$181,410</b>	<b>91</b>
<b>Amount per mile of road operated, . . . . .</b>	<b>\$1,619</b>	<b>74</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>1,619</b>	<b>74</b>
<b>Total expenditures for operating the road, . . . . .</b>	<b>\$42,133</b>	<b>33</b>
<b>Expenses per mile of the road operated, . . . . .</b>	<b>3,054</b>	<b>81</b>
<b>Expenses per mile of single track operated, not including sidings, . . . . .</b>	<b>3,054</b>	<b>81</b>
<b>Expenses per train mile, . . . . .</b>		<b>79</b>
<b>Proportion for Pennsylvania, . . . . .</b>		<b>79</b>

## Earnings.

Passenger transportation, local, . . . . .	\$150,112 88	} Total, . . .	\$168,764	33
Passenger transportation, through, . . . . .	18,651 45			
Freight transportation, local, . . . . .	254,740 21	} Total, . . .	331,437	00
Freight transportation, through, . . . . .	76,696 79			
Mail service, . . . . .			6,453	81
Express service, . . . . .			8,544	64
Rents, . . . . .			787	35
All other sources of income, . . . . .			10,713	91
<b>Total, . . . . .</b>			<b>\$526,701</b>	<b>04</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$103,450 05			
Maintenance of motive power and cars, . . . . .	57,277 37			
Miscellaneous, . . . . .	181,410 91			
<b>Total operating expenses, being 61<sup>9</sup>/<sub>10</sub>% per cent. of earnings, . . . . .</b>			<b>\$342,138</b>	<b>33</b>
Net earnings, . . . . .			184,662	71
Earnings per mile of road operated, . . . . .			\$2,851	15
Expenses per mile of road operated, . . . . .			1,619	74
Net earnings, . . . . .			1,231	41

## General Balance Sheet, January 1, 1879.

DR.			
Cost of road, . . . . .		\$8,473,622	16
Cost of equipment, . . . . .		587,500	00
Shop fuel and road stock on hand, . . . . .		29,114	77
Due from individuals and companies, . . . . .		32,034	96
Miscellaneous assets, . . . . .		12,000	00
Balance in hands of agents, . . . . .		2,782	09
Balance in bank to pay coupons due Jan. 1, 1879, . . . . .		19,813	50
Balance in hands of treasurer, . . . . .		63,900	07
		<b>\$9,220,767</b>	<b>55</b>
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, . . . . .		75,022	50
Unpaid vouchers and pay-rolls, . . . . .		51,339	15
Unpaid interest, . . . . .		19,813	50
Due other railroad companies, . . . . .		12,205	30
Balance credit, profit and loss, . . . . .		52,004	10
		<b>\$9,220,767</b>	<b>55</b>

## 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, between Union and Titusville, who pay at the rate of thirty cents per one hundred pounds. Union Express Company, between Corry and Irvineton, who pay at the rate of twenty-five dollars 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 companies? 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, &c.? 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.

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? National Tube Works Company, McKeesport, Pa., \$30 92; Standard Oil Company, Cleveland, Ohio, \$181 73; United States Rolling Stock Company, New York, \$50 93; West Branch Lumber Company, Williamsport, Pa., 28 78; Boughton Acid Works, Boughton, Pa., \$1 85.

#### 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 sleeping car company charging an additional rate.

#### 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? \$6,288 50 per annum, from July 1, 1878.

#### Stock and Dividends.

Amount of common stock now outstanding? \$4,959,450.

Deficit for the year, . . . . .		\$76,887	29
Surplus at commencement of the year, . . . . .		128,891	39
Total surplus, . . . . .		52,004	10
Surplus invested as follows:			
Cash, . . . . .	\$68,900 07		
Balance of accounts due by company, . . . . .	16,727 40		
		47,172	67
Material, fuel, and stores, . . . . .		29,114	77
Other debtor items, . . . . .		24,288	34

#### Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .				11		11
Employés, . . . . .			2	2	2	2
Others, . . . . .						
Total, . . . . .			2	13	2	13

#### Statement of Each Accident.

January 3, 1878. Oil City; Patrick Durkin, employed as brakeman, had his finger bruised while coupling cars.

March 2. Oil City; William Cunningham, brakeman, had his hand caught between the draw-heads, injuring two fingers.

March 9. Near Thompson's; Jerry Murray, laborer on gravel train, was caught between two freight cars in getting off, fracturing one rib, and slightly injuring him about the groin.

April 15. Oil City; John Zall, a boy about fifteen years of age; leg crushed, which made amputation necessary. Zall, in jumping on the switch engine while in motion, fell under the wheels; ran over and crushed one of his legs.

April 20. Oil City; Peter Rice; killed; the man was supposed to have been intoxicated, and laid or fell down on the track in a senseless condition.

May 14. Oil City shops; Patrick McGraw, employed as carpenter, while repairing a car, struck the end of his thumb with a hammer, bruising it, but breaking no bones.

July 11. Eagle Rock. Albert Fridholm, brakeman, injured about the thighs and hips. Fridholm had cut the engine from the train to take water, and sat down on the track to wait for the engine to return and fell asleep; the engineer saw Fridholm's lantern at the end of the train, and, supposing he was waiting there to couple the engine on the train, backed up slowly. The brake beam struck Fridholm, knocking him off the track, slightly bruising him about the thighs and hips, breaking no bones.



July 31. Oil City; Michael Edinger, brakeman; thumb smashed so badly as to cause amputation necessary. Edinger in drawing his hand, after having made a coupling of cars, had his thumb caught between the draw-heads of the cars.

August 7. About one fourth of a mile north of Colham station; Thomas D. Huff; killed. This man was walking on the track, and as the train approached, the engineer blew the whistle a number of times to warn him to get off the track; but, instead of getting off, he ran a head of the train, looking around several times at the approaching train, but making no effort to get off the track. When the engineer saw the man was not trying to get off, he did all in his power to stop, but was too near to prevent striking him.

August 22. Titusville; John Brown, brakeman; injured about the shoulders; no bones broken; while making a coupling, was caught between the cars.

September 1. Corry; John Malloy, trackman; fell from a hand-car while in motion, slightly bruising one of his legs.

September 23. Imperial; Moses Hess, laborer on working train; while unloading ties had one fall against his ankle, spraining it.

September 24. J. and F. Junction; a man by the name of Moore was struck and knocked down by an engine, but only slightly injured. He was a very old man, and stepped from one track on to another, in front of an approaching train.

October 10. Oil City; Patrick Cronin, brakeman; while coupling cars, had one finger injured, so it was necessary to take it off at the second joint.

October 31. Titusville; John Sullivan, brakeman; while making a coupling of cars had his hand caught between the draw-heads, injuring it so as to render amputation of three fingers necessary.

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. 1878, according to the best of their knowledge and belief.

(Signed,)

THOMAS H. DUDLEY, *President.*

JOHN W. MOFFLY, *Treasurer.*

Affirmed and subscribed before me, this 11th day of February, A. D. 1879.

JOSEPH FRANKISH, *Notary Public.*

## PLYMOUTH.

## Officers.

NAMES.		Residence.	Salary.
Coffin Colkett, . . .	President, . . . . .	Philadelphia, Penn'a., .	None.
A. E. Dougherty, }	Secretary and Treas- }	Philadelphia, Penn'a., .	None.
	urer, . . . . .		

General office at No. 12 Philadelphia Exchange, Philadelphia, Penn'a.

*Names of Managers.**Residences.*

James Boyd, . . . . .	Norristown, Penn'a.
William H. Slingluff, . . . . .	Norristown, Penn'a.
Daniel Longaker, . . . . .	Norristown, Penn'a.
Winfield S. Wilson, . . . . .	Tredyffrin, Chester county, Penn'a.
I. V. Williamson, . . . . .	Philadelphia, Penn'a.
Edwin Swift, . . . . .	Philadelphia, Penn'a.

## 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 registered,) . . . . .	12,050	00
Capital stock, number of shares issued, (as registered,) . . . . .	241	
Capital stock, amount paid in on each share, (as 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
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, . . . . .	\$286,545	19
Average of same per mile of road laid, . . . . .	80,977	85

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Conshohocken to Oreland, . . . . .	9.25	All.
Length of single main track, . . . . .	9.25	All.

Gauge.

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

Track.

Miles of iron rail in use, . . . . . 11.62  
 Weight of rail per yard, iron, . . . . . 57 lbs.  
 Wooden bridges, number of, 11; aggregate length, . . . 340 feet.  
 Iron bridges, number of, 2; aggregate length, . . . . . 137 feet.

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, . . . . . \$11,231 00

How is track laid, and on what foundation? With iron rails, oak and chestnut cross-ties, on broken cinder.

On the 10th day 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 nine hundred and ninety-nine 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 can only be answered by said lessees, or included in their report.

General Balance Sheet, December 9, 1878.

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 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 9, A. D. 1878, according to the best of his knowledge and belief.

(Signed,)

C. COLKET, *President.*

A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this 11th day of January, A. D. 1879.

W. W. DOUGHERTY, *Notary Public.*

POINT BREEZE.

Officers.

NAMES.	Residence.	Salary.
William G. Warden, . . . . .	Philadelphia.	
Henry L. Davis, . . . . .	Philadelphia.	

General offices at 307 Walnut street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Norris W. Harkness, . . . . .	Philadelphia.
Henry L. Davis, . . . . .	Philadelphia.
Edward P. Cooper, . . . . .	Philadelphia.
Thornton Pike, . . . . .	Lower Mayfield twp., Bucks county, 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, 30 per cent., . . . . .	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.

Characteristics of Road.

None of the road-bed down yet. Expenditures, thus far, principally for right of way.

Track.

No track laid.

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

Extension or alteration of road, . . . . .	\$30	75
Land or land damages, . . . . .	150	00
Total, . . . . .	\$180	75
Proportion for Pennsylvania, . . . . . All.		

General Balance Sheet, December 31, 1878.

DR.			
Construction account, . . . . .	\$1,908	75	
Land account, . . . . .	2,275	00	
Cash on hand, . . . . .	1,697	59	
	\$5,881	34	
CR.			
Capital, . . . . .	\$5,400	00	
N. W. Harkness, . . . . .	481	34	
	\$5,881	34	

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

Personally appeared before me, William G. Warden, president, and Henry L. Davis, treasurer, of the Point Breeze 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. 1878, according to the best of their knowledge and belief.

(Signed)

WILLIAM G. WARDEN, *President.*

HENRY L. DAVIS, *Treasurer.*

Affirmed and subscribed before me, this 27th day of January, A. D. 1879.

FRANK T. WEBB, *Notary Public.*

**WEST CHESTER AND PHOENIXVILLE.**

**Officers.**

NAMES.		Residence.	Salary.
William E. Lockwood,	President, . . . . .	Glen Loch and Phil'a,	None.
William Painter, . . . .	Vice President, . . . .	Philadelphia, . . . .	None.
George A. Rahm, . . . .	Secretary, } . . . . .	Philadelphia, . . . .	None.
	Treasurer, } . . . . .		
Edwin S. Taylor, . . . .	Chief Engineer, . . . .	Cape May, N. J., . . }	None at present.

General offices at 259 South Third street, Philadelphia.

*Names of Directors.*

*Residences.*

William E. Lockwood, . . . . .	Glen Loch and Philadelphia.
William Painter, . . . . .	Philadelphia.
John I. Parker, . . . . .	West Chester.
William E. Barber, . . . . .	West Chester.
B. Franklin 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.		
Capital stock, amount subscribed, . . . . . 10 per cent.		
Capital stock paid in by last report, . . . . . 10 per cent.	13,000	00
Capital stock, total amount now paid in, . . . . .	13,000	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	00
Capital stock, average market value during the year, . . . . . No sales.		

**Debt.**

**Funded Debt.**

Unfunded debt, incurred for construction, equipment, or purchase of property, about . . . . .	\$2,180	19
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**Characteristics of Road.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from West Chester to Phoenixville, . . . . .	14	All.

Gauge.

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

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

Personally appeared before me, William E. Lockwood, president, and William Painter, treasurer *pro tem.*, 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, A. D. 1878, according to the best of their knowledge and belief.

(Signed) WILLIAM E. LOCKWOOD, *President.*  
WILLIAM PAINTER, *Treasurer pro tem.*

Sworn and subscribed before me, this 28th day of March, A. D. 1879.  
RICHARD H. REILLY, *Notary Public.*

READING AND COLUMBIA.

Officers.

NAMES.		Residence.	Salary.
G. A. Nicolls, . . . . .	President, . . . . .	Reading, . . . . .	\$2,000 00
Howard Hancock, . . . . .	Secretary, . . . . .	Philadelphia, . . . . .	364 50
John Welch, . . . . .	Treasurer, . . . . .	Philadelphia, . . . . .	486 00
Alexander M. Wilson, . . . . .	Gen'l Superintendent,	Columbia, . . . . .	1,500 00

General offices 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.
Henry Lewis, . . . . .	Philadelphia.
I. V. Williamson, . . . . .	Philadelphia.
Frederick Lauer, . . . . .	Reading.
Thomas Baumgardner, . . . . .	Lancaster.
Samuel Small, . . . . .	York.
W. G. Case, . . . . .	Columbia.
Washington Righter, . . . . .	Columbia.

## Capital Stock.

Capital stock, authorized by law, . . . . .	Unlimited.	
Capital stock, authorized by votes of company, . . . . .		\$1,050,000 00
Capital stock, amount subscribed, . . . . .		961,500 00
Capital stock, paid in by last report, . . . . .		503,288 09
Capital stock, total amount now paid in, . . . . .		958,288 09
Capital stock, number of shares issued, full paid, . . . . .	19,144	
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.

<b>Funded Debt.</b>		
First mortgage bonds, (due March 1, 1882, bear interest at seven per cent., which is payable March and September,) amount, . . . . .		\$650,000 00
Second mortgage bonds, (due June 1, 1884, bear interest at seven per cent., which is payable June and December,) amount, . . . . .		350,000 00
Debenture bonds, (due December 1, 1917, bear interest at six per cent., which is payable June and December,) amount, . . . . .		1,000,000 00
Bonds and mortgages, real estate, . . . . .		4,166 67
Total amount now of funded debt, . . . . .		\$2,004,166 67
<b>Floating Debt.</b>		
Total amount now of floating and funded debt, . . . . .		2,004,166 67
Funded debt as per last report, . . . . .		\$2,004,166 67
Floating debt as per last report, . . . . .		439,409 90

## Cost.

* Total cost of entire road to date, . . . . .		\$2,102,949 46
Average of same per mile of road laid, 48 miles, . . . . .		43,811 45
Average of same per mile of track, 60.41 miles, . . . . .		34,811 28
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, . . . . .		48,920 64

\* This amount does not include the cost of the leased road, (the Quarryville branch.) 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	
<b>Branches.</b>		
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
<b>Leased Roads.</b>		
Quarryville branch, from Lancaster to Quarryville, . . . . .	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, branches, leased roads, sidings, and other track, . . . . .		76.82

Gauge.

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

Track.

Miles of iron rail in use, . . . . . 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.  
 Number of bridges and trestles on whole line, . . . . . 90  
 Wooden bridges, number of, 72; aggregate length, . . . . . 2,580 feet.  
 Stone bridges, number of, 2; aggregate length, . . . . . 44 feet.  
 Iron bridges, number of, 5; aggregate length, . . . . . 174½ 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, . . . . .	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 employéés 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 engine-houses and shops in Pennsylvania: total number entire road, engine-houses, 3; shops, 2.	
Number of wood and water stations on main road: 5 water, 2 wood, . . . . .	7
Number of wood and water stations on branches: 2 water, 1 wood, . . . . .	3
Number of wood and water stations on leased roads: 2 water, 1 wood, . . . . .	3
Value of real estate held by the company, exclusive of roadway, . . . . .	\$62,556.22
How is track laid, and on what foundation? Cross-ties, cinder, stone, and gravel ballast.	

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, . . . . .	6	\$19,200 00
Number of locomotives of more than 20 tons weight, . . . . .	4	19,750 00
Number of first class passenger cars, . . . . .	7	4,400 00
Number of baggage, mail, and express cars, . . . . .	1	2,500 00
Number of freight cars: House cars and trucks, . . . . .	31	822 00
Number of coal, ore, and stone cars: Roadway cars, . . . . .	12	175 00
Tool cars, . . . . .	1	250 00
Caboose cars, . . . . .	3	325 00

What kind of train brake is in use on your road? Passenger trains, Westinghouse automatic brake; freight trains, hand brake.

Average number of cars in passenger trains, including baggage cars, . . . . .	8
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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**Dotings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	136,881
Number of miles run by freight and coal trains, . . . . .	138,645
Number of through passengers for the year on main road, . . . . .	68,599
Number of passengers (all classes) carried in cars, . . . . .	197,954
Number of passengers carried one mile, . . . . .	2,949,759
Number of tons of freight carried one mile, . . . . .	7,685,416
Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . .	265,122
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	20
Average rate of speed adopted by freight and coal trains, including stops, (miles per hour,) . . . . .	13

**Monthly Statement of Passengers (all classes) Carried in Cars.**

December, 1877, . . . . .	18,472	July, 1878, . . . . .	19,414
January, 1878, . . . . .	12,660	August, 1878, . . . . .	26,746
February, 1878, . . . . .	12,807	September, 1878, . . . . .	14,268
March, 1878, . . . . .	14,836	October, 1878, . . . . .	13,498
April, 1878, . . . . .	16,673	November, 1878, . . . . .	14,960
May, 1878, . . . . .	16,009	Total, . . . . .	197,954
June, 1878, . . . . .	17,611		

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

Anthracite coal, . . . . .	171,999
Merchandise and manufactures, . . . . .	93,123
Total, . . . . .	<u>265,122</u>

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

For first-class through passengers, . . . . .	3 cents.
For first-class way passengers, . . . . .	3¼ cents.

**The Rate per ton of 2,000 pounds, per mile received for Freight.**

For through freight, per ton per mile, . . . . .	3 <sup>77</sup> / <sub>100</sub> cents.
For through coal, per ton per mile, . . . . .	1 <sup>75</sup> / <sub>100</sub> cents.

**Monthly Earnings for the Year.**  
**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
December, 1877, . . . . .			\$6,152 27
January, 1878, . . . . .			4,810 51
February, 1878, . . . . .			4,756 15
March, 1878, . . . . .			5,542 90
April, 1878, . . . . .			6,438 74
May, 1878, . . . . .			6,425 25
June, 1878, . . . . .			6,680 29
July, 1878, . . . . .			7,082 64
August, 1878, . . . . .			9,060 88
September, 1878, . . . . .			5,784 00
October, 1878, . . . . .			6,086 78
November, 1878, . . . . .			5,777 43
<b>Total, . . . . .</b>			<b>\$74,606 88</b>

**From Transportation of Freight.**

MONTHS.	Through.	Local.	Total.
December, 1877, . . . . .			\$9,912 15
January, 1878, . . . . .			5,923 88
February, 1878, . . . . .			6,582 56
March, 1878, . . . . .			9,436 48
April, 1878, . . . . .			11,275 66
May, 1878, . . . . .			15,139 86
June, 1878, . . . . .			22,901 58
July, 1878, . . . . .			12,550 55
August, 1878, . . . . .			22,278 23
September, 1878, . . . . .			15,096 62
October, 1878, . . . . .			22,757 55
November, 1878, . . . . .			22,706 14
<b>Total, . . . . .</b>			<b>\$176,551 25</b>

**From all other Sources.**

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
December, 1877, . . . . .	\$253 74			\$253 74
January, 1878, . . . . .	253 74		\$36 18	290 92
February, 1878, . . . . .	253 74		26 43	280 17
March, 1878, . . . . .	253 74		38 70	292 44
April, 1878, . . . . .	253 74		57 99	311 73
May, 1878, . . . . .	253 74		50 75	304 49
June, 1878, . . . . .	253 74		41 53	295 27
July, 1878, . . . . .	256 37		106 27	362 64
August, 1878, . . . . .	243 32		114 59	357 91
September, 1878, . . . . .	243 32		69 28	312 60
October, 1878, . . . . .	243 32		32 29	275 61
November, 1878, . . . . .	243 32		26 37	269 69
<b>Total, . . . . .</b>	<b>\$8,005 88</b>		<b>\$600 48</b>	<b>\$8,606 31</b>

Total passenger earnings for the year, . . . . .	\$74,606	88
Total freight earnings for the year, . . . . .	176,551	25
Total earnings from all other sources, . . . . .	3,606	31
<b>Total earnings for the year, . . . . .</b>	<b>\$254,764</b>	<b>44</b>

**Expenditures Charged to Cost of Road and Equipment During the Year.**

Extension or alteration of road, . . . . .	\$294	25
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**Expenditures for Operating During the Year.**

**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$25,613	98
New iron rails, (less for old rails sold,) number of tons, 310 $\frac{1}{20}$ , . . . . .	6,544	92
Repairs of bridges, . . . . .	4,568	07
Repairs of buildings and fixtures, . . . . .	877	89
All other expenses for maintenance of way, . . . . .	10,468	66
<b>Total for maintenance of way, . . . . .</b>	<b>\$48,073</b>	<b>52</b>
Cost per mile of road kept in repair, 63 $\frac{1}{2}$ miles, . . . . .	\$760	06
Cost per mile of track kept in repair, 76 $\frac{2}{10}$ miles, . . . . .	625	80

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives and tenders, . . . . .	\$18,275	80
Repairs of machinery and tools, . . . . .	201	44
Repairs of passenger, baggage, and mail cars, . . . . .	7,087	09
Repairs of freight cars, . . . . .	511	78
All other expenses for maintenance of motive power and cars, . . . . .	1,502	15
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$27,578</b>	<b>26</b>
Cost per mile of road operated, 63 $\frac{1}{2}$ miles, . . . . .	\$436	02

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger and freight departments, . . . . .	\$57,542	83
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	1,732	00
Fuel—number of cords of wood, 405 $\frac{1}{2}$ ; cost, . . . . .	405	50
Fuel—number of tons of coal, 9,271; cost, including freight, . . . . .	28,226	71
Oil, waste, and tallow, . . . . .	1,959	65
Damages for injuries to persons, . . . . .	14	45
Damages for loss of goods and baggage, . . . . .	36	08
Taxes, } Real estate, . . . . .	424	12
} State, . . . . .	2,247	32
Insurance, . . . . .	105	50
Telegraph expenses, . . . . .	3,545	44
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	9,198	60
<b>Total miscellaneous, . . . . .</b>	<b>\$105,488</b>	<b>20</b>
Amount per mile of road operated, 63 $\frac{1}{2}$ miles, . . . . .	\$1,667	79
Total expenditures for operating the road, . . . . .	181,139	98
Total expenditures charged to road and equipment, . . . . .	294	25
Expenditures per mile of the road operated, . . . . .	2,868	52
Expenses per mile of single track operated, not including sidings, . . . . .	2,868	52

## Earnings.

Passenger transportation, local and through, . . . . .	\$74,606	88
Freight transportation, local and through, . . . . .	178,551	25
Mail service, . . . . .	3,005	83
All other sources of income, . . . . .	600	48
<b>Total, . . . . .</b>	<b>\$254,764</b>	<b>44</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$48,073 52	
Maintenance of motive power and cars, . . . . .	27,578 26	
Miscellaneous, . . . . .	105,488 20	
<b>Total operating expenses, being 71<math>\frac{1}{10}</math> per cent. of earnings, . . . . .</b>	<b>\$181,139</b>	<b>96</b>
<b>Net earnings, . . . . .</b>	<b>\$73,624</b>	<b>46</b>
Earnings per mile of road operated, 63 $\frac{1}{2}$ miles, . . . . .	\$4,027	89
Expenses per mile of road operated, 63 $\frac{1}{2}$ miles, . . . . .	2,863	87
Net earnings, 63 $\frac{1}{2}$ miles, . . . . .	1,164	02

## General Balance Sheet, November 30, 1878.

DR.			
Construction—main road and branches, . . . . .	\$2,102,949	46	
Equipment, . . . . .	245,241	18	
Material, . . . . .	5,039	78	
Cash, . . . . .	1,751	51	
Sundry debtors, . . . . .	45,121	22	
Profit and loss, income account, . . . . .	633,645	11	
	<b>\$3,033,748</b>	<b>28</b>	
CR.			
Capital stock, . . . . .	\$958,268	09	
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	
Coupons unpaid, . . . . .	1,799	00	
Coupons due December 1, 1878, accrued, . . . . .	12,250	00	
Coupons due March 1, 1879, accrued, . . . . .	11,375	00	
Coupons due January 1, 1879, Lancaster and Reading Narrow Gauge Railroad Company, Quarryville branch, . . . . .	10,208	34	
Sundry creditors, . . . . .	35,576	16	
	<b>\$3,033,748</b>	<b>28</b>	

## 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. The receipts are pro-rated in proportion to number of miles carried. Our company supplies 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 general express business, our company receiving the goods at our regular depots and offices.

**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? 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.

**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 year, \$3,005 83.

**Stock and Dividends.**

Amount of common stock now outstanding, . . . . . \$958,268 09

**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, . . . . .			5	3	5	3
<b>Total, . . . . .</b>		<b>2</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>5</b>

**Statement of Each Accident.**

March 16, 1878. Cooper Hogentogler, brakeman; had one finger smashed while coupling cars, at Lancaster Junction.

April 1. Peter Stauffer, an old man, hard of hearing, was killed about four hundred yards north of Hess Station, Quarryville branch, while walking on the track.

April 12. Jesse Sellers; killed at Lancaster Junction, by stepping on track in front of engine.

April 16. Luke Clark, brakeman; arm bruised while coupling cars at Reading.

May 31. William Ritchie; driving across track near Fritztown Station, in covered wagon; struck by passenger train and killed.

June 18. Unknown man; killed two and a half miles north of Columbia, while walking on track.

June 20. Harry Seaber, a boy; in attempting to get on train while in motion, at Litiz, missed his hold and fell; foot crushed.

September 3. J. C. Gratzinger, a deaf boy; was struck by engine, at Lancaster, and slightly injured.

October 31. Harry Carr, a boy, while picking coal on the track, at Lancaster, was run over by train; leg amputated.

November 9. Jacob Wechter, an old man residing at Litiz, was struck by engine, one and a quarter miles north of Litiz; killed.

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. 1878, according to the best of their knowledge and belief.

(Signed)

G. A. NICOLLS, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me this 30th day of January, A. D. 1879.

J. Y. HUMPHREY, *Notary Public.*

## SALISBURY.

### Officers.

NAMES.	Residence.	Salary.
William S. Bissell, . . .	President, . . . . .	Pittsburgh, Pa., \$250 00
John B. Jackson, . . .	Secretary and Treasurer, . . . . .	250 00
A. H. Coffroth, . . . .	General Solicitor, . . . . .	100 00
R. J. Batzer, . . . . .	General Superintendent, . . . . .	900 00

General offices at Pittsburgh, Pennsylvania.

<i>Names of Directors.</i>	<i>Residences.</i>
F. J. Anspach, . . . . .	Philadelphia, Penna.
F. S. Bissell, . . . . .	Pittsburgh, Penna.
William Baldwin, . . . . .	Connellsville, Penna.
A. H. Coffroth, . . . . .	Somerset, Penna.
E. K. Hyneman, . . . . .	Connellsville, Penna.
Daniel Kalne, . . . . .	Uniontown, Penna.
William S. Bissell, . . . . .	Pittsburgh, Penna.
John B. Jackson, . . . . .	Pittsburgh, Penna.



Capital Stock.

Capital stock authorized by law, . . . . .	\$200,000	00
Capital stock, amount subscribed, . . . . .	104,250	00
Capital stock paid in by last report, . . . . .	104,250	00
Capital stock, total amount now paid in, . . . . .	104,250	00
Capital stock, number of shares issued, . . . . .	2,085	
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 1898, bear interest at seven per cent., which is payable January and July,) . . . . .	\$144,000	00
Total amount now of funded debt, . . . . .	\$144,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$2,721	74
Debt incurred for any other purpose, and for what, . . . . .	1,001	88
The amount now of floating debt, . . . . .	3,723	62
Total amount now of floating and funded debt, . . . . .	\$147,723	62
Funded debt as per last report, . . . . .	\$126,600	00
Floating debt as per last report, . . . . .	316	08
Total cash realized from capital stock and debt, . . . . .	\$8,700	00

Cost.

Total cost of entire road to date, . . . . .	\$203,799	38
Average of same per mile of road laid, . . . . .	23,506	27
Proportion of same for Pennsylvania, . . . . .	23,506	27
Total cost of entire equipment, . . . . .	9,390	31
Average cost of equipment per mile of road operated by company, . . . . .	1,083	08
Proportion of same for Pennsylvania, . . . . .	1,083	08
Cost of road and equipment per mile, . . . . .	24,589	35
Proportion of same for Pennsylvania, . . . . .	24,589	35

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Salisbury junction to West Salisbury,	8.67	8.67
Length of single main track, . . . . .	8.67	8.67

Gauge.

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

## Track.

Miles of iron rail in use, . . . . .	8.67
Weight of rail per yard, iron, . . . . .	50 pounds.

## Bridges and Trestles erected in Pennsylvania during the year.

LOCATION.	Kind.	Whether wood, stone, or iron.	Length in feet.	When completed.
Over Cassellman river, Somerset county, . .	Truss, . . . . .	Wood, . . . . .	92½	Summer 1878.
Over Cassellman river, Somerset county, . .	Truss, . . . . .	Wood, . . . . .	92½	Summer 1878.
Over Cassellman river, Somerset county, . .	Truss, . . . . .	Wood, . . . . .	62½	Summer 1878.

Number of bridges and trestles on whole line, . . . . .	4
Wooden bridges, number of, 4; aggregate length, . . . .	397½ feet.

## Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Keystone Coal and Manufacturing Company's narrow gauge railroad, at Keystone.

Number of crossings of highways, at grade, in this Commonwealth, . . . . . 4

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, .	8
Number of engine-houses and shops in Pennsylvania, 1; total number entire road, . . . . .	1
Number of wood and water stations on main road, . . . .	1
Value of real estate held by the company, exclusive of roadway, . . . . .	\$575 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . .	575 00
How is track laid, and on what foundation? Stone ballast and cross-ties.	

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight, . . . .	1	\$8,000 00

What kind of train brake is in use on your road? Ordinary hand brake. All coal cars are furnished by shippers.

Average number of cars in passenger trains, including baggage cars, (combination), . . . . .	1
Average number of cars in freight trains, . . . . .	10
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	55 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, . . . . .	9
Same in Pennsylvania, . . . . .	9

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains, commencing October 16, . . . . .	3,329
Number of miles run by coal trains, . . . . .	3,204
Number of passengers (all classes) carried in cars, . . .	1,446½
Number of passengers carried one mile, . . . . .	7,362
Number of passengers carried one mile in Pennsylvania, . . . . .	7,362
Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	70,315
Number of tons of freight carried one mile, . . . . .	127,157
Number of tons of freight carried one mile in Pennsylvania, . . . . .	127,157
Cross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . .	70,315
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	16
Average rate of speed adopted by ordinary freight trains, including stops, (miles per hour,) . . . . .	10

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

October, 1878, . . . . . 230	December, 1878, . . . . . 621½
November, 1878, . . . . . 595	

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

Bituminous coal, . . . . . 69,836½	Stone and lime, cars, . . . . . 1
Pig iron, cars, . . . . . 1	Agricultural products, cars, . . . . . 32
Other iron or castings, cars, . . . . . 1	Other articles, cars, . . . . . 11

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

For first class through passengers, . . . . .	4 <sup>9</sup> / <sub>10</sub> cents.
For first class way passengers, . . . . .	4 <sup>9</sup> / <sub>10</sub> 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, . . . . .	5 cents.

For local freight, per ton per mile, . . . . .	25 cents.
For local coal, per ton per mile, . . . . .	5 cents.

**Monthly Earnings for the Year.**

**From Transportation of Passengers.**

MONTHS.	Through.		Local.		Total.	
October, 1878, . . . . .			\$68	20		
November, 1878, . . . . .			186	65		
December, 1878, . . . . .			128	65		
Total, . . . . .			\$333	50		

**From Transportation of Freight.**

MONTHS.	Through.		Local.		Total.	
November, 1877, . . . . .			\$595	49		
December, 1877, . . . . .			794	45		
January, 1878, . . . . .			623	87		
February, 1878, . . . . .			740	01		
March, 1878, . . . . .			808	69		
April, 1878, . . . . .			707	75		
May, 1878, . . . . .			680	76		
June, 1878, . . . . .			411	29		
July, 1878, . . . . .			478	17		
August, 1878, . . . . .			523	43		
September, 1878, . . . . .			483	52		
October, 1878, . . . . .			693	37		
November, 1878, . . . . .			618	93		
December, 1878, . . . . .			560	40		
Total, . . . . .			\$8,620	18		

Total passenger earnings for the year, . . . . .	\$333	50
Total freight earnings for the year, . . . . .	7,230	19
Total earnings for the year, . . . . .	\$7,563	69
Total receipts from all sources on whole length of line, . . . . .	\$7,563	69
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	7,563	69

**Expenditures charged to Cost of Road and Equipment during the Year.**

Extension or alteration of road, . . . . .	\$17,808	60
Passenger and freight houses, . . . . .	79	45
New machine shops, machinery, and tools, . . . . .	37	94
Total, . . . . .	\$17,925	99
Proportion for Pennsylvania, . . . . .	\$17,925	99

**Expenditures for Operating during the Year.**

**Cost of Maintenance of Way and Buildings.**

The road being partly constructed this year, and repairs being done partially by men on construction, there is insufficient data for this table.

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	\$184	75
Repairs of freight cars running over road, . . . . .	582	58
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$767</b>	<b>28</b>
Cost per mile of road operated, . . . . .	\$88	50

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger and freight departments, . . . . .	\$2,656	00
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	410	00
Fuel—number of tons of coal, 815 <sup>2</sup> / <sub>100</sub> ; cost, . . . . .	286	45
Oil and waste, . . . . .	136	67
Taxes, . . . . .	132	70
Amount paid other corporations or individuals for use of all other cars, . . . . .	72	98
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	1,409	43
<b>Total miscellaneous, . . . . .</b>	<b>\$5,054</b>	<b>23</b>
Amount per mile of road operated, . . . . .	\$582	95
Proportion for Pennsylvania, . . . . .	582	95
Total expenditures for operating the road, . . . . .	5,821	51
Total charged to road and equipment, . . . . .	17,925	99
Expenses per mile of road operated, . . . . .	671	45
Expenses per mile of single track operated, not including sidings, . . . . .	671	45
Expenses per train mile, . . . . .	No data.	
Proportion for Pennsylvania, . . . . .	No data.	

**Earnings.**

Passenger transportation, local and through, . . . . .	\$333	50
Freight transportation, local and through, . . . . .	7,230	19
<b>Total, . . . . .</b>	<b>\$7,563</b>	<b>69</b>
<b>Operating Expenses.</b>		
Maintenance of motive power and cars, . . . . .	\$767	28
Miscellaneous, . . . . .	5,054	23
<b>Total operating expenses, being .769 per cent. of earnings, . . . . .</b>	<b>5,821</b>	<b>51</b>
<b>Net earnings, . . . . .</b>	<b>\$1,742</b>	<b>18</b>
Earnings per mile of road operated, . . . . .	\$872	39
Expenses per mile of road operated, . . . . .	671	45
<b>Net earnings, . . . . .</b>	<b>1,742</b>	<b>18</b>

## General Balance Sheet, January 1, 1879.

DR.			
Construction, . . . . .		\$203,799	38
Rails and fittings, . . . . .		6,720	90
Equipment, . . . . .		9,390	31
Tool account, . . . . .		1,125	39
Accounts receivable, . . . . .		517	87
Yutz and Scott, . . . . .		217	59
Cash, . . . . .		1,568	17
Profit and loss, . . . . .		28,633	51
		<b>\$251,973</b>	<b>62</b>
CR.			
Capital stock, . . . . .		\$104,250	00
First mortgage bonds, . . . . .		144,000	00
Accounts payable, . . . . .		3,723	62
		<b>\$251,973</b>	<b>62</b>

## Stock and Dividends.

Amount of common stock now outstanding, . . . . .	\$104,250	00
Balance of accounts due company, . . . . .	517	87
Material, fuel, and stores, rails and fittings, . . . . .	6,720	90

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. 1878, according to the best of their knowledge and belief.

(Signed)

WILLIAM S. BISSELL, *President.*

JOHN B. JACKSON, *Treasurer.*

Sworn and subscribed before me, this 21st day of January, A. D. 1879.

B. McKENNA, *Alderman.*

## SCHUYLKILL VALLEY NAVIGATION AND RAILROAD.

### Officers.

NAMES.		Residence.	Salary.
F. B. Gowen, . . . . .	President, . . . . .	Philadelphia, . . . . .	\$200 00
P. C. Hollis, . . . . .	Secretary and Treasurer,	Philadelphia, . . . . .	250 00

*Names of Directors.*

*Residences.*

A. E. Borie, . . . . .	Philadelphia.
H. P. McKean, . . . . .	Philadelphia.
John Ashurst, . . . . .	Philadelphia.
Henry Lewis, . . . . .	Philadelphia.
A. Hewson, . . . . .	Philadelphia.
George 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: None sold.		

**Cost.**

Total cost of entire road to date, . . . . .	All.	\$576,840	96
Proportion of same for Pennsylvania, . . . . .			

**Characteristics of Road.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Port Carbon to Tuscarora, . . . . .	11	
Length of single main track, . . . . .	5 <sup>7</sup> / <sub>8</sub>	
Length of double main track, . . . . .	5 <sup>7</sup> / <sub>8</sub>	
<b>Branches.</b>		
Eagle Hill branch, from Eagle Hill station to Eagle Hill colliery, . . . . .	1 <sup>3</sup> / <sub>8</sub>	
Novelty branch, from Schuylkill Valley railroad to Palmer Vein colliery, . . . . .	1 <sup>3</sup> / <sub>8</sub>	
Silver Creek branch, from New Philadelphia to Colliery No. 23, . . . . .	2 <sup>7</sup> / <sub>8</sub>	
Big Vein branch, from Middleport to Kaska William, . . . . .	2 <sup>7</sup> / <sub>8</sub>	
Coal Hill branch, from Middleport to Hollahan's colliery, . . . . .	1 <sup>7</sup> / <sub>8</sub>	
Swift Creek branch, from Brockville to colliery now abandoned, . . . . .	1 <sup>7</sup> / <sub>8</sub>	
Horn branch, from Tuscarora to Colliery 23, . . . . .	1 <sup>7</sup> / <sub>8</sub>	
Aggregate length of main line and branches, . . . . .	19 <sup>7</sup> / <sub>8</sub>	ms.
Aggregate length of sidings and other track not above enumerated, . . . . .	5	miles.
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	24 <sup>7</sup> / <sub>8</sub>	ms.

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 30 miles.

Weight of rail per yard, iron, . . . . . 68 lbs.

What is the relative durability, practicability of use, and value, as used on your road? No record of wear of iron rails.

Number of bridges and trestles on whole line. (This includes all branches,) . . . . . 42

Wooden bridges, number of, 22; aggregate length, . . . . . 584½ feet.

Stone bridges, number of, 7; aggregate length, . . . . . 189½ feet.

Iron bridges, number of, 1; aggregate length, . . . . . 54½ feet.

Wooden trestles, number of, 12; aggregate length, . . . . . 924½ feet.

**Crossings.**

Number of crossings of highways, at grade, in this Commonwealth, . . . . . 7

Number of crossings at which there are neither gates nor flagmen, . . . . . 7

What regulations govern your employés in regard to these crossings?

This road is leased to the Philadelphia and Reading Railroad Company.

Date of lease, July 25, 1861; term of years, nine hundred and ninety-nine; 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, and cinder ballast.

**General Balance Sheet, January 1, 1879.**

DR.			
Railroad, . . . . .		\$576,840	94
Philadelphia and Reading Railroad Company, . . . . .		15,761	89
Cash, . . . . .		1,188	40
		\$593,789	223
CR.			
Capital stock, . . . . .		\$576,050	00
Dividends unpaid, . . . . .		301	05
Revenue account, . . . . .		16,351	29
State tax, . . . . .		1,086	80
		\$593,789	223



Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$576,050 00  
 Rate and date of all cash dividends on stock of original  
 and consolidated companies: 1873, January 18, 2½ per  
 cent.; 1878, July 18, 2½ per cent.  
 Number and per cent. of dividends: Two, of 2½ per cent.  
 each.  
 Amount paid in dividends, . . . . . 28,802 50

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

Personally appeared before me, Franklin B. Gowen, president, and Peter 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 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) F. B. GOWEN, *President.*  
 P. C. HOLLIS, *Treasurer.*

Sworn or affirmed and subscribed before me this 31st day of December, A. D. 1878.

J. Y. HUMPHREY, *Notary Public.*

SELINGROVE AND NORTH BRANCH.

Officers.

NAMES.		Residence.	Salary.
Edmund S. Doty, . . .	President, . . . . .	Mifflintown, Pa., . . .	None.
Miles Wetzel, . . . . .	Secretary, . . . . .	Selingrove, Pa., . . .	None.
William F. Eckbert, . . .	Treasurer, . . . . .	Selingrove, Pa., . . .	None.
E. B. McCrum, . . . . .	Receiver, . . . . .	Selingrove, Pa., . . .	Not fixed.

<i>Names of Directors.</i>	<i>Residences.</i>
Edmund S. Doty, . . . . .	Mifflintown, Pa.
Jacob Sulouff, . . . . .	Mifflintown, Pa.
J. Banks Wilson, . . . . .	Oakland Mills, Pa.
Jacob Smith, . . . . .	McAlistersville, Pa.
Peter Brown, . . . . .	Coolamus, Pa.
D. G. Winey, . . . . .	Richfield, Pa.
Jacob Schnee, . . . . .	Fremont, Pa.
William Moyer, . . . . .	Freeburg, Pa.
William H. Grimm, . . . . .	Freeburg, Pa.
Augustus Springman, . . . . .	Freeburg, Pa.
William F. Eckbert, . . . . .	Selinsgrove, Pa.
J. W. Gougler, . . . . .	Selinsgrove, Pa.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$200,000	00
Capital stock authorized by votes of company, . . . . .	500,000	00
Capital stock, amount subscribed, . . . . .	101,000	00
Capital stock, paid in by last report, . . . . .	67,592	92
Capital stock, total amount now paid in, . . . . .	69,300	91
Capital stock, number of shares issued, . . . . .	861	
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.	

**Debt.**

<b>Funded Debt.</b>		
First mortgage bonds, (due January 1, 1894, bear interest at six per cent, which is payable January 1 and July 1,) amount, . . . . .	\$100,000	00
Total amount now of funded debt, . . . . .	\$100,000	00
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$37,000	00
The amount now of floating debt, . . . . .	87,000	00
Total amount now of floating and funded debt, . . . . .	\$137,000	00
Floating debt as per last report, . . . . .	\$55,500	00

**Cost.**

Total cost of entire road to date, . . . . . \$216,300 91

**Characteristics of Road.**

<b>Main Line.</b>	<b>MILES.</b>	
	<b>Whole length.</b>	<b>Length in Penn'a.</b>
Length of main line, from Selinsgrove, Pa., to Port Treverton, Pa., . . . . .	7	7
<b>Branches.</b>		
Mifflintown branch, from Burns' Junction to Mifflintown, . . . . .	31	31
Aggregate length of main line and branches, . . . . .	38	38

**Expenditures charged to Cost of Road and Equipment during the Year.**

Extension or alteration of road, . . . . .	\$500	00
Land or land damages, . . . . .	1,835	75

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

Personally appeared before me, E. B. McCrum, receiver, of the Selinogrove and North Branch Railroad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared, 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. 1878, according to the best of his knowledge and belief.

(Signed)

E. B. McCRUM, *Receiver.*

Sworn and subscribed before me, this 27th day of January, A. D. 1879.

H. H. PINE, *Notary Public.*

**SHARON.**

**Officers.**

NAMES.		Residence.	Salary.
George Boyce, . . . . .	President, . . . . .	Sharon, Pa., . . . . .	None.
John H. Dynes, . . . . .	Secretary, . . . . .	Meadville, Pa., . . . . .	\$300 00
Charles Hall, . . . . .	Treasurer, . . . . .	Sharon, Pa., . . . . .	600 00

General offices at Sharon, Mercer county, Pa.

*Names of Directors.*

*Residences.*

James F. Clark, . . . . .	Cleveland, Ohio.
Fayette Brown, . . . . .	Cleveland, Ohio.
Charles Latimer, . . . . .	Cleveland, Ohio.
Norman Hall, . . . . .	Sharon, Pa.
P. L. Kimberly, . . . . .	Sharon, Pa.
E. A. Wheeler, . . . . .	Sharon, Pa.
Jonas I. Pierce, . . . . .	Sharpsville.

## Capital Stock.

Capital stock authorized by law, . . . . .	\$300,000	00
Capital stock authorized by votes of company, . . . . .	300,000	00
Capital stock, amount subscribed, . . . . .	198,600	00
Capital stock paid in by last report, . . . . .	183,400	00
Capital stock, total amount now paid in, . . . . .	198,600	00
Capital stock, number of shares issued, . . . . .	3,972	
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 February 1, 1890, bear interest at 7 per cent., which is payable February 1, and August 1,) amount, . . . . .	\$156,000	00
Total amount now of funded debt, . . . . .	\$156,000	00
Funded debt as per last report, . . . . .	\$156,000	00
Total cash realized from capital stock and debt, . . . . .	313,000	00

## Cost.

Total cost of entire road to date, including cost of Sharpsville, Wheatland, Sharon, and Greenfield railroad, . . . . .	\$355,000	00
Average of same per mile of road, main line, . . . . .	35,000	00
Proportion of same for Pennsylvania, . . . . .	35,000	00

## Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Sharon to Sharon junction with A. and G. W. R. R., . . . . .	9	9
Length of single main track, . . . . .	9	9
Branches.		
Sharpsville, Wheatland, Sharon, and Greenfield branch, from Sharon to Home coal bank, . . . . .	4	4
	4	4

## Gauge.

What is the gauge of your lines? Main line, 4 feet 9½ inches; branch, . . . . . 3 feet.

## Track.

Miles of steel rail in use, . . . . . 14  
Weight of rail per yard, iron: Main line, 56 lbs.; branch, 35 lbs.

What is the relative durability, practicability of use, and value, as used on your road? Not determined.

Wooden bridges, number of, 6; aggregate length, . . . . . 420 feet.

Wooden trestles, . . . . . 1,500 feet.

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

**Stations.**

Number of stations on main road, { Passenger, . . . . . 3, } 3  
 { Freight, . . . . . 3, }

Number of stations on branches, { Passenger, . . . . . 2, } 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 00

How is track laid and on what foundation? On cross-ties, gravel, and cinder ballast.

**Equipment.**

Road not equipped.

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 years, from the 1st of June, A. D. 1876, at the rate of seven and three tenths per cent. on the cost thereof, which rental is applied to the payment of interest on bonds, dividends on stock, salaries of officers, and office expenses.

Reference is made to the report of the Atlantic and Great Western Railroad Company for further information relative to the working operations of the road.

**Stock and Dividends.**

Amount of common stock now outstanding, . . . . . \$198,600 00

Amount of stock issued as stock dividends, and dates of issue: March 7, . . . . . 12,220 00

Rate and date of all cash dividends on stock of original and consolidated companies: August 31, . . . . . 3½ per cent.

Number and per cent of dividends: Two, stock, 7 per cent., cash, 3½ per cent.

Amount paid in dividends, \$12,285 00, and \$6,916 00, . . . \$19,201 00

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

Personally appeared before me, George Boyce, president, and Charles Hall, 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 care-

fully 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)

GEORGE BOYCE, *President.*

CHARLES HALL, *Treasurer.*

Sworn and subscribed before me this 27th day of January, A. D. 1878.

JOHN H. ELLIOTT, *Notary Public.*

## SOUTHERN PENNSYLVANIA RAILWAY AND MINING.

### Officers.

NAMES.		Residence.	Salary.
Thomas B. Kennedy, .	President, . . . . .	Chambersburg.	
John L. Ritchey, . . .	Secretary and Treasurer,	Chambersburg, .	\$500 00

<i>Names of Directors.</i>	<i>Residences.</i>
George B. Roberts, . . . . .	Philadelphia.
Strickland Kneass, . . . . .	Philadelphia.
Thomas A. Scott, . . . . .	Philadelphia.
Josiah Bacon, . . . . .	Philadelphia.
Wistar Morris, . . . . .	Philadelphia.
J. N. DuBarry, . . . . .	Philadelphia.

The Southern Pennsylvania railroad is leased to and operated by the Cumberland Valley Railroad Company.

### Capital Stock.

Capital stock authorized by law. Under reorganization, under act of April 8, 1861, . . . . .	\$300,000	00
Capital stock authorized by votes of company. No change since reorganization.		
Capital stock, amount subscribed as per terms of organization, based on value of property, . . . . .	800,000	00
Capital stock, total amount now paid in as per term of organization, . . . . .	800,000	00
Capital stock, number of shares issued, . . . . . 16,000		
Capital stock, amount paid in on each share as per term 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 seven per cent., which is payable 1st March and September,) amount, . . . . .	\$625,000	00
Total amount now of funded debt, . . . . .	\$625,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what: Amount of interest on bonds unpaid, . . . . .	168,140	00
Total amount now of floating and funded debt, . . . . .	\$793,140	00
Funded debt as per last report, . . . . .	\$749,390	00

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
Proportion of same for Pennsylvania, . . . . . All in Pennsylvania.		
Total cost of railroad, landed estate, machinery, furnace, &c., . . . . .	974,065	86
Average cost of equipment per mile of road operated by company? Leased and operated by Cumberland Valley Railroad Company.		
Cost of road and equipment per mile, . . . . . No equipment.		

Characteristics of Road.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line—from South Pennsylvania junction to Richmond, . . . . .	21	21
Branches.		
From Richmond to ore banks, length of double track, . . . . .	2	2
Aggregate length of main line and branches, main line from South Pennsylvania junction to Richmond, . . . . .	21	21
Aggregate length of leased roads, branch from Richmond to ore banks, . . . . .	2	2

Gauge.

What is the gauge of your lines? . . . . . 4 feet 9 inches.

Track.

Miles of iron rail in use, . . . . . 23 miles.

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

What is the relative durability, practicability of use, and value, as used on your road? Information like last question will be covered by Cumberland Valley railroad report.

Number of bridges and trestles on whole line, . . . . . 5  
 Wooden bridges, number of, 3; aggregate length, . . . . . 1,154 feet.  
 Wooden trestles, 2; aggregate length, . . . . . 728 feet.

**Crossings.**

Number of crossings of highways, at grade in this Commonwealth, . . . . . 21  
 What regulations govern your employés in regard to these crossings? Answered in Cumberland Valley railroad report.

**Stations.**

Number of stations on main road, { Passenger, 5, } . . . . . 5  
 { Freight, 5, }  
 Number of wood and water stations on main road, . . . . . 2  
 Value of real estate held by the company, exclusive of roadway, estimated value, . . . . . \$40,000 00  
 How is track laid and on what foundation? Cross-ties, resting on slate and stone ballast.

**General Balance Sheet, January 1, 1879.**

DR.		
Cash on hand, . . . . .	\$903	65
CR.		
Interest due on bonds, . . . . .	\$168,140	00

**Stock and Dividends.**

Amount of common stock now outstanding: 16,000 shares, as heretofore reported.

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

Personally appeared before me, Thomas B. Kennedy, Esquire, president, and John L. Ritchey, Esquire, 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 31st December, A. D. 1878, according to the best of their knowledge and belief.

(Signed) THOMAS B. KENNEDY, *President.*  
 JOHN L. RITCHEY, *Treasurer.*

Sworn and subscribed before me, this 14th day of February, A. D. 1879.  
 JAMES M. ALLEN, *Notary Public.*



**SOUTH PENNSYLVANIA.**

OFFICE SOUTH PENNSYLVANIA RAILROAD COMPANY,  
HARRISBURG, November 26, 1878.

DEAR SIR: In reply to your inquiries of this year, I have the honor, respectfully, to refer you to my letter of November 21, 1877, to be found at page 662 of your report for that year, no change having taken place in the affairs of this company since the date of that communication. The continued depression in mercantile affairs must be taken as the cause of this inactivity.

I am, very respectfully,  
Your obedient servant,  
**JAMES WORRALL,**  
*President S. P. R. R. Co.*

General **WILLIAM McCANDLESS,**  
*Secretary of Internal Affairs, Harrisburg, Pa.*

**SOUTH SIDE.**

**Officers.**

Charles Brodhead, . . . . . President.  
Augustus Wolle, (deceased,) . . . . . Secretary.

<i>Names of Directors.</i>	<i>Residences.</i>
Charles Brodhead, . . . . .	Bethlehem, Pa.
Samuel C. Shimer, . . . . .	Bethlehem, Pa.
B. C. Webster, . . . . .	New York city.
William J. Dobbins, . . . . .	Philadelphia, Pa.
Albert H. Fracker, . . . . .	Philadelphia, Pa.

**Capital Stock.**

Capital stock authorized by law, . . . . . \$200,000 00  
Line finally adopted: From the Wind Gap to the Delaware  
river, at the Delaware Water Gap, . . . . . 15 <sup>8</sup>/<sub>10</sub> miles.

This company has the right to extend its line from the Wind Gap to the west line of Lehigh county, and connect with the South Mountain railroad.

Respectfully yours,  
**CHARLES BRODHEAD, President.**

March 7, 1879.

## STATE LINE AND SULLIVAN.

## Officers.

NAMES.		Residence.	Salary.
N. N. Betts, . . . . .	President, . . . . .	Towanda, Pa.	
O. A. Baldwin, . . . . .	Secretary, . . . . .	Towanda, Pa., . . . .	\$1,200 00
William C. Townsend, . . . . .	Treasurer, . . . . .	Towanda, Pa., . . . .	2,000 00
I. O. Blight, . . . . .	Gen'l Superintendent,	Towanda, Pa., . . . .	1,600 00

General offices at Towanda, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
William S. Slater, . . . . .	Providence, R. I.
Alfred Jones, . . . . .	Germantown, Pa.
George D. Jackson, . . . . .	Dushore, Pa.
R. H. Rochester, . . . . .	New York.
William N. Wheelen, . . . . .	Philadelphia.
E. T. Fox, . . . . .	Towanda, Pa.
S. A. Carlton, . . . . .	Boston, Mass.
Henry Richardson, . . . . .	Albany, N. Y.
Edward S. Wheelen, . . . . .	Philadelphia.

## Capital Stock.

* Capital stock authorized by law, . . . . .	
Capital stock authorized by votes of company, . . . . .	\$1,300,000 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	
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.	

\* The charter of the company to whose rights and privileges we have succeeded, places its capital at \$1,000,000, but gives the stockholders the right to increase its amount as the needs of its business requires.

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
<b>Total amount now of funded debt, . . . . .</b>	<b>\$400,000</b>	<b>00</b>
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$57,021	43
Debt incurred for any other purpose and for what: Pay-rolls, salaries, transportation services, &c., . . . . .	15,747	97
<b>Total amount now of floating debt, . . . . .</b>	<b>\$72,769</b>	<b>40</b>
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$472,769</b>	<b>40</b>
Funded debt as per last report, . . . . .	\$400,000	00
Floating debt as per last report, . . . . .	56,850	20
<b>Total cash realized from capital stock and debt. †</b>		

† One hundred thousand dollars of this issue is reserved for the payment of the first mortgage bonds, and of the remainder only \$12,400 have been issued.

‡ Our road having been bought at foreclosure sale by the bondholders, whose interest is represented by the stock to their credit, it is impossible to give a correct answer to this question.

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
Aggregate length of main line and branches, . . . . .	24	24
Aggregate length of sidings and other track not above enumerated, . . . . .	1	1
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	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 lbs.

What is the relative durability, practicability of use, and value, as used on your road? Iron been in use ten years, and is beginning to show signs of wear.

Bridges and Trestles erected in Pennsylvania during the year.

LOCATION.	Kind.	Whether wood, stone, or iron.	Length in feet.	When completed.
Monroeton. . . . .	Truss,	Wood, . . . . .	157	August, 1878.

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.

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

What regulations govern your employes in regard to these crossings? Blow the whistle as they are approached, and then ring the bell until they are passed.

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 are there 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.	Average cost of each.
Number of locomotives of more than thirty tons weight, . . . . .	1	\$10,000 00
Number of first-class passenger cars, . . . . .	2	1,200 00
Number of baggage, mail, and express cars, . . . . .	1	800 00

What kind of train brake is in use on your road? Chain brake, operated by hand.

Average number of cars in passenger and freight trains, including baggage cars, (mixed,) . . . . . 40  
 Average weight of passenger and freight trains, including locomotive and tender, in working order, (mixed,) . . . . . 360 tons.

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger, freight, and coal trains, (mixed,) . . . . . 23,640

Number of through passengers for the year on main road,	277
Number of passengers (all classes) carried in cars, . . . . .	6,859
Number of passengers carried one mile, . . . . .	89,303
Number of passengers carried one mile in Pennsylvania,	89,303
Number of tons of 2,000 lbs. of through freight for the year on main road, number of tons of freight carried one mile, and number of tons of freight carried one mile in Pennsylvania, . . . . .	No record kept.
Average rate of speed adopted by ordinary passenger, express, and freight trains, including stops, (miles per hour,) mixed, . . . . .	12

Monthly Statement of Passengers, (all classes,) Carried in Cars.

January, 1878, . . . . .	594	July, 1878, . . . . .	643
February, 1878, . . . . .	467	August, 1878, . . . . .	606
March, 1878, . . . . .	524	September, 1878, . . . . .	680
April, 1878, . . . . .	549	October, 1878, . . . . .	462
May, 1878, . . . . .	588	November, 1878, . . . . .	650
June, 1878, . . . . .	539	December, 1878, . . . . .	557

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

Anthracite coal, . . . . .	42,976.13
Our records 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, . . . . .	3 $\frac{1}{4}$ cents.
For first-class way passengers, . . . . .	4.071 cents.

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

For through freight, accounts not separated.	
For through coal, per ton per mile, . . . . .	0.18 $\frac{7}{8}$ cents.
For local freight per ton per mile, accounts not separated.	
For local coal, per ton per mile, . . . . .	0.18 $\frac{7}{8}$

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .	\$15 60	\$353 20	\$368 80
February, 1878, . . . . .	8 00	272 10	280 10
March, 1878, . . . . .	15 60	235 65	251 25
April, 1878, . . . . .	15 60	311 22	326 82
May, 1878, . . . . .	30 00	282 30	312 30
June, 1878, . . . . .	27 60	215 30	242 90
July, 1878, . . . . .	44 00	306 31	350 31
August, 1878, . . . . .	35 00	269 60	304 60
September, 1878, . . . . .	31 50	518 70	550 20
October, 1878, . . . . .	14 00	235 20	249 20
November, 1878, . . . . .	36 00	199 30	235 30
December, 1878, . . . . .	26 00	304 55	330 55
Total, . . . . .	\$298 90	\$3,503 43	\$3,802 33

## From Transportation of Freight.

MONTHS.	* Through.	* Local.	Total.
January, 1878, . . . . .			\$3,379 05
February, 1878, . . . . .			2,378 45
March, 1878, . . . . .			1,854 94
April, 1878, . . . . .			3,474 48
May, 1878, . . . . .			2,482 55
June, 1878, . . . . .			2,090 14
July, 1878, . . . . .			2,208 74
August, 1878, . . . . .			2,629 01
September, 1878, . . . . .			2,720 75
October, 1878, . . . . .			4,333 60
November, 1878, . . . . .			4,077 95
December, 1878, . . . . .			3,361 51
Total, . . . . .			\$35,000 21

\* These accounts are not separated on our books.

## From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1878, . . . . .	\$659 68	\$35 37	\$125 00	\$820 05
February, 1878, . . . . .		7 51	619 50	627 01
March, 1878, . . . . .	890 62	7 13	113 00	120 13
April, 1878, . . . . .		7 03	417 00	1,314 65
May, 1878, . . . . .		6 93	188 14	195 07
June, 1878, . . . . .		6 27	131 10	157 37
July, 1878, . . . . .	254 85	8 09	124 00	386 94
August, 1878, . . . . .		7 48	118 50	125 98
September, 1878, . . . . .		7 98	124 50	132 46
October, 1878, . . . . .	55 23	15 66	125 00	195 89
November, 1878, . . . . .		15 31	127 00	142 31
December, 1878, . . . . .		21 78	292 37	314 15
Total, . . . . .	\$1,860 38	\$146 54	\$2,505 11	\$4,512 08

Total passenger earnings for the year, . . . . .	\$3,802 33
Total freight earnings for the year, . . . . .	35,000 21
Total earnings from all other sources, . . . . .	4,512 08
Earnings from coal sales, . . . . .	21,769 05

Total receipts from all sources on whole length of line, . . . . .	\$65,113 62
Proportion of earnings in Pennsylvania to earnings of whole line: Total.	

## Expenditures charged to cost of Road and Equipment during the Year.

New passenger cars, number of, 2, . . . . .	\$2,486 27
New mail and baggage cars, number of, 1, . . . . .	833 38
Total, . . . . .	\$3,319 65
Proportion for Pennsylvania, . . . . .	\$3,319 65

**Expenditures for Operating during the Year.**

**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$9,315	46
Repairs of bridges, . . . . .	997	65
Repairs of buildings and fixtures, . . . . .	60	06
<b>Total for maintenance of way, . . . . .</b>	<b>\$10,403</b>	<b>11</b>
Cost per mile of road kept in repair, . . . . .	\$416	12
Proportion for Pennsylvania, . . . . .	416	12

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	\$223	41
All other expenses for maintenance of motive power and cars, . . . . .	567	65
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$791</b>	<b>06</b>
Cost per mile of road operated, . . . . .	\$31	64
Proportion for Pennsylvania, . . . . .	31	64

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	Accounts not separated. }	\$5,644	81
Salaries, wages, and incidentals chargeable to freight department, . . . . .			
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .			
Fuel—number of tons of coal, 849, (about;) cost, . . . . .		933	00
Oil and waste, . . . . .		301	68
Taxes, . . . . .		1,962	96
Insurance, . . . . .		1,207	57
Telegraph expenses, . . . . .		102	30
Amount paid other corporations or individuals for use of all other cars, . . . . .		11,331	64
General salaries and office expenses, law expenses, and all other expenses, (except interest,) not included in any of the above items, . . . . .		14,361	23
<b>Total miscellaneous, . . . . .</b>		<b>\$35,895</b>	<b>19</b>
Amount per mile of road operated, . . . . .		\$1,429	69
Proportion for Pennsylvania, . . . . .	Total.		
<b>Total expenditures for operating the road, . . . . .</b>		<b>46,936</b>	<b>52</b>
Total charged to road and equipment, . . . . .		3,319	65
Expenses per mile of the road operated, . . . . .		2,010	24
Expenses per mile of single track operated, not including sidings, . . . . .		2,094	00
Expenses per train mile, . . . . .		2	12
Proportion for Pennsylvania, . . . . .	Total.		

## Earnings.

Passenger transportation, local, . . . . .	\$3,503 43	} Total,	\$3,802	33
Passenger transportation, through, . . . . .	298 90			
Freight transportation, local and through, (not separated,) . . . . .			85,000	21
Mail service, . . . . .			1,860	53
Express service, . . . . .			146	54
Miscellaneous, . . . . .			2,505	11
All other sources of income, . . . . .			21,799	05
<b>Total, . . . . .</b>			<b>\$65,115</b>	<b>02</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$10,403 11			
Maintenance of motive power and cars, . . . . .	791 08			
Miscellaneous, . . . . .	85,895 19			
<b>Total operating expenses, being 72 per cent. of earnings, . . . . .</b>			<b>47,089</b>	<b>36</b>
<b>Net earnings, . . . . .</b>			<b>\$18,024</b>	<b>26</b>
Earnings per mile of road operated, . . . . .			\$2,597	68
Expenses per mile of road operated, . . . . .			1,877	46
Net earnings, . . . . .			720	23

## General Balance Sheet, January 1, 1879.

DR.				
Railroad and real estate, . . . . .		\$1,000,000		00
Breaker, . . . . .	\$24,091 01			
Pumping station, . . . . .	1,500 00			
Houses, . . . . .	12,009 83			
Equipment, . . . . .	13,319 65			
Depots, . . . . .	1,875 00			
Telegraph, . . . . .	3,067 05			
Mine equipment and improvement, . . . . .	43,255 92			
Saw mill, . . . . .	3,688 95			
			102,807	41
Blacksmith shop, . . . . .			92	81
Cash, . . . . .	\$1,963 40			
Corporation and personal accounts, . . . . .	35,231 80			
Bills receivable, . . . . .	1,868 42			
			39,063	62
Mining, . . . . .	\$37,842 36			
Coal freights, . . . . .	41,315 08			
			78,657	44
Expenses for repairs, salaries, operating, and cars, . . . . .			20,911	29
Contingent expenses, . . . . .			2,484	33
Interest and exchange, . . . . .			6,125	36
Taxes, . . . . .			1,185	90
Insurance, . . . . .			907	57
Profit and loss, . . . . .			52,205	99
			<b>\$1,304,441</b>	<b>73</b>



CR.			
Capital, . . . . .		\$1,000,000	00
Bonds payable in 1880, . . . . .	\$100,000 00		
Bonds payable in 1897, . . . . .	12,400 00		
		112,400	00
Bills payable, . . . . .		28,633	28
Due corporations and individuals, . . . . .		49,136	12
Rents, . . . . .	\$1,001 60		
Telegraphing, . . . . .	35 23		
Express receipts, . . . . .	89 50		
Passenger receipts, . . . . .	2,575 36		
Coal, . . . . .	103,114 09		
United States mail service, . . . . .	208 08		
Freight receipts, . . . . .	7,248 46		
		119,272	32
		<b>\$1,304,441</b>	<b>72</b>

**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 the 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, New York, \$1,227 40.

**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? \$974 19 per annum, commencing July 1, 1878.

**Stock and Dividends.**

Amount of common stock now outstanding, . . . . . \$1,000,000 00

**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
<b>Total, . . . . .</b>	<b>1</b>			<b>1</b>	<b>1</b>	<b>1</b>

Statement of Each Accident.

May 25, 1878. Uriah Lee; near Wilcox station; killed by falling under coal cars; a trackman, in the employ of the company.

November 29, 1878. Emmet Davis, a boy; had leg broken by jumping on coal cars, at New Albany, while train was in motion.

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

Personally appeared before me, N. N. Betts, president, and William 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. 1878, according to the best of their knowledge and belief.

(Signed)

N. N. BETTS, *President.*

WM. C. TOWNSEND, *Treasurer.*

Sworn and subscribed before me, this 21st day of January, A. D. 1879.

W. H. DODGE, *Notary Public.*

STONY CREEK.

Officers.

NAMES.		Residence.	Salary.
Franklin A. Comly,	President,	Philadelphia,	None.
John S. Wise,	Secretary,	Philadelphia,	\$500 00
	Treasurer,		

General offices at 407 Walnut street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Abraham R. Cox,	Norristown, Pa.
S. E. Hartranft,	Norristown, Pa.
Daniel Quillman,	Norristown, Pa.
Oliver G. Morris,	Line Lexington, Pa.
Samuel Dresher,	Hartranft, Pa.
David S. Heebner,	Lansdale, Pa.
F. D. Sower,	Norristown, 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, . . . . .	146,000	00
Capital stock, total amount now paid in, . . . . .	176,100	00
Capital stock, number of shares issued, . . . . .	8,522	
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 October 1,) amount, . . . . .	\$350,000	00
Total amount now of funded debt, . . . . .	\$350,000	00
Floating Debt.		
Unfunded debt, incurred for construction, operating expenses, interest, &c., . . . . .	\$162,021	65
The amount now of floating debt, . . . . .	161,021	65
Total amount now of floating and funded debt, . . . . .	\$512,021	65
Funded debt as per last report, . . . . .	\$350,000	00
Floating debt as per last report, . . . . .	149,726	82
Total amount capital stock and debt, . . . . .	688,121	65

Cost.

Total cost of entire road to date, exclusive of real estate, . . . . .	\$497,054	42
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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 $\frac{3}{8}$
Length of single main track, . . . . .	10 $\frac{3}{8}$	10 $\frac{3}{8}$
Aggregate length of main line and branches, . . . . .	10 $\frac{3}{8}$	10 $\frac{3}{8}$
Aggregate length of sidings and other track not above enumerated, (including track to hospital,) . . . . .	1 $\frac{1}{8}$	1 $\frac{1}{8}$
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	12 $\frac{1}{8}$	12 $\frac{1}{8}$

Gauge.

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

Track.

Miles of iron rail in use, miles of track, . . . . . 12 $\frac{1}{8}$  miles.  
 Weight of rail per yard, iron, . . . . . 58 lbs.  
 Iron bridges, number of, 3; aggregate length, . . . . . 240 feet.



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

For first-class passengers, all local, average, . . . . . 2.30 cents.

For through and local freight and coal, per ton per mile,  
average, . . . . . 4.38 cents.

**Monthly Earnings for the Year.**  
**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
November, 1877,		\$493 27	\$493 27
December, 1877,		624 97	624 97
January, 1878,		553 78	353 78
February, 1878,		561 36	561 36
March, 1878,		605 98	605 98
April, 1878,		718 86	718 86
May, 1878,		525 72	525 72
June, 1878,		755 07	755 07
July, 1878,		717 09	717 09
August, 1878,		872 44	872 44
September, 1878,		685 68	685 68
October, 1878,		833 75	833 75
<b>Total, . . . . .</b>		<b>\$7,947 97</b>	<b>\$7,947 97</b>

**From Transportation of Freight.**

MONTHS.	Through.	Local.	Total.
November, 1877,	\$62 67	\$349 39	\$412 06
December, 1877,	177 83	351 50	529 33
January, 1878,	46 87	400 46	447 33
February, 1878,	94 77	419 25	514 02
March, 1878,	106 73	414 53	521 26
April, 1878,	153 08	423 99	577 07
May, 1878,	92 41	644 83	737 24
June, 1878,	123 33	494 31	617 64
July, 1878,	90 68	608 86	699 54
August, 1878,	88 54	657 48	746 02
September, 1878,	144 32	571 50	715 82
October, 1878,	222 05	528 44	750 49
<b>Total, . . . . .</b>	<b>\$1,403 28</b>	<b>\$5,864 54</b>	<b>\$7,267 82</b>

**From all Other Sources.**

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
November, 1877,		\$52 95		\$52 95
December, 1877,		47 54		47 54
January, 1878,		31 38		31 38
February, 1878,	\$684 48	27 95		712 43
March, 1878,		37 85		37 85
April, 1878,		30 79		30 79
May, 1878,	133 37	39 05		172 42
June, 1878,		40 24		40 24
July, 1878,		42 43		42 43
August, 1878,	104 29	47 56		151 85
September, 1878,		22 34		22 34
October, 1878,	99 00	27 86	\$1,259 70	1,386 06
<b>Total, . . . . .</b>	<b>\$1,021 14</b>	<b>\$446 94</b>	<b>\$1,259 70</b>	<b>2,727 78</b>

Total passenger earnings for the year, . . . . .	\$7,947	97
Total freight earnings for the year, . . . . .	7,267	82
Total earnings from all other sources, . . . . .	2,727	78
<b>Total earnings for the year, . . . . .</b>	<b>\$17,943</b>	<b>57</b>
Total receipts from all sources on whole length of line, . . . . .	\$17,943	57
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, . . . . .	\$2,981	59
<b>Total, . . . . .</b>	<b>\$2,981</b>	<b>59</b>

**Expenditures for Operating during the Year.**

**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$5,558	29
<b>Total for maintenance of way, . . . . .</b>	<b>\$5,558</b>	<b>29</b>
Cost per mile of road kept in repair, . . . . .	\$459	36
Proportion for Pennsylvania, . . . . .	459	36

**Miscellaneous.**

Amount paid other corporations or individuals for use of all other cars, . . . . .	\$1,677	51
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**Earnings.**

Passenger transportation, all local, . . . . .	\$7,947	97
Freight transportation, local, . . . . .	\$5,864 54	} Total, . . . . .
Freight transportation, through, . . . . .	1,403 28	
Mail service, . . . . .	1,021	14
Express service, . . . . .	446	94
Rents, . . . . .	1,218	70
All other sources of income, (sundry receipts. J. S. W.,)	41	00
<b>Total, . . . . .</b>	<b>\$17,943</b>	<b>57</b>

General Balance Sheet, October 31, 1878.

DR.			
Construction of road, . . . . .		\$454,811	85
Real estate, . . . . .		45,951	10
Right of way, . . . . .		42,242	57
Six per cent. bonds, (Agricultural Improvement Company,) . . . . .		300	00
Cash, . . . . .		462	43
Profit and loss, . . . . .		150,708	34
		\$694,506	29
CR.			
Capital stock, . . . . .		\$176,100	00
Mortgage bonds, . . . . .		350,000	00
Ground rents, . . . . .		3,000	00
Mortgages, . . . . .		2,500	00
Installments on stock, . . . . .		884	64
The North Pennsylvania Railroad Company, . . . . .		162,021	65
		\$694,506	29

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 railroad company cars, at six 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 the North Pennsylvania Railroad Company, to which company all returns for car service are made, and same regulations apply as upon its own road.

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 per centage basis.

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 the North Pennsylvania Railroad Company.

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? \$1,021 14. Compensation based upon weight of mail matter.

Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$176,100

## 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, . . . . .				2		2
Total, . . . . .				2		2

## Statement of Each Accident.

September 2, 1878. Ella Benner and Mrs. Jennie Yost; were somewhat hurt at Norristown; they attempted to drive across the track at Marshall street, in front of a train which was moving slowly, and notwithstanding the signal was given.

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, 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. 1878, according to the best of their knowledge and belief.

(Signed)

F. A. COMLY, *President.*

J. S. WISE, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1879.

JOSHUA COMLY, *Notary Public.*

## STROUDSBURG AND BETHLEHEM.

STROUDSBURG, January 7, 1879.

General WILLIAM McCANDLESS,

*Secretary of Internal Affairs:*

SIR: Owing to the general depression of business, there has been nothing done towards the completion of the Stroudsburg and Bethlehem railroad



since the organization of the company, excepting the conveyance to said company of four miles and a half of graded road, with appurtenances, on the line between Stroudsburg and the Wind Gap. The said road bed was graded prior to the organization of the company. It is proposed to complete the road during the present year.

C. BURNETT, *President.*

STATE OF PENNSYLVANIA, } ss:  
*Monroe county,*

Personally appeared before me, C. Burnett, president of the Stroudsburg and Bethlehem Railroad Company, who, being sworn, says the facts contained in the foregoing statement are true, as he verily believes.

C. BURNETT.

Sworn and subscribed before me, January 7, 1879.

A. B. SCHAFFER, *Prothonotary.*

**LYKENS VALLEY.**

Summit Branch Railroad Company, Lessee.

**Officers.**

NAMES.		Residence.	Salary.
R. C. Peebles, . . .	Division Superintendent,	Lykens, . . . . .	\$2,160 .00

*Names of Directors.*

*Residences.*

Furnished by F. N. Platt, treasurer Lykens Valley Railroad Company, No. 13 William street, New York.

**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
Aggregate length of main line and branches, . . . . .	20	20
Aggregate length of sidings and other track not above enumerated, . . . . .	9.66	9.66
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	29.66	29.66

**Gauge.**

What is the gauge of your lines, . . . . . 4 feet 9 inches.

## Track.

Miles of iron rail in use, . . . . .	17
Miles of steel rail in use, . . . . .	3
Weight of rail per yard, { Iron, . . . . .	50 and 60 lbs.
{ Steel, . . . . .	60 lbs.

What is the relative durability, practicability of use, and value, as used on your road? Steel rail not in use long enough to form comparison.

## Bridges and Trestles erected in Pennsylvania during the Year.

LOCATION.	Kind.	Whether wood, stone, or iron.	Length in Feet.	When Completed.
Millersburg, . . . . .	Girder,	Wood, . . . . .	25	
Lykens, . . . . .	Girder,	Wood, . . . . .	50	
Lykens, . . . . .	Girder,	Iron, . . . . .	65.66	
Wiconisco, . . . . .	Girder,	Wood, . . . . .	27.5	

Number of bridges and trestles on whole line, . . . . .	4
Wooden bridges, number of, 3; aggregate length, . . . . .	102.5 feet.
Iron bridges, number of, 1; aggregate length, . . . . .	65.66 feet.
Number of crossings of highways, at grade, in this Commonwealth, . . . . .	38
Number of crossings of highways under railroad, . . . . .	2
Number of crossings at which there are neither gates nor flagmen, . . . . .	40

What regulations govern your employes in regard to these crossings? Engines and trains approaching grade crossings give two long and two short blasts of whistle one quarter mile from crossing, and ringing engine bell until crossing is passed.

## Stations.

Number of stations on main road, passenger and freight, . . . . .	9
Number of engine-houses and shops in Pennsylvania, 6; total number on entire road, . . . . .	6
Number of wood and water stations on main road, . . . . .	4

How is track laid, and on what foundation? On wooden cross-ties resting on stone, cinder and coal-dust ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, . . . . .	5	
Number of locomotives of more than 20 tons weight, . . . . .	1	
Number of locomotives of more than 10 tons weight, . . . . .	1	
Number of second class passenger cars, . . . . .	2	
Number of baggage, mail, and express cars, . . . . .	1	
Number of freight cars, { House cars, 1, } . . . . .	7	
{ Trucks, . . . 6, }		
Number of caboose cars, . . . . .	1	

What kind of brake is used on your road? Hand-brake.

Average number of cars in passenger trains, including baggage cars, . . . . .	3
Average number of cars in freight trains, . . . . .	60
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, . . . . .	1,143 tons.

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	28,567
Number of miles run by freight trains: Not run separate.	
Numbers of miles run by coal trains, . . . . .	37,169
Number of through passengers for the year on main road,	16,561
Number of passengers (all classes) carried in cars, . . . .	18,081
Number of passengers carried one mile, . . . . .	191,958
Number of passengers carried one mile in Pennsylvania,	191,958
Number of tons of freight carried one mile, . . . . .	7,544,039
Number of tons of freight carried one mile in Pennsylvania, . . . . .	7,544,039
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	412,463
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,) . . . . .	12

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

January, 1878, . . . . .	1,631	July, 1878, . . . . .	1,520
February, 1878, . . . . .	1,382	August, 1878, . . . . .	2,689
March, 1878, . . . . .	1,410	September, 1878, . . . . .	1,388
April, 1878, . . . . .	1,323	October, 1878, . . . . .	1,310
May, 1878, . . . . .	1,377	November, 1878, . . . . .	1,389
June, 1878, . . . . .	1,170	December, 1878, . . . . .	1,544

**The Amount of Freight, Specifying the Quantity in Tons of 2,000 lbs.**

Anthracite coal, . . . . .	407,323	Lumber, . . . . .	387
Live stock, . . . . .	9	Other articles, . . . . .	4,744

**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, . . . . .	4⅓ cents.

**The Rate per ton of 2,000 pounds per mile charged for Freight.**

For through and local freight and coal, per ton per mile, 2, 4, and 6 cents.

**Monthly Earnings for the Year.**  
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .			\$580 68
February, 1878, . . . . .			467 20
March, 1878, . . . . .			499 60
April, 1878, . . . . .			490 35
May, 1878, . . . . .			488 00
June, 1878, . . . . .			401 96
July, 1878, . . . . .			507 55
August, 1878, . . . . .			1,151 19
September, 1878, . . . . .			506 35
October, 1878, . . . . .			488 75
November, 1878, . . . . .			542 25
December, 1878, . . . . .			552 25
<b>Total, . . . . .</b>			<b>\$6,676 15</b>

**From Transportation of Freight.**

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .			\$4,155 70
February, 1878, . . . . .			3,482 62
March, 1878, . . . . .			8,987 58
April, 1878, . . . . .			12,214 96
May, 1878, . . . . .			11,774 22
June, 1878, . . . . .			16,047 21
July, 1878, . . . . .			13,276 53
August, 1878, . . . . .			5,231 05
September, 1878, . . . . .			14,396 06
October, 1878, . . . . .			12,523 27
November, 1878, . . . . .			11,496 19
December, 1878, . . . . .			9,286 60
<b>Total, . . . . .</b>			<b>\$122,772 57</b>

**From all other Sources.**

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1878, . . . . .	\$237 26	\$10 00	\$659 18	\$906 44
February, 1878, . . . . .		10 00	208 50	218 50
March, 1878, . . . . .		10 00	151 59	161 59
April, 1878, . . . . .		10 00	8 48	18 48
May, 1878, . . . . .	78 98	10 00	6 50	90 48
June, 1878, . . . . .		10 00	15 00	25 00
July, 1878, . . . . .	149 87	10 00	6 00	165 87
August, 1878, . . . . .	77 39	10 00	8 00	95 39
September, 1878, . . . . .		10 00	6 00	16 00
October, 1878, . . . . .	118 05	10 00	6 00	134 05
November, 1878, . . . . .	107 35	10 00		117 35
December, 1878, . . . . .		10 00	5 00	15 00
<b>Total, . . . . .</b>	<b>\$1,768 90</b>	<b>\$120 00</b>	<b>\$1,080 25</b>	<b>\$1,964 15</b>

Total passenger earnings for the year, . . . . .	\$6,676	15
Total freight earnings for the year, . . . . .	122,772	57
Total earnings from all other sources, . . . . .	1,964	15
<b>Total earnings for the year, . . . . .</b>	<b>\$131,412</b>	<b>87</b>

#### Expenditures for Operating during the Year.

Cross-ties, . . . . .	\$5,939	40
Iron and steel rails, . . . . .	404	25
Repairs of buildings, . . . . .	1,918	91
Repairs of track, . . . . .	9,779	11
Tools, and repairs of, . . . . .	687	60
General superintendent, agents, and clerks, . . . . .	5,590	60
Train hands, . . . . .	11,460	80
Dispatchers and weighmasters, . . . . .	2,595	38
Car service, . . . . .	7,085	63
Rents, . . . . .	62,870	00
Repairs of rolling stock, . . . . .	5,179	84
Fuel and oil, . . . . .	3,498	33
Office expenses, stationery, and printing, . . . . .	440	61
Taxes, . . . . .	1,106	19
General expenses, . . . . .	59	22
<b>Total, . . . . .</b>	<b>\$118,440</b>	<b>37</b>

#### Earnings.

Passenger transportation, local and through, . . . . .	\$6,676	15
Freight transportation, local and through, . . . . .	122,772	57
All other sources of income, . . . . .	1,964	15
<b>Total, . . . . .</b>	<b>\$131,412</b>	<b>87</b>
<b>Operating Expenses.</b>		
Total operating expenses, being 90.13% per cent. of earnings, . . . . .	\$118,440	37
Net earnings, . . . . .	\$12,972	50
Earnings per mile of road operated, . . . . .	6,570	64
Expenses per mile of road operated, . . . . .	5,922	02
Net earnings per mile, . . . . .	648	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.? Adams Express Company; paying ten dollars per month; express matter carried in baggage car.

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; take freight at depots.

#### 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? 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 that we know of.

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 item "car service," in expenses for year.

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? \$901 60 per annum.

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, . . . . .				2		2

Statement of Each Accident.

June 13, 1878. At Lykens; John E. Jones, brakeman; had toes of right foot crushed, by falling between cars of moving train. Died June 22, from lock-jaw, resulting from injury.

July 24, 1878. At Lykens; Owen McDermott, of Wiconisco, had his jaw broken, and was otherwise cut and bruised, by being struck by engine of passenger train. Cause, walking on track when drunk; recovered.

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

Personally appeared before me, J. Imbrie Miller, vice president, and John Dougherty, treasurer, of the Summit Branch 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. 1878, according to the best of their knowledge and belief.

(Signed)

J. IMBRIE MILLER, *Vice President.*

JOHN DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me this 29th day of January, A. D. 1879.

JOHN C. SIMS, Jr., *Notary Public.*

**TIOGA.**

**Officers.**

NAMES.		Residence.	Salary.
F. N. 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. N. Drake, . . . . .	Corning, N. Y.
J. A. Drake, . . . . .	Corning, N. Y.
A. S. Kendall, . . . . .	Corning, N. Y.
D. S. Drake, . . . . .	Corning, N. Y.
L. H. Shattuck, . . . . .	Blossburg, Pa.
S. T. Reynolds, . . . . .	Elmira, N. Y.
H. H. Cook, . . . . .	Bath, N. Y.
E. C. Cook, . . . . .	Bath, N. Y.
C. C. Drake, . . . . .	Elmira, N. Y.
H. D. V. Pratt, . . . . .	Elmira, N. Y.
M. P. Bush, . . . . .	Ruffalo, N. Y.
J. W. Bush, . . . . .	Buffalo, N. Y.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$1,000,000	00
Capital stock authorized by votes of company, . . . . .	580,900	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: Not on market.		

**Debt.**

**Funded Debt.**

First mortgage bonds, (due May 1, 1882, at 7 per cent.,) amount, . . . . .	\$239,500	00
Consolidated mortgage bonds, (due November 1, 1898, bear interest at 7 per cent.,) amount, . . . . .	125,000	00
Tioga railroad extension mortgage bonds, (due October 1, 1905, bear interest at 7 per cent.,) amount, . . . . .	265,000	00
Total amount now of funded debt, . . . . .	\$629,500	00
Total amount now of floating and funded debt, . . . . .	629,500	00
Funded debt as per last report, . . . . .	\$629,500	00
Total cash realized from capital stock and debt, . . . . .	\$1,210,400	00

## Cost.

Total cost of entire road to date, 67.6 miles, . . . . .	\$1,534,966	67
Average of same per mile of road laid, . . . . .	22,697	73
Proportion of same for Pennsylvania, 58.2 miles, . . . . .	1,321,007	89
Total cost of entire equipment, 67.6 miles, . . . . .	502,432	29
Average cost of equipment per mile of road operated by company, 67.6 miles, . . . . .	7,492	43
Proportion of same for Pennsylvania, 58.2 miles, . . . . .	432,567	43
Cost of road and equipment per mile, 67.6 miles, . . . . .	30,130	16
Proportion of same for Pennsylvania, 58.2 miles, . . . . .	1,753,575	32

## Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from State Line junction to Arnot, . . .	50.6	44
<b>Branches.</b>		
From Blossburg, Pa., to Morris Run, Pa., length of single track,	4	4
<b>Leased Roads.</b>		
From State Line to junction with N. C. railway, near city of Elmira, length of road,	6.6	
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,	13	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	67.6	58.2

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 a third rail, making gauge 4 feet 8½ inches and 6 feet.

## Track.

Miles of iron rail in use, . . . . .	35.4
Miles of steel rail in use, (steel top,) . . . . .	32.2
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? Have not had steel top rails in use long enough to decide.	
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.	



**Crossings.**

Number of crossings of highways, at grade, in this Commonwealth, . . . . .	39
Number of crossings of highways over railroad, . . . . .	5
Number of crossings at which there are neither gates nor flagmen, . . . . .	39
What regulations govern your employes in regard to these crossings? We are required to strictly observe the statute's regulations in regard to sounding the whistle or ringing the bell.	

**Stations.**

Number of stations on main road: Passenger and freight,	16
Number of stations on branches: Passenger and freight, .	2
Number of stations on leased roads: Passenger and freight,	4
Number of engine-houses and shops in Pennsylvania, 4;	
total number entire road, . . . . .	5
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, . . . . .	\$37,901 51

How is track laid, and on what foundation? On oak, chestnut, and hemlock ties, fish plate joints, and gravel and loam.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight, . . . .	1		
Number of locomotives of more than 30 tons weight, . . . .	5		
Number of locomotives of more than 20 tons weight, . . . .	10		
Number of first-class passenger cars, . . . . .	8	\$3,000	00
Number of baggage, mail, and express cars, . . . . .	3	2,000	00
Number of freight cars, { House cars, . . . 18, } . . . . .	70	560	00
Number of coal, . . . . .	868	260	00
Number of caboose cars, . . . . .	7	560	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, . . . . .	2
Average number of cars in freight trains, eight 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, . . . . .	250
Same in Pennsylvania, . . . . .	250

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

Number of miles run by passenger trains, . . . . .	}	248,144
Number of miles run by freight trains, . . . . .		
Number of miles run by coal trains, . . . . .		
Number of through passengers for the year on main road, . . . . .	3,816	
Number of passengers, all classes, carried in cars, . . . . .	71,977	
Number of passengers carried one mile, . . . . .	1,049,495	
Number of passengers carried one mile in Pennsylvania, . . . . .	708,491	
Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	507,397	
Number of tons of freight carried one mile, . . . . .	17,792,800	
Number of tons of freight carried one mile in Pennsylvania, . . . . .	16,212,070	
Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . .	529,294	
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, 1878, . . . . .	5,714½	July, 1878, . . . . .	6,713½
February, 1878, . . . . .	4,555	August, 1878, . . . . .	5,823
March, 1878, . . . . .	6,517	September, 1878, . . . . .	6,882
April, 1878, . . . . .	6,071½	October, 1878, . . . . .	5,270
May, 1878, . . . . .	5,879½	November, 1878, . . . . .	5,889
June, 1878, . . . . .	5,644	December, 1878, . . . . .	7,018

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

Anthracite coal, . . . . .	1,366	Iron and other ores, . . . . .	52
Bituminous coal, . . . . .	496,501	Stone and lime, . . . . .	1,763
Petroleum and other oils, . . . . .	250	Agricultural products, . . . . .	8,012
Pig iron, . . . . .	25	Merchandise and manufactures, . . . . .	12,122
Railroad iron, . . . . .	90	Live stock, . . . . .	169
Other iron or castings, . . . . .	156	Lumber, . . . . .	8,788

**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 lbs.) per Mile, charged for Freight.

For through freight, per ton per mile, . . . . .	6 cents.
For through coal, per ton per mile, . . . . .	2½ cents.
Special rate when run in quantities of 100,000 tons, per ton per mile, . . . . .	1½ cents.
For local freight, per ton per mile, . . . . .	8 cents.
For local coal per ton per mile, . . . . .	4 cents.

Monthly Earnings for the Year,  
From Transportation of Passengers.

MONTHS.	* Through.	* Local.	Total.
January, 1878, . . . . .			\$2,044 27
February, 1878, . . . . .			1,601 46
March, 1878, . . . . .			2,525 24
April, 1878, . . . . .			2,319 15
May, 1878, . . . . .			2,305 02
June, 1878, . . . . .			2,202 05
July, 1878, . . . . .			3,087 81
August, 1878, . . . . .			3,347 11
September, 1878, . . . . .			3,790 07
October, 1878, . . . . .			2,372 06
November, 1878, . . . . .			2,269 01
December, 1878, . . . . .			2,437 36
<b>Total, . . . . .</b>			<b>\$30,300 61</b>

\* No apportionment.

From Transportation of Freight.

MONTHS.	* Through.	* Local.	Total.
January, 1878, . . . . .			\$19,177 19
February, 1878, . . . . .			17,248 86
March, 1878, . . . . .			16,700 89
April, 1878, . . . . .			18,788 73
May, 1878, . . . . .			24,209 04
June, 1878, . . . . .			21,605 33
July, 1878, . . . . .			28,887 62
August, 1878, . . . . .			29,052 39
September, 1878, . . . . .			25,911 57
October, 1878, . . . . .			27,339 20
November, 1878, . . . . .			31,778 48
December, 1878, . . . . .			25,302 02
<b>Total, . . . . .</b>			<b>\$286,001 32</b>

\* No apportionment.

## From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1878, . . . . .		\$55 33	\$86 92	\$142 25
February, 1878, . . . . .		30 65	164 63	195 28
March, 1878, . . . . .		50 84	770 86	821 70
April, 1878, . . . . .		98 28	121 71	219 99
May, 1878, . . . . .	\$2,684 96	139 38	160 27	2,984 61
June, 1878, . . . . .		91 97	657 59	749 56
July, 1878, . . . . .	778 44	103 11	94 47	976 02
August, 1878, . . . . .		182 60	99 71	282 31
September, 1878, . . . . .		184 79	652 78	837 57
October, 1878, . . . . .	739 52	147 89	97 32	984 73
November, 1878, . . . . .		152 20	97 92	250 12
December, 1878, . . . . .		115 57	654 58	770 15
Total, . . . . .	\$4,202 92	\$1,302 61	\$3,658 76	\$9,164 29

Total passenger earnings for the year, . . . . .	\$30,300 61
Total freight earnings for the year, . . . . .	286,001 32
Total earnings from all other sources, . . . . .	9,164 29
Total earnings for the year, . . . . .	\$325,466 22
Total receipts from all sources on whole length of line, . . . . .	\$325,466 22

## Expenditures charged to Cost of Road and Equipment during the Year.

Extension or alteration of road, . . . . .	\$4,440 96
Passenger and freight houses, . . . . .	150 00
Engine-houses, car sheds, wood and coal sheds, and water tanks, . . . . .	937 00
New freight cars, No. 10, . . . . .	4,596 36
Total, . . . . .	\$10,124 32

## Expenditures for Operating During the Year.

## Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$28,190 62
New steel rails, (top,) number of tons, 120, . . . . .	4,800 00
Repairs of bridges, . . . . .	565 25
Repairs of buildings and fixtures, . . . . .	689 68
Repairs of fences, . . . . .	375 00
All other expenses for maintenance of way, . . . . .	4,158 20
Total for maintenance of way, . . . . .	\$38,758 75

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$14,459 84
Repairs of machinery, . . . . .	2,668 23
Repairs of passenger, baggage, and mail cars, . . . . .	2,198 49
Repairs of freight cars, also narrowing 102 cars, from broad to narrow gauge, . . . . .	16,591 06
All other expenses for maintenance of motive power and cars, . . . . .	4,658 31
Total for maintenance of motive power and cars, . . . . .	\$40,570 93

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight departments, . . . . .	\$54,377	24
Fuel—number of tons of coal, . . . . .	14,897	52
Oil and waste, . . . . .	4,106	01
Damages for injuries to persons, . . . . .	50	00
Damages for cattle killed or injured, . . . . .	75	00
Damages for loss of goods and baggage, . . . . .	50	00
Taxes, . . . . .	6,484	03
Insurance, . . . . .	1,147	09
Telegraph expenses, . . . . .	4,849	89
General salaries and office expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	14,552	48
<b>Total miscellaneous, . . . . .</b>	<b>\$100,689</b>	<b>26</b>
<b>Total expenditures for operating the road, . . . . .</b>	<b>\$179,918</b>	<b>94</b>
<b>Total charged to road and equipment, . . . . .</b>	<b>10,124</b>	<b>32</b>
<b>Expenses per mile of the road operated, 54.6, . . . . .</b>	<b>3,295</b>	<b>21</b>

Earnings.

Passenger transportation, local and through, . . . . .	\$80,800	61
Freight transportation, local and through, . . . . .	286,001	32
Mail service, . . . . .	4,202	92
Express service, . . . . .	1,302	61
Rents, . . . . .	3,658	76
<b>Total, . . . . .</b>	<b>\$325,466</b>	<b>22</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$88,758	75
Maintenance of motive power and cars, . . . . .	40,570	93
Miscellaneous, . . . . .	100,589	26
<b>Total operating expenses, being 55.1 per cent. of earnings, . . . . .</b>	<b>179,918</b>	<b>94</b>
<b>Net earnings, . . . . .</b>	<b>\$145,547</b>	<b>28</b>
Earnings per mile of road operated, 54.6, . . . . .	\$5,960	92
Expenses per mile of road operated, 54.6, . . . . .	3,295	21
<b>Net earnings, 54.6, . . . . .</b>	<b>2,665</b>	<b>71</b>

General Balance Sheet, January 1, 1879.

<b>DR.</b>			
Construction account, . . . . .	\$1,534,366	67	
Material on hand, . . . . .	26,219	40	
Bills receivable, . . . . .	1,220,024	61	
	<b>\$2,780,610</b>	<b>68</b>	
<b>CR.</b>			
Capital stock, . . . . .	\$580,900	00	
Funded debt, . . . . .	818,700	00	
Sundry debts, . . . . .	5,382	41	
Balance, . . . . .	1,375,628	27	
	<b>\$2,780,610</b>	<b>68</b>	

**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, who pay eighteen cents per one 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? Regular express business, at the depots.

**Transportation Companies.**

What running arrangements have you with other railroad companies? What are the details of the contract? Have reciprocal arrangements with the Corning, Cowanesque and Antrim railway, at a stated sum per ton per mile trackage.

**Sleeping Cars.**

What is the total amount paid by your company to palace or sleeping car companies, and the amount paid to each? None; use our own cars.

**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, \$57 28 per mile; branches, \$42 75 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

Total surplus, . . . . .	\$1,375,628	27
Surplus invested as follows:		
Cash and loans, . . . . .	1,015,357	90
Balance of accounts due company, . . . . .	204,666	71
Material, fuel, and stores, . . . . .	26,219	40
Other items, . . . . .	129,334	26

**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, . . . . .	2	1			2	1
<b>Total,</b> . . . . .	<b>3</b>	<b>1</b>			<b>3</b>	<b>1</b>

Statement of Each Accident.

March 9, 1878. Mrs. Jones and two children ; were walking upon track on Arnot branch, and in crossing trestle near sharp curve, were run over by train ; Mrs. Jones and one child died from injuries received, the other child lost an arm.

October 22, 1878. James Vaughn ; brakeman on coal train ; while setting brakes near Big Hill water tank, fell between the cars, and was run over and killed.

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

Personally appeared before me, Franklin N. Drake, president and treasurer of the Tioga 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 December 31, A. D. 1878, according to the best of his knowledge and belief.

(Signed,)

FRANKLIN N. DRAKE,  
*President and acting Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1879.

C. H. THOMSON,  
*Commissioner for Pennsylvania.*

TRESCKOW.

Officers.

NAMES.		Residence.	Salary.
E. W. Clark, .	President, . . . . .	Philadelphia, . . . . .	None.
S. Shepherd, .	Secretary and Treasurer,	Philadelphia, . . . . .	None.

Names of Directors.		Residences.
George Whitney, . . . . .		Philadelphia.
J. M. Wilcox, . . . . .		Philadelphia.
Fisher Hazard, . . . . .		Mauch Chunk.
Edward Lewis, . . . . .		Philadelphia.
E. Hill, . . . . .		Philadelphia.
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.**

<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . . \$100,866 81		
The amount now of floating debt, . . . . .	\$100,866	81
Total amount now of floating and funded debt, . . . . .	\$100,866	81
Floating debt as per last report, . . . . . \$100,866 81		

**Cost.**

Total cost of entire road to date, . . . . . \$230,866 81

**Characteristics of Road.**

<b>Main Line.</b>	<b>MILES.</b>	
	<b>Whole length.</b>	<b>Length in Penn'a.</b>
Length of main line, from Silver Brook to Audenried, . . . . .		6½
Length of single main track, all in Pennsylvania, . . . . .		6½
Aggregate length of main line and branches, . . . . .		6½
Aggregate length of sidings and other track not above enumerated, . . . . .		7½
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .		7½

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 7½  
 Weight of rail per yard, iron, . . . . . 50 lbs.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Lehigh Valley railroad, at Audenried.

Number of crossings of highways, at grade, in this Commonwealth, . . . . . 2



**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.**

Equipment furnished by the Central Railroad of New Jersey, lessees, and included in report of the Lehigh and Susquehanna railroad.

**Doings of the Year.**

Operated in connection with the Lehigh and Susquehanna railroad; therefore no separate account is kept of its business.

**Operating Expenses.**

Operated in connection with the Lehigh and Susquehanna railroad; therefore no separate account is kept of its business.

**General Balance Sheet, January 1, 1879.**

DR.		
Construction—cost of road, . . . . .	\$230,866	81
	\$230,866	81
CR.		
Capital stock, 2,600 shares, . . . . .	\$130,000	00
Lehigh Coal and Navigation Company, . . . . .	100,866	81
	\$230,866	81

**Stock and Dividends.**

Amount of common stock now outstanding, . . . . . \$130,000 00

**Accidents to Persons.**

Included in report of Lehigh and Susquehanna railroad.

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. 1878, according to the best of their knowledge and belief.

(signed,)

E. W. CLARK, *President.*

S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this 24th day of February, A. D. 1879.

W. C. ALDERSON, *Notary Public.*

## WAYNESBURG AND WASHINGTON.

### Officers.

NAMES.		Residence.	Salary.
George Sellers, . . . . .	President, . . . . .	Waynesburg, Pa.,	600 00
C. E. Bower, . . . . .	Secretary, } . . . . .	Waynesburg, Pa.,	500 00
R. F. Downey, . . . . .	Treasurer, }		
George Sellers, . . . . .	General Solicitor.	Waynesburg, Pa.	
	Gen'l Superintendent.		

General offices at Waynesburg, Greene county, Pa.

#### *Names of Directors.*

#### *Residences.*

A. A. Purman, . . . . .	Waynesburg, Pa.
Clark Hackney, . . . . .	Washington, Pa.
G. W. Inghram, . . . . .	Waynesburg, Pa.
John Ross, . . . . .	Hope, Greene county, Pa.
Samuel Luse, . . . . .	Waynesburg, Pa.
Thomas Iams, . . . . .	Hopkins Mill, Greene county, Pa.
H. C. Sayers, . . . . .	Waynesburg, Pa.
J. Swart, . . . . .	Hopkins Mill, Pa.
H. C. Swart, . . . . .	Washington, Pa.
James M. Dunn, . . . . .	West Union, Pa.
W. G. W. Day, . . . . .	Waynesburg, Pa.
W. A. Hoak, . . . . .	Waynesburg, Pa.

### Capital Stock.

Capital stock authorized by law, . . . . .	\$270,000	00
Capital stock, amount subscribed, . . . . .	138,550	00
Capital stock, paid in by last report, . . . . .	85,478	31
Capital stock, total amount now paid in, . . . . .	92,334	32
Capital stock, number of shares issued, . . . . .	1,983	
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, . . . . .	5	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, . . . . .		\$94,800	00
Total amount now of funded debt, . . . . .		\$94,800	00
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . . \$19,290	78		
The amount now of floating debt, . . . . .		19,290	78
Total amount now of floating and funded debt, . . . . .		\$114,090	78
Total cash realized from capital stock and debt, about . . . . .		\$141,820	00

\* A part of the proceeds of these bonds are in the hands of the financial agent, but are accounted for here.

Cost.

Total cost of entire road to date, . . . . .	\$142,082	18
Average of same per mile of road laid, . . . . .	5,111	00
Proportion of same for Pennsylvania, . . . . . All.		
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; . . . . . All.		
Cost of road and equipment per mile, . . . . .	5,674	00
Proportion of same for Pennsylvania, . . . . . All.		

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Waynesburg to Washington, . . . . .	27.80	27.80
Aggregate length of main line and branches, . . . . .	27.80	27.80
Aggregate length of sidings and other track not above enumerated, . . . . .		.58
Aggregate of main line, branches, leased roads, sidings, and other track, . . . . .	28.38	28.38

Gauge.

What is the gauge of your lines? . . . . . 8 feet.

Track.

Miles of iron rail in use, . . . . . 28.38  
 Weight of rail per yard, iron, . . . . . 30 lbs.

WAYNESBURG AND WASHU

Officers.

NAMES.	
George Sellers, . . . . .	President, . . . . .
C. E. Bower, . . . . .	Secretary, . . . . .
R. F. Downey, . . . . .	Treasurer, . . . . .
George Sellers, . . . . .	General Solicitor.
	Gen'l Superinten

General offices at Waynesburg, Greer

*Names of Directors.*

A. A. Purman, . . . . .		
Clark Hackney, . . . . .		
G. W. Inghram, . . . . .		
John Ross, . . . . .		
Samuel Luse, . . . . .		22 July, 1877.
Thomas Iams, . . . . .		21 July, 1877.
H. C. Sayers, . . . . .		17 July, 1877.
J. Swart, . . . . .		18 July, 1877.
H. C. Swart, . . . . .		26 June, 1877.
James M. Dunn, . . . . .		22 June, 1877.
W. G. W. Day, . . . . .	Wood, . . . . .	77 June, 1877.
W. A. Hoak, . . . . .	Wood, . . . . .	112 June, 1877.
	Wood, . . . . .	229 June, 1877.
	Wood, . . . . .	113 June, 1877.
	Wood, . . . . .	151 June, 1877.
	Wood, . . . . .	174 June, 1877.
	Wood, . . . . .	397 June, 1877.
	Wood, . . . . .	33 June, 1877.
	Wood, . . . . .	800 June, 1877.

Capital stock author	and trestles on whole line, . . . . .	39
Capital stock, amov	number of, 3; aggregate length, . . . . .	202 feet.
Capital stock, paid	full, . . . . .	
Capital stock, tota	es, number of, 36; aggregate length, . . . . .	3,824 feet.
Capital stock, nu		
Capital stock, ar		
Capital stock, full.		
Capital stock, es,		
Capital stock.		

Crossings.

Number of crossings of highways, at grade, in this Com-	19
Number of crossings of highways, over railroad, . . . . .	2
Number of crossings of highways, under railroad, . . . . .	1
Number of crossings at which there are neither gates nor	
men,	22
What regulations govern your employés in regard to these	
crossings? Approach slowly, with train under control.	

WAYNESBURG AND WASHINGTON.

579

Stations.

{ Passenger, . . . 18, }	18
{ Freight, . . . 18, }	
in Pennsylvania, 2;	
road, . . .	2
clusive of	4
	\$2,405 00
of	\$2,405 00
	partly bal-

	Number.	Average cost of each.
out, . . .	2	\$5,200 00
. . . . .	1	2,500 00
. . . . .	1	350 00
. . . . .	8	300 00

is in use on your road? Hand brake.

cars in passenger	} All trains mixed,	4
uggage cars, . . .		
cars in freight trains,		

of passenger trains, including locomotive	
, in working order, . . . . .	40 tons.
weight of freight trains, including locomotive	
tender, in working order, . . . . .	40 tons.

Employees.

Average number of persons regularly employed by com-	
pany, including officials, . . . . .	50
Same in Pennsylvania, . . . . .	50

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains, . . . . .	26,432
Number of miles run by freight trains, . . . . .	26,432
Average rate of speed adopted by ordinary passenger	
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, . . . . .	3½ cents.
For first-class way passengers, . . . . .	3½ cents.

## 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, . . . . .	Trestle, . . . . .	Wood, . . . . .	37	October, 1877.
Taylor's, . . . . .	Trestle, . . . . .	Wood, . . . . .	72	October, 1877.
Five mile board, . . . . .	Trestle, . . . . .	Wood, . . . . .	24	October, 1877.
Below Swart, . . . . .	Trestle, . . . . .	Wood, . . . . .	17	October, 1877.
At Swart, . . . . .	Trestle, . . . . .	Wood, . . . . .	30	October, 1877.
Above Swart, . . . . .	Trestle, . . . . .	Wood, . . . . .	48	October, 1877.
Iams, . . . . .	Trestle, . . . . .	Wood, . . . . .	18	October, 1877.
Above Iams, . . . . .	Trestle, . . . . .	Wood, . . . . .	19	October, 1877.
Above Iams, . . . . .	Trestle, . . . . .	Wood, . . . . .	18	October, 1877.
Deer Lick, . . . . .	Trestle, . . . . .	Wood, . . . . .	21	October, 1877.
Deer Lick, . . . . .	Trestle, . . . . .	Wood, . . . . .	103	October, 1877.
Loafman's, . . . . .	Trestle, . . . . .	Wood, . . . . .	41	October, 1877.
West Union, . . . . .	Trestle, . . . . .	Wood, . . . . .	105	October, 1877.
Conger's, . . . . .	Trestle, . . . . .	Wood, . . . . .	92	October, 1877.
Dunn's, . . . . .	Trestle, . . . . .	Wood, . . . . .	253	October, 1877.
Ringland's, . . . . .	Trestle, . . . . .	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's, . . . . .	Trestle, . . . . .	Wood, . . . . .	28	August, 1877.
Luellen, . . . . .	Trestle, . . . . .	Wood, . . . . .	49	July, 1877.
Baker's, . . . . .	Trestle, . . . . .	Wood, . . . . .	22	July, 1877.
Banetown, . . . . .	Trestle, . . . . .	Wood, . . . . .	21	July, 1877.
Above Banetown, . . . . .	Trestle, . . . . .	Wood, . . . . .	17	July, 1877.
Above Banetown, . . . . .	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's, . . . . .	Trestle, . . . . .	Wood, . . . . .	112	June, 1877.
Bonam's, . . . . .	Trestle, . . . . .	Wood, . . . . .	229	June, 1877.
Braddock's, . . . . .	Trestle, . . . . .	Wood, . . . . .	113	June, 1877.
Fulmer's, . . . . .	Trestle, . . . . .	Wood, . . . . .	151	June, 1877.
Stone quarry, . . . . .	Trestle, . . . . .	Wood, . . . . .	174	June, 1877.
Wades, . . . . .	Trestle, . . . . .	Wood, . . . . .	397	June, 1877.
Washington, . . . . .	Trestle, . . . . .	Wood, . . . . .	33	June, 1877.
Washington, No. 2, . . . . .	Trestle, . . . . .	Wood, . . . . .	800	June, 1877.

Number of bridges and trestles on whole line, . . . . . 39

Wooden bridges, number of, 3; aggregate length, . . . . . 202 feet.

Wooden trestles, number of, 36; aggregate length, . . . . . 3,824 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 there are neither gates nor flagmen, . . . . . 22

What regulations govern your employés in regard to these crossings? Approach slowly, with train under control.

**Stations.**

Number of stations on main road, { Passenger, . . . 18, } 18  
 { Freight, . . . 18, }  
 Number of engine-houses and shops in Pennsylvania, 2;  
 total number entire road, . . . . . 2  
 Number of wood and water stations on main road, . . . . . 4  
 Value of real estate held by the company, exclusive of  
 roadway, . . . . . \$2,405 00  
 Value of real estate held by the company, exclusive of  
 roadway, in Pennsylvania, . . . . . \$2,405 00  
 How is track laid, and on what foundation? On cross-ties partly bal-  
 lasted with stone and part with common excavation.

Equipment.	Number.	Average 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, . . . . .	8	300 00
{ Trucks, 7, . . . . .		

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

Average number of cars in passenger }  
 trains, including baggage cars, . . } All trains mixed, 4  
 Average number of cars in freight trains, }  
 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, . . . . . 40 tons.

**Employees.**

Average number of persons regularly employed by com-  
 pany, including officials, . . . . . 50  
 Same in Pennsylvania, . . . . . 50

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . . 26,432  
 Number of miles run by freight trains, . . . . . 26,432  
 Average rate of speed adopted by ordinary passenger  
 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, . . . . . 3½ cents.  
 For first-class way passengers, . . . . . 3½ cents.

For second-class through passengers, . . . . . 3½ cents.  
 For second-class way passengers, . . . . . 3¼ cents.

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

For through freight, per ton per mile; 13 cents first-class,  
 11 cents second class.  
 For through coal, per ton per mile, . . . . . 2¼ cents.  
 For local freight, per ton per mile: 13 cents first-class, 11  
 cents second-class.  
 For local coal, per ton per mile, . . . . . 2¼ cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1878,			\$929 64
February, 1878,			750 17
March, 1878,			780 84
April, 1878,			534 70
May, 1878,			626 15
June, 1878,			602 65
July, 1878,			616 51
August, 1878,			658 25
September, 1878,			1,046 90
October, 1878,			1,179 77
November, 1878,			716 20
December, 1878,			722 40
Total,			\$9,164 13

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1878,			\$152 73
February, 1878,			635 44
March, 1878,			693 46
April, 1878,			1,091 88
May, 1878,			838 32
June, 1878,			840 98
July, 1878,			877 31
August, 1878,			1,168 50
September, 1878,			1,173 23
October, 1878,			1,414 84
November, 1878,			1,257 90
December, 1878,			1,278 07
Total,			\$11,422 56



From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
March, 1878, . . . . .		\$11 47	\$1 60	\$13 07
April, 1878, . . . . .		15 57	1 50	17 07
May, 1878, . . . . .		14 83		14 83
June, 1878, . . . . .		15 30		15 30
July, 1878, . . . . .		10 81		10 81
August, 1878, . . . . .		33 80		33 80
September, 1878, . . . . .		21 76		21 76
October, 1878, . . . . .		14 78		14 78
November, 1878, . . . . .		18 16		18 16
December, 1878, . . . . .		18 79		18 79
Total, . . . . .				\$176 37

Total passenger earnings for the year, . . . . .	\$9,164	18
Total freight earnings for the year, . . . . .	11,422	56
Total earnings from all other sources, . . . . .	176	37
Total earnings for the year, . . . . .	\$20,763	11
Total receipts from all sources on whole length of line, . . . . .	\$20,763	11
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	20,763	11

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

Extension or alteration of road, . . . . .	\$669	45
Land or land damages, . . . . .	1,370	91
Passenger and freight houses, . . . . .	150	00
Any other expenditures chargeable to this account, . . . . .	200	00
Total, . . . . .	\$2,389	36

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$12,164	68
Repairs of bridges, . . . . .	358	70
All other expenses for maintenance of way, (estimated,) . . . . .	1,200	00
Total for maintenance of way, . . . . .	\$13,723	38
Cost per mile of road kept in repair, . . . . .	\$493	64
Proportion for Pennsylvania, . . . . .	493	64

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$215	78
Repairs of passenger, baggage, mail, and freight cars, . . . . .	806	17
Total for maintenance of motive power and cars, . . . . .	\$1,021	95
Cost per mile of road operated, . . . . .	\$36	76
Proportion for Pennsylvania, . . . . .	36	76

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$4,241	98
Fuel—number of tons of coal, cost,	960	91
Oil and waste,	196	10
Damages for loss of goods and baggage,	7	00
Taxes,	3	36
Telegraph expenses,	1	78
Amount paid other corporations or individuals for use of all other cars,	1,563	20
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	4,402	76
<b>Total miscellaneous,</b>	<b>\$11,377</b>	<b>09</b>
Amount per mile of road operated,	\$409	25
Total expenditures for operating the road, including expenses for ballasting,	26,122	42
Total charged to road and equipment, including expenses for ballasting,	26,122	42
Expenses per mile of the road operated,	939	65
Proportion for Pennsylvania,	All.	

## Earnings.

Passenger transportation, local and through,	\$9,164	18
Freight transportation, local and through,	11,422	56
Express service,	176	57
<b>Total,</b>	<b>\$20,763</b>	<b>11</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings,	\$13,723	38
Maintenance of motive power and cars,	1,021	95
Miscellaneous,	11,377	09
<b>Total operating expenses, including expense for ballasting,</b>	<b>\$26,122</b>	<b>42</b>
<b>Deficit,</b>	<b>\$5,359</b>	<b>31</b>
Earnings per mile of road operated,	\$7.46	86
Expenses per mile of road operated,	935	65
Deficit,	192	79

## General Balance Sheet, January 1, 1879.

<b>DR.</b>		
Construction, (cost of road,)	\$142,082	18
Equipment,	15,598	00
Real estate,	2,405	00
Materials on hand,	200	00
Capital stock and bills receivable,	10,000	00
Cash on hand,	2,118	01
Profit and loss,	34,021	13
	<b>\$206,424</b>	<b>32</b>
<b>CR.</b>		
Capital stock paid in,	\$82,334	32
Funded debt,	94,400	00
Unfunded debt,	19,290	00
	<b>\$206,424</b>	<b>32</b>

**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; they furnish their own messenger, and pay the railroad company twenty-five cents per one hundred pounds for carrying.

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? Ordinary express business; railroad receives their freights at its depots.

**Transportation 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 railroad company does all the business of transportation, and furnish all cars.

**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 ascertained.

**Stock and Dividends.**

Amount of common stock now outstanding, . . . . . \$92,334 32

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

Personally appeared before me, George Sellers, 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. 1878, according to the best of their knowledge and belief.

(Signed,)

GEORGE SELLERS, *President.*

C. E. BOWER, *Treasurer.*

Sworn and subscribed before me, this 23d day of January, A. D. 1879.

SIMON RINEHART, Jr., *Justice of the Peace.*

## WEST CHESTER.

## Officers.

NAMES.		Residence.	Salary.
J. Edward Farnum, . . .	President, . . . . .	Philadelphia, . . .	None.
Thomas H. Hall, . . .	Secretary, } Treasurer, }	West Chester, . . .	None.

<i>Names of Directors.</i>	<i>Residences.</i>
J. Edward Farnum, . . . . .	Philadelphia, Pa.
George Callaghan, . . . . .	Philadelphia, Pa.
Samuel Riddle, . . . . .	Glen Riddle, Delaware county, Pa.
Charles Fairlamb, . . . . .	West Chester, Chester county, Pa.
Lorenzo Beck, . . . . .	West Chester, Chester county, Pa.
Edward Hoopes, . . . . .	Philadelphia, Pa.
William H. Miller, . . . . .	Howelville, Delaware county, Pa.

The West Chester Railroad is leased to the West Chester and Philadelphia Railroad Company. Lease ninety-nine years, dated March 10, 1873. 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 company, . . . . .	165,000 00
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.	

## Cost.

Total cost of entire road to date, . . . . .	\$158,798 04
Average of same per mile of road laid, . . . . .	17,755 33½
Total cost of entire equipment and real estate, . . . . .	46,037 60
Average cost of equipment per mile of road operated by company, . . . . .	5,115 28½
Cost of road and equipment per mile, including real estate, . . . . .	22,870 62½

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penna.
Length of main line—from West Chester to Malvern station, Pennsylvania railroad, . . . . .	9	
Length of single main track, . . . . .	9	

Gauge.

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

Track.

Miles of iron rail in use, . . . . . 9 miles.  
 Weight of rail per yard, iron, . . . . . 50 and 58 lbs.  
 What is the relative durability, practicability of use, and value, as used on your road? No steel on road.  
 Number of bridges and trestles on whole line: None excepting road crossings, . . . . . 2 over road.  
 Stone bridges, number of, one stone culvert; aggregate length, . . . . . 25 feet.

Crossings.

Number of crossings of highways, at grade, in this Commonwealth, . . . . . 15  
 Number of crossings of highways over railroad, . . . . . 2  
 Number of crossings at which there are neither gates nor flagmen, . . . . . 17  
 What regulations govern your employes in regard to these crossings?  
 Road is leased to the West Chester and Philadelphia Railroad Company.

Stations.

Number of stations on main roads, { Passenger, . . . 9, } 9  
 { Freight, . . . 2, }  
 Number of engine-houses in Pennsylvania, 1; total number entire road, . . . . . 1  
 Number of wood and water stations on main road, . . . . . 2  
 Value of real estate held by the company, exclusive of roadway, . . . . . \$22,996 60  
 How is track laid, and on what foundation? Dirt and slate gravel.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, . . . . .	1	\$13,300 00
Number of first-class passenger cars, . . . . .	2	4,417 50
Number of baggage, mail, and express cars, . . . . .	1	906 00

General Balance Sheet, January 1, 1879.

DR.			
Construction account, . . . . .		\$159,798	04
Real estate, (\$2,555 17½ per mile,) . . . . .		22,996	60
Locomotives, . . . . .	\$13,300 00		
Passenger cars, . . . . .	8,885 00	\$2,560 11½ per mile.	
Baggage cars, . . . . .	906 00		
West Chester Railroad Company, . . . . .		23,041	00
		6,987	43
		<b>\$212,773</b>	<b>07</b>
CR.			
Capital stock, . . . . .		\$165,000	00
Revenue account:			
Balance, December 31, 1877, . . . . .	\$46,890 63		
Increased, . . . . .	882 44		
		47,773	07
		<b>\$212,773</b>	<b>07</b>

Stock and Dividends.

Amount of common stock now outstanding, . . . . . 3,300 shares.

Balance for the year or surplus, (rent after deducting State taxes,) . . . . .	\$882	44
Surplus at commencement of the year, . . . . .	46,890	63
Total surplus, . . . . .	<b>\$47,773</b>	<b>07</b>
Surplus invested as follows:		
Balance of accounts, W. C. and P. R. R. Co., part real estate and equipment, . . . . .	\$47,773	07

STATE OF PENNSYLVANIA, }  
 County of Philad'a., } ss:

Personally appeared before me, J. Edward Farnum, president, and Thomas H. Hall, treasurer, of the West Chester 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. 1878, according to the best of their knowledge and belief.

(Signed)

J. EDW. FARNUM, *President.*  
 THOS. H. HALL, *Treasurer.*

Affirmed and subscribed before me this 11th day of January, A. D. 1879.

WM. A. THORP, *Magistrate.*

**WEST CHESTER AND PHILADELPHIA.**

**Officers.**

NAMES.		Residence.	Salary.
J. Edward Farnum, . . . . .	President, . . . . .	Philadelphia, . . . . .	\$1,500 00
A. Lewis Smith, . . . . .	Secretary, . . . . .	Media. Del. co., Pa., . . . . .	500 00
Thomas H. Hall, . . . . .	Treasurer, . . . . .	West Chester, Pa., . . . . .	1,800 00
Henry K. Smith, . . . . .	Gen'l Superintendent,	Philadelphia, . . . . .	3,500 00

*Names of Directors.*

*Residences.*

Lorenzo Beck, . . . . .	West Chester, Chester county, Pa.
George Callaghan, . . . . .	Philadelphia, Pa.
Charles Fairlamb, . . . . .	West Chester, Chester county, Pa.
Marshall B. Hickman, . . . . .	West Chester, Chester county, Pa.
Edward Hoopes, . . . . .	Philadelphia, Pa.
William H. Miller, . . . . .	Howellville, Delaware county, Pa.
Samuel Riddle, . . . . .	Glen Riddle, Delaware county, 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, shares, . . . . .	821,300 00
Capital stock, amount subscribed of consolidated and preferred, shares, . . . . .	821,300 00
Capital stock paid in by last report, . . . . .	821,300 00
Capital stock, total amount now paid in, . . . . .	821,300 00
Capital stock, number of shares issued, . . . . . 16,426	
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, . . . . .	57 00

**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.	
Unfunded debt, incurred for construction, equipment, or purchase of property, mortgage, . . . . . \$1,000 00	
Debt incurred for any other purpose, and for what: Ground rents, . . . . . 61,512 50	
The amount now of debt, ground rents, and mortgages, . . . . .	62,512 50
Total amount now of floating and funded debt, . . . . .	\$1,162,512 50
Funded debt as per last report, . . . . . \$1,100,000 00	
Ground rents and mortgages, . . . . . 62,512 50	
Total cash realized from capital stock and debt, as per books of company this day, . . . . .	\$1,983,812 50

Cost.

Total cost of entire road to date, . . . . .	\$1,877,762	70
Average of same per mile of road laid, (26.3,) . . . . .	71,397	82 $\frac{3}{4}$
Proportion of same for Pennsylvania, . . . . .	All.	
Total cost of entire equipment, . . . . .	200,249	66
Average cost of equipment per mile of road operated by company, (26 $\frac{3}{10}$ miles,) . . . . .	7,614	05 $\frac{1}{2}$
Average cost of equipment per mile of road operated by company, including branch, . . . . .	5,562	49 $\frac{1}{2}$
Cost of road and equipment per mile, (26 $\frac{3}{10}$ ,) . . . . .	79,011	87 $\frac{1}{2}$

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penna.
Length of main line—from West Chester to Philadelphia, . . . . .	26 $\frac{3}{10}$	All.
Length of single main track, . . . . .	26 $\frac{3}{10}$	
<b>Leased Roads.</b>		
West Chester railroad branch, from West Chester to Malvern station, Pennsylvania railroad, . . . . .	9	
Aggregate length of main line, . . . . .	26 $\frac{3}{10}$	
Aggregate length of leased roads, . . . . .	9	
Aggregate length of sidings and other track not above enumerated, . . . . .	5	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	40 $\frac{1}{10}$	

Gauge.

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

Track.

Miles of iron rail in use, . . . . . 11 $\frac{9}{16}$   
 Miles of steel rail in use, . . . . . 14 $\frac{4}{16}$   
 Weight of rail per yard. { Iron, . . . . . 58 lbs.  
                                   { Steel, . . . . . 56 lbs.

What is the relative durability, practicability of use, and value, as used on your road? Steel about five times that of iron.

Number of bridges and trestles on whole line, . . . . . 23  
 Wooden bridges, number of, 16; aggregate length, . . . . . 2,336 feet.  
 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.

Number of crossings of highways, at grade, in this Commonwealth . . . . . 32  
 Number of crossings of highways over railroad, . . . . . 12  
 Number of crossings of highways under railroad, . . . . . 11



What regulations govern your employes in regard to these crossings? There are flagmen at the termini of the road.

Stations.

Number of stations on main road: Passenger only, 9; freight and passenger, 13; freight only, 2; total, . . . . .	24
Number of stations on leased roads: Passenger and freight, 9, (of which 2 are freight,) . . . . .	9
Number of engine-houses and shops in Pennsylvania: En- gine-houses, 2; shops, 1; total number entire road: 2 engine-houses, 1 shop.	
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, . . . . .	\$336,657 56
Value of real estate held by the company, exclusive of roadway, in Pennsylvania: All.	

How is track laid, and on what foundation? Two thirds stone ballast, and balance gravel.

Equipment.	Num- ber.	Average cost of each.
Number of locomotives of more than thirty tons weight, . . . . .	8	} \$7,450 00
Number of locomotives of more than twenty tons weight, . . . . .	1	
Number of locomotives of more than ten tons weight, . . . . .	1	
Number of first-class passenger cars, . . . . .	20	} 2,500 00 to 4,000 00
Number of baggage, mail, and express cars, . . . . .	5	1,800 00
Number of freight cars: { House cars, . 24 } Total, . . . . .	53	587 24 3/4
Number of stock cars, . . . . .	1	600 00
Number of coal, ore, and stone cars, . . . . .	13	850 00
Number of caboose cars, including tools, . . . . .	1	1,100 00

What kind of train brake is in use on your road? Eames'.

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 com- pany, including officials, about . . . . .	175
Same in Pennsylvania, . . . . .	All

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains, . . . . .	209,923
Number of miles run by freight trains, . . . . .	16,848
Number of miles run by coal trains, (extra,) . . . . .	32,206
Number of through passengers for the year on main road, (West Chester to Philadelphia, &c.,) . . . . .	92,307
Number of passengers (all classes) carried in cars, . . . . .	756,469
Number of passengers carried one mile, . . . . .	8,326,497
Number of passengers carried one mile in Pennsylvania, Number of tons, of 2,000 lbs., of through freight for the year on main road, (West Chester to Philadelphia, &c.,)	All.
Number of tons of freight carried one mile, . . . . .	21,095
Number of tons of freight carried one mile in Pennsylv- vania, . . . . .	1,274,400
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	All.
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	84,953
Average rate of speed adopted by express trains, including stops, (miles per hour,) . . . . .	17
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	26
	5

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

November, 1877, . . . . .	54,475	June, 1878, . . . . .	65,864
December, 1877, . . . . .	60,466	July, 1878, . . . . .	72,217
January, 1878, . . . . .	56,988	August, 1878, . . . . .	67,760
February, 1878, . . . . .	52,138	September, 1878, . . . . .	81,851
March, 1878, . . . . .	54,314	October, 1878, . . . . .	54,650
April, 1878, . . . . .	66,347		
May, 1878, . . . . .	69,409	Total, . . . . .	756,469

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

Anthracite coal, } . . . . .	37,684	Lumber, . . . . .	6,605
Bituminous coal, } . . . . .		Other articles, not classified, . . . . .	5,710
Stone, lime, and bricks, . . . . .	6,479		
Agricultural products, . . . . .	5,998	Total, . . . . .	84,963
Merchandise and manufactures, . . . . .	22,477		

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 average through passengers, . . . . .	2 <sup>32</sup> / <sub>100</sub> cents.
For average way passengers, . . . . .	2 <sup>32</sup> / <sub>100</sub> cents.
For average for all passengers, . . . . .	2 <sup>32</sup> / <sub>100</sub> cents.

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

For through freight, Philadelphia to West Chester, ac- cording to class, per ton per mile, . . . . .	8,9,12,14 cents.
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For through coal, Philadelphia to West Chester, per ton per mile, . . . . .	4 cents.
West Chester average, per ton per mile, . . . . .	7 <sup>24</sup> / <sub>1000</sub> cents.
Other, per ton per mile, . . . . .	8 <sup>31</sup> / <sub>1000</sub> cents.
For local freight, per ton per mile, about . . . . .	20 cents.
For local coal, per ton per mile, about . . . . .	7 to 10 cents.
Average rate all freight, per ton per mile. . . . .	8 <sup>235</sup> / <sub>1000</sub> cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through— Philad'a to W. Chester.		Local— All other sta- tions.		Total.	
November, 1877, . . . . .	\$4,885	45	\$10,296	94	\$15,182	39
December, 1877, . . . . .	4,658	55	11,495	09	16,153	64
January, 1878, . . . . .	4,004	95	9,919	42	13,924	37
February, 1878, . . . . .	3,876	15	9,117	57	12,993	72
March, 1878, . . . . .	4,535	30	10,505	63	15,040	93
April, 1878, . . . . .	5,639	80	11,734	66	17,374	46
May, 1878, . . . . .	5,332	45	12,637	31	17,969	76
June, 1878, . . . . .	4,576	05	12,971	20	17,547	25
July, 1878, . . . . .	4,485	30	13,611	90	18,097	20
August, 1878, . . . . .	4,948	55	13,716	31	18,662	86
September, 1878, . . . . .	5,261	90	13,787	96	19,049	86
October, 1878, . . . . .	5,277	66	12,061	62	17,339	28
Total, . . . . .	\$57,480	11	\$141,855	61	\$199,335	72

From Transportation of Freight.

MONTHS.	Through— Philad'a to W. Chester.		Local— All other sta- tions.		Total.	
November, 1877, . . . . .	\$3,302	37	\$4,633	01	\$7,935	38
December, 1877, . . . . .	3,362	74	5,189	39	8,552	13
January, 1878, . . . . .	2,456	01	4,222	84	6,678	85
February, 1878, . . . . .	1,980	97	3,972	29	5,953	26
March, 1878, . . . . .	3,177	33	5,096	05	8,273	38
April, 1878, . . . . .	3,625	74	5,877	46	9,503	20
May, 1878, . . . . .	3,695	78	6,471	56	10,167	29
June, 1878, . . . . .	3,805	28	5,373	54	9,178	82
July, 1878, . . . . .	3,418	28	5,093	42	8,511	70
August, 1878, . . . . .	3,379	25	5,190	70	8,569	95
September, 1878, . . . . .	3,123	44	5,452	86	8,576	30
October, 1878, . . . . .	4,333	07	6,311	15	11,194	22
Total, . . . . .	\$39,710	21	\$63,384	27	\$103,094	48

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous, including rents.		Total.
November, 1877, . . . . .			\$150	00	\$324	16	\$474 16
December, 1877, . . . . .	\$537	81	150	00	378	79	1,066 40
January, 1878, . . . . .	47	25	150	00	293	10	490 35
February, 1878, . . . . .			150	00	330	97	480 97
March, 1878, . . . . .	559	49	150	00	302	44	1,011 98
April, 1878, . . . . .			150	00	979	30	1,129 30
May, 1878, . . . . .			150	00	701	32	851 32
June, 1878, . . . . .	559	49	150	00	322	27	1,031 76
July, 1878, . . . . .			150	00	298	71	448 71
August, 1878, . . . . .			150	00	331	13	481 13
September, 1878, . . . . .	531	51	150	00	266	88	948 39
October, 1878, . . . . .			193	90	1,448	12	1,642 02
Total, . . . . .	\$2,235	35	\$1,842	90	\$5,977	19	\$10,056 44

Total passenger earnings for the year, . . . . .	\$199,335	72
Total freight earnings for the year, . . . . .	103,094	48
Total earnings from all other sources, express included, . . . . .	10,056	44
Total earnings for the year, . . . . .	\$312,486	64
Proportion of earnings in Pennsylvania to earnings of whole line: All in Pennsylvania.		

The above includes the West Chester Railroad.

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

Land or land damages, passenger and freight houses, . . . . .	\$24	75
New locomotives: Account reduced \$1,000 by re-valuation.		
New freight cars, 1,000 No. 2.		
Total, . . . . .	\$24	75

Expenditures for Operating During the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$24,738	69
New steel rails and joints, { 100,410 tons less old rails sold, \$5,732 49	2,555 22	
Repairs of bridges, . . . . .	3,177	27
Repairs of buildings and fixtures, and repairs of fences, . . . . .	4,276	72
All other expenses for maintenance of way, (rents paid,) . . . . .	7,195	45
	1,135	00
Total for maintenance of way, . . . . .	\$40,523	13
Cost per mile of road kept in repair, (36 miles,) . . . . .	\$1,125	64
Proportion for Pennsylvania, . . . . . All.		

Cost of Maintenance of Motive Power and Cars.

Total for maintenance of motive power and cars, . . . . .	\$18,929	26
Cost per mile of road operated, (33 miles,) . . . . .	525	81

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight department,	\$25,616	19
Wages of switchmen, signal-men, gate-keepers, watchmen, and depot-hands,	11,683	71
Fuel—number of cords of wood, 250, about: Old cross-ties used.		
Fuel—number of tons of coal, 5,464½; cost,	21,491	24
Oil and waste, and train incidentals,	3,386	55
Damages for injuries to persons, cattle killed or injured, loss of goods and baggage and property, including damage by fire,	904	01
Taxes,	9,932	46
Insurance: No separate account.		
Telegraph expenses,	1,920	63
Amount paid other corporations or individuals for use of all other cars, teaming and tolls,	5,401	52
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	26,570	71
<b>Total miscellaneous,</b>	<b>\$106,907</b>	<b>02</b>
Amount per mile of road operated, (36 miles,)	\$2,969	64
Proportion for Pennsylvania, . . . . . All.		
Total expenditure for operating the road, .5323 per cent. of earnings, ground rents not included,	166,359	41
Total charged to road and equipment,	24	75
Expenses per mile of road operated, (36 miles,)	4,621	09
Expenses per mile of single track operated, not including sidings,	4,621	09
Expenses per train mile, (of 258.976,)		64.44

Earnings.

Passenger transportation, local,	\$141,855 61	} Total,	\$199,335	72
Passenger transportation, through,	57,480 11			
Freight transportation, local,	63,384 27	} Total,	108,094	48
Freight transportation, through,	39,710 21			
Mail service,			2,235	35
Express service,			1,843	90
Rents,			4,155	70
All other sources of income,			1,821	49
<b>Total,</b>			<b>\$312,488</b>	<b>64</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings,	\$40,523 13			
Maintenance of motive power and cars,	13,929 26			
Miscellaneous,	106,907 02			
<b>Total operating expenses, ground rents not included, being .5323 per cent. of earnings,</b>			<b>166,359</b>	<b>41</b>
<b>Net earnings,</b>			<b>\$146,127</b>	<b>23</b>
Earnings per mile of road operated,			\$8,680	18
Expenses per mile of road operated,			4,621	09
Net earnings,			4,059	09

## General Balance Sheet, October 31, 1878.

DR.			
Construction account, . . . . .	\$1,541,105 14		
Locomotives account, . . . . .	74,500 00		
Passenger cars account, . . . . .	78,845 94		
Freight cars account, . . . . .	40,179 00		
Tools and machinery, . . . . .	11,724 72		
Real estate, . . . . .	836,657 56		
		\$2,078,012	38
Stock of the West Chester railroad, . . . . .	\$100,000 00		
Materials on hand, . . . . .	11,265 00		
Bills receivable account, . . . . .	7,151 03		
Coupon account Farmers' and Mechanics' National Bank, . . . . .	3,412 50		
United States account, mail service, . . . . .	160 00		
Freight agents' account, . . . . .	16,099 28		
Passenger agents' accounts, . . . . .	26 06		
Cash balance, October 31, 1878, . . . . .	38,210 31		
		176,334	18
		<u>\$2,254,336</u>	<u>54</u>
CR.			
Consolidated preferred stock, . . . . .	\$821,300 00		
General mortgage bonds, . . . . .	1,100,000 00		
Ground rents and mortgages, . . . . .	62,512 50		
		\$1,983,812	50
Dividends unpaid, . . . . .	\$128 00		
Accounts of sundry creditors, . . . . .	13,720 36		
West Chester Railroad Company, . . . . .	5,936 93		
Interest on general mortgage bonds, . . . . .	3,412 50		
Foreign roads' freight account, . . . . .	224 32		
Foreign roads' passenger account, . . . . .	13 22		
Foreign roads' charges account, . . . . .	9,603 78		
		33,069	11
Revenue balance October 31, 1877, . . . . .	\$237,823 31		
Increased by:			
Passenger earnings, . . . . .	\$199,335 72		
Freight earnings, . . . . .	104,938 38		
Mail service earnings, . . . . .	2,235 35		
Telegraph and incidental earnings, . . . . .	1,018 79		
Rents, earnings, . . . . .	4,155 70		
Interest earnings, . . . . .	802 70		
	\$312,486 64		
Less:			
Operating expenses, . . . . .	\$158,426 95		
State and other taxes, . . . . .	9,982 46		
Ground rents, . . . . .	3,751 61		
	170,111 02		
Net earnings, . . . . .	\$142,375 62		
Less:			
Interest general mortgage, . . . . .	\$77,000 00		
Interest bond and mortgage, . . . . .	60 00		
	77,060 00		
Balance applicable to dividends to revenue account, . . . . .	65,315 62		
		\$303,133 93	
Less:			
Dividend No. 10, . . . . .	\$82,852 00		
Dividend No. 11, . . . . .	32,852 00		
	65,704 00		
Balance of revenue account, October 31, 1878, . . . . .		237,434	93
		<u>\$2,254,336</u>	<u>54</u>

**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. ? Adams Express Company, at \$1,800 per annum, and fifteen cents additional on government paper.

**Transportation 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 ? They use cars of this company, and they run on regular trains.

**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 ? About \$1,779 81, including side service on West Chester and Philadelphia railroad, and about \$346 28 for West Chester railroad.

**Stock and Dividends.**

Amount of preferred stock, and rate of preference, and for what issued ? Consolidated preferred stock, \$16,426 ; shares, eight per cent. from the date of issue.

Rate and date of all cash dividends on stock of original company : Four per cent ; January and July.

Number and per cent. of dividends: Two of four per cent. each, . . .	\$65,704	00
Amount paid in dividends, . . . . .	65,704	00
Paid to sinking fund, . . . . . No sinking fund.		
Balance for the year, or surplus, short, . . . . . \$388 33		
Surplus at commencement of the year, October 31, 1877, 237,823 31		
<b>Total surplus, . . . . .</b>	<b>237,434</b>	<b>93</b>
<b>Surplus invested as follows:</b>		
Balance of general account, . . . . .	\$94,199	86
Cash and loans, . . . . . \$38,210 31		
Other items, . . . . . 105,024 76		
	<b>143,235</b>	<b>07</b>
<b>Total, . . . . .</b>	<b>\$237,434</b>	<b>93</b>

**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			
<b>Total, . . . . .</b>			<b>1</b>		<b>1</b>	

## Statement of Each Accident.

October 8, 1878. John Cannon, aged forty-five, section hand on Junction railroad, stepped on siding of the West Chester and Philadelphia railroad whilst a train of empty cars was being shifted; was struck by cars and killed.

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

Personally appeared before me, J. Edward Farnum, president, 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. 1878, according to the best of their knowledge and belief.

(Signed,)

J. EDWD. FARNUM, *President.*

THOS. H. HALL, *Treasurer.*

Affirmed and subscribed before me this 13th day of November, A. D. 1879.

WM. A. THORP, *Magistrate.*

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**WESTERN MARYLAND.**


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**Officers.**

NAMES.		Residence.	Salary.
J. M. Hood, . . . . .	President, . . . . .	Baltimore, . . . . .	\$6,000 00
Alexander Rieman, . . . . .	Vice President, . . . . .	Baltimore, . . . . .	
John S. Harden, . . . . .	Secretary and Treasurer, . . . . .	Baltimore, . . . . .	2,500 00
Marshall & Fisher, . . . . .	General Solicitors, . . . . .	Baltimore, . . . . .	Fees.
J. M. Hood, . . . . .	Chief Engineer, . . . . .	Baltimore.	
	General Manager, . . . . .		
	General Superintendent, . . . . .		

General offices at Baltimore.



<i>Names of Directors.</i>	<i>Residences.</i>
Samuel H. Adams, . . . . .	Baltimore.
Joshua Biggs, . . . . .	Frederick county.
Christian Devries, . . . . .	Baltimore.
Daniel J. Foley, . . . . .	Baltimore.
George M. Gill, . . . . .	Baltimore.
George W. Harris, . . . . .	Washington county.
E. G. Hipsley, . . . . .	Baltimore.
C. W. Hunrichouse, . . . . .	Washington county.
John K. Longwell, . . . . .	Carroll county.
Nicholas G. Penniman, . . . . .	Baltimore.
Alexander J. Preston, . . . . .	Baltimore.
Alexander Rieinan, . . . . .	Baltimore.
John Welty, . . . . .	Washington county.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$1,000,000	00
Capital stock paid in by last report, . . . . .	681,600	00
Capital stock, total amount now paid in, . . . . .	682,250	00
Capital stock, number of shares issued, . . . . .	13,646	
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.		

**Debt.**

<b>Funded Debt.</b>		
First mortgage bonds, (due 1890, bear interest at 6 per cent.,) amount, . . . . .	\$600,000	00
Second mortgage bonds, (due 1895, preferred, bear interest at 6 per cent.,) amount, . . . . .	600,000	00
Third mortgage bonds, (due 1900, bear interest at 6 per cent.,) amount, . . . . .	600,000	00
Fourth mortgage bonds, (due 1902, bear interest at 6 per cent.,) amount, . . . . .	875,000	00
	1,000,000	00
Total amount now of funded debt . . . . .	\$3,675,000	00
Funded coupons, 8 per cent., . . . . .	177,011	00
Total amount now of funded debt, . . . . .	\$3,852,011	00
Funded debt as per last report, . . . . .	\$3,850,271	00

**Cost.**

Total cost of entire road to date, and equipment, . . . . \$4,525,806 03

<b>Main Line.</b>	<b>MILES.</b>	
	Whole length.	Length in Penn'a.
Length of main line, from Baltimore to Williamsport, . . . . .	90	1
Aggregate length of sidings and other track not above enumerated, . . . . .	11	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	101	

Gauge.

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

Track.

Miles of iron rail in use . . . . . 96  
 Miles of steel rail in use, . . . . . 5  
 Weight of rail per yard, { Iron, . . . . . 56 lbs.  
                                   { Steel, . . . . . 60 lbs.  
 Number of bridges and trestles on whole line, . . . . . 116  
 Wooden bridges and trestles, number of 114; aggregate  
 length, . . . . . 6,351 feet.  
 Iron bridges, number of, 2; aggregate length, . . . . . 110 feet.

Stations.

Number of stations on main road, passenger and freight, . . . . . 53  
 Number of engine-houses and shops in Pennsylvania, . . ;  
 total number entire road, . . . . . 9  
 Number of wood and water stations on main road, . . . . . 9  
 Value of real estate held by the company, exclusive of  
 roadway, estimated, . . . . . \$25,000 00  
 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, . . . 105, } . . . . .	125	550 00
{ Trucks, . . . . . 20, }		
Number of coal, ore, and stone cars, . . . . .	142	500 00
Number of stock cars, . . . . .	13	600 00

What kind of train brake is in use on your road? Lough-  
 bridge air brake.  
 Average number of cars in passenger trains, including bag-  
 gage cars, . . . . . 4  
 Average number of cars in freight trains, . . . . . 10

Employees.

Average number of persons regularly employed by com-  
 pany, including officials, . . . . . 200 to 250

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger, freight, and coal trains, . . . . . 419,331  
 Number of passengers (all classes) carried in cars, . . . . . 368,956  
 Number of passengers carried one mile, . . . . . 7,411,061

Number of tons of 2,000 lbs. of freight for the year on main road, . . . . .	136,021
Number of tons of freight carried one mile, . . . . .	5,180,982
Gross amount of tonnage for the year, (2,000 lbs. per ton.)	136,021
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, 1877, . . . . .	36,156	April, 1878, . . . . .	20,147
November, 1877, . . . . .	18,742	May, 1878, . . . . .	23,552
December, 1877, . . . . .	19,942	June, 1878, . . . . .	36,012
January, 1878, . . . . .	17,448	July, 1878, . . . . .	39,286
February, 1878, . . . . .	15,896	August, 1878, . . . . .	73,550
March, 1878, . . . . .	17,822	September, 1878, . . . . .	50,403

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

Anthracite coal, }	39,489	Live stock, . . . . .	8,724
Bituminous coal, }		Lumber, . . . . .	11,248
Stone and lime, . . . . .	4,317	Other articles, . . . . .	35,869
Merchandise and manufactures, . . . . .	41,574		

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, through coal, local freight and local coal, average, . . . . .	3 <sup>37</sup> / <sub>100</sub> cents.
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Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
November, 1877, . . . . .		\$8,859 04	
December, 1877, . . . . .		9,533 13	
January, 1878, . . . . .		7,955 68	
February, 1878, . . . . .		7,082 84	
March, 1878, . . . . .		7,756 89	
April, 1878, . . . . .		9,295 93	
May, 1878, . . . . .		10,000 01	
June, 1878, . . . . .		12,680 89	
July, 1878, . . . . .		15,276 57	
August, 1878, . . . . .		23,029 36	
September, 1878, . . . . .		16,048 23	
October, 1877, . . . . .		13,387 18	
<b>Total, . . . . .</b>		<b>\$140,925 70</b>	<b>70</b>

## From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
November, 1877, . . . . .		12,084	73
December, 1877, . . . . .		12,155	77
January, 1878, . . . . .		12,469	75
February, 1878, . . . . .		11,515	66
March, 1878, . . . . .		16,506	89
April, 1878, . . . . .		15,543	97
May, 1878, . . . . .		15,234	44
June, 1878, . . . . .		11,436	74
July, 1878, . . . . .		11,837	89
August, 1878, . . . . .		19,449	21
September, 1878, . . . . .		21,230	91
October, 1877, . . . . .		14,998	14
Total. . . . .		\$174,564	10

## From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
November, 1877, . . . . .	\$509 28	\$544 53	\$1,342 65	\$2,396 46
December, 1877, . . . . .	509 28	744 50	1,567 29	2,821 07
January, 1878, . . . . .	509 28	445 95	1,673 99	2,629 22
February, 1878, . . . . .	509 28	417 31	1,467 15	2,393 74
March, 1878, . . . . .	509 28	512 90	1,535 23	2,557 41
April, 1878, . . . . .	509 28	453 60	1,648 13	2,611 01
May, 1878, . . . . .	509 28	492 31	1,825 05	2,826 64
June, 1878, . . . . .	509 28	476 18	1,865 88	2,851 34
July, 1878, . . . . .	509 28	460 20	2,121 01	3,090 49
August, 1878, . . . . .	509 28	556 17	1,713 32	2,778 77
September, 1878, . . . . .	509 28	472 86	1,427 37	2,409 51
October, 1877, . . . . .	491 04	632 48	1,422 65	2,546 17
Total. . . . .	\$6,093 12	\$6,208 99	\$19,409 72	\$31,711 83

Total passenger earnings for the year, . . . . .	\$140,925	70
Total freight earnings for the year, . . . . .	174,564	10
Total earnings from all other sources, . . . . .	31,711	83
Total earnings for the year, . . . . .	\$347,201	63

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

Total, . . . . .	\$72,870	16
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## Expenditures for Operating during the Year.

## Cost of Maintenance of Way and Buildings.

Total for maintenance of way, . . . . .	\$35,876	07
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## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$14,147	38
Repairs of machinery, . . . . .	6,199	04
Repairs of passenger, baggage, and mail cars, . . . . .	5,532	98
Repairs of freight cars, . . . . .	5,244	06
Total for maintenance of motive power and cars, . . . . .	\$31,123	41

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	}	\$101,910	06
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, . . . . .			
Damages for loss of goods and baggage, . . . . .		341	10
Telegraph expenses, . . . . .		8,396	61
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .		15,137	06
Total miscellaneous, . . . . .		\$120,784	83

Earnings.

Total, . . . . .	\$347,201	63
<b>Operating Expenses.</b>		
Total operating expenses, being 82 <sup>57</sup> / <sub>100</sub> per cent. of earnings, . . . . .	217,275	48
Net earnings, . . . . .	\$129,926	20

General Balance Sheet, September 30, 1878.

<b>DR.</b>			
To cost of old road and appurtenances, . . . . .		\$2,405,122	30
To cost of new road ( Paid out of construction fund, . . . \$1,875,000 00 and appurtenances, } Paid out of general revenue, . . . . . 8,580 53		1,883,580	53
To construction and equipment, . . . . .		237,103	20
To loss on sale of second preferred bonds, . . . . .		48,500	00
To sinking fund, second mortgage, . . . . .		30,000	00
To Union Railroad Company, . . . . .		2,500	00
To sundry individual indebtedness, . . . . .		4,153	83
To material on hand, . . . . .		6,759	29
To Humes street, (closing,) . . . . .		2,000	00
To balance, . . . . .		28,288	29
		\$4,648,007	44
<b>CR.</b>			
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, . . . . .		3,811	57
By sundry suspended debts, . . . . .		1,336	00
By stock subscriptions, . . . . .		682,250	00
By general revenue, . . . . .		285,610	07
		\$4,648,007	44

## Statement of Mortgages.

TIME OF MATURITY,	1890.	1890.	1895.	1900.	1902.
First mortgage, undorsed, . . . . .		\$400,000			
First mortgage, indorsed by city, . . . . .		200,000			
Second mortgage, indorsed by city, . . . . .			\$300,000		
Second mortgage, indorsed by Washington county, . . . . .			300,000		
Second preferred bonds, undorsed, . . . . .			600,000		
Third mortgage, indorsed by city, . . . . .				\$875,000	
Fourth mortgage, city stock received, . . . . .					\$1,000,000
Funded coupons, . . . . .	\$177,011				

## Recapitulation.

Funded coupons, . . . . .		\$177,011
First mortgage, undorsed, . . . . .	\$400,000	
Second preferred mortgage, undorsed, . . . . .	600,000	1,000,000
Second mortgage, indorsed by Washington county, . . . . .		300,000
First mortgage, indorsed by city, . . . . .	200,000	
Second mortgage, indorsed by city, . . . . .	300,000	
Third mortgage, indorsed by city, . . . . .	875,000	
Fourth mortgage, city stock issued, . . . . .	\$1,000,000	
		2,375,000
		\$3,852,011

## 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. 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 running arrangements have you with other railroad companies? What are the details of the contract? Same as report for 1877.

## 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? Nett, \$5,704 81. Pay according to weight.

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.

October 27, 1877. Thomas Hoover, freight brakeman; was killed near Frederick junction; supposed by falling from train while in motion, and the train passing over his body.

STATE OF MARYLAND, }  
 City of Baltimore, } ss :

Personally appeared before me, J. 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. 1873, according to the best of their knowledge and belief.

(Signed)

J. M. HOOD, *President.*

JNO. S. HARDEN, *Treasurer.*

Sworn and subscribed before me, this 17th day of February, A. D. 1879.

MURRAY HANSON,

*A Commissioner for Pennsylvania, residing in Baltimore city, Maryland.*

WHEELING, PITTSBURGH AND BALTIMORE.

Officers.

NAMES.		Residence.	Salary.
J. B. Washington, . .	President, . . . . .	Pittsburgh, Pa., . .	\$200 00
W. W. Smith, . . . .	Secretary, . . . . .	Washington, Pa.	
W. H. Ijama, . . . . .	Treasurer, . . . . .	Baltimore.	
James L. Randolph, .	Chief Engineer, . . . .	Martinsburg, W. Va.	

General offices at Washington, Pennsylvania.

<i>Names of Directors.</i>	<i>Residences.</i>
W. S. Bissel, . . . . .	Pittsburgh, Pa.
William Workman, . . . . .	Washington, Pa.
W. W. Smith, . . . . .	Washington, Pa.
S. B. Hayes, . . . . .	Washington, Pa.
William 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	00
Capital stock, par value of each share, . . . . .	50	00
Capital stock, average market value during the year, . . . . .	2	50

#### Cost.

Total cost of entire road to date, . . . . .	\$462,820	66
Average of same per mile of road laid, . . . . .	14,463	14½
Proportion of same for Pennsylvania, . . . . .	245,878	47

#### 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

#### Gauge.

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

#### Track.

Weight of rail per yard, steel, . . . . .	50 lbs.
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 the Baltimore and Ohio Railroad Company.

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

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	28
Same in Pennsylvania, . . . . .	13

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	27,840
Number of miles run by freight trains, (mixed,) . . . . .	20,688
Number of through passengers for the year on main road, . . . . .	208
Number of passengers (all classes) carried in cars, . . . . .	43,681
Number of passengers carried one mile, . . . . .	577,592
Number of passengers carried one mile in Pennsylvania, . . . . .	333,201
Number of tons of freight carried one mile, . . . . .	410,183
Number of tons of freight carried one mile in Pennsylvania, . . . . .	168,023
Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . .	20,627
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	16
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	} mixed, 13½
Average rate of speed adopted by express trains, including stops, (miles per hour,) . . . . .	

**Monthly Statement of Passengers (all classes) Carried in Cars.**

October, 1877, . . . . . 4,201	April, 1878, . . . . . 2,958
November, 1877, . . . . . 2,890	May, 1878, . . . . . 3,611
December, 1877, . . . . . 3,042	June, 1878, . . . . . 4,554
January, 1878, . . . . . 3,482	July, 1878, . . . . . 3,700
February, 1878, . . . . . 3,411	August, 1878, . . . . . 4,217
March, 1878, . . . . . 3,766	September, 1878, . . . . . 3,854

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

Bituminous coal, . . . . . 2,335	Merchandise and manufactures, . . . . . 2,018
Petroleum and other oils, . . . . . 54	Live stock, . . . . . 1,987
Pig iron, . . . . . 9	Lumber, . . . . . 2,112
Iron and other ores, . . . . . 251	Other articles, . . . . . 1,777
Stone and lime, . . . . . 8,998	
Agricultural products, . . . . . 1,080	Total, . . . . . 20,621

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

Monthly Earnings for the Year.

From Passenger Transportation.

MONTHS.	Through.	Local.	Total.
October, 1877, . . . . .			\$2,049 62
November, 1877, . . . . .			1,628 75
December, 1877, . . . . .			1,727 95
January, 1878, . . . . .			1,503 45
February, 1878, . . . . .			1,392 06
March, 1878, . . . . .			1,630 60
April, 1878, . . . . .			1,491 55
May, 1878, . . . . .			1,604 10
June, 1878, . . . . .			1,549 50
July, 1878, . . . . .			2,002 65
August, 1878, . . . . .			2,434 85
September, 1878, . . . . .			1,879 25
Total, . . . . .			\$20,894 82

From Freight Transportation.

MONTHS.	Through.	Local.	Total.
October, 1877, . . . . .			\$2,039 97
November, 1877, . . . . .			1,704 96
December, 1877, . . . . .			1,353 75
January, 1878, . . . . .			1,231 93
February, 1878, . . . . .			1,158 87
March, 1878, . . . . .			1,378 42
April, 1878, . . . . .			1,616 69
May, 1878, . . . . .			1,406 55
June, 1878, . . . . .			1,188 82
July, 1878, . . . . .			1,136 43
August, 1878, . . . . .			1,285 28
September, 1878, . . . . .			1,523 49
Total, . . . . .			\$17,022 61

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
October, 1877, . . . . .	\$163 41	\$50 00		\$213 41
November, 1877, . . . . .	79 59	50 00		129 59
December, 1877, . . . . .	300 87	50 00		350 87
January, 1878, . . . . .	181 29	50 00		231 29
February, 1878, . . . . .	181 29	50 00		231 29
March, 1878, . . . . .	27 49	50 00		77 49
April, 1878, . . . . .	121 50	118 43		237 93
May, 1878, . . . . .	121 50	150 92		272 82
June, 1878, . . . . .	121 50	236 47		357 97
July, 1878, . . . . .	115 75	289 90		405 65
August, 1878, . . . . .	115 75	178 08		293 83
September, 1878, . . . . .	115 75	149 93		265 68
Total, . . . . .	\$1,645 69	\$1,421 63		\$3,067 82

Total passenger earnings for the year, . . . . .	\$20,894	32
Total freight earnings for the year, . . . . .	17,022	61
Total earnings from all other sources, . . . . .	3,067	32
<b>Total earnings for the year, . . . . .</b>	<b>\$40,984</b>	<b>25</b>

**Expenditures for Operating During the Year.**

**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$17,182	67		
New iron rails, . . . . .				
New steel rails, . . . . .				
Repairs of bridges, . . . . .			1,798	81
Repairs of buildings and fixtures, . . . . .			1,682	18
All other expenses for maintenance of way, . . . . .	1,886	88		
<b>Total for maintenance of way, . . . . .</b>	<b>\$22,450</b>	<b>54</b>		

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	\$981	67
Repairs of passenger, baggage, and mail cars, . . . . .	536	98
Repairs of freight cars, . . . . .	789	35
All other expenses for maintenance of motive power and cars, . . . . .	987	52
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$3,275</b>	<b>47</b>

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$2,048	30
Salaries, wages, and incidentals chargeable to freight department, . . . . .	2,028	54
Fuel—wood and coal, . . . . .	1,155	78
Oil and waste, . . . . .	348	35
Taxes, . . . . .	238	56
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	4,617	28
<b>Total miscellaneous, . . . . .</b>	<b>\$10,486</b>	<b>81</b>

**Earnings.**

Passenger transportation, local and through, . . . . .	\$20,894	32
Freight transportation, local and through, . . . . .	17,022	61
Mail service, . . . . .	1,645	69
Express service, . . . . .	1,421	63
<b>Total, . . . . .</b>	<b>\$40,984</b>	<b>25</b>

**Operating Expenses.**

Maintenance of way and buildings, . . . . .	\$22,450	54
Maintenance of motive power and cars, . . . . .	3,275	47
Miscellaneous, . . . . .	10,486	81
<b>Total operating expenses, being 88 <sup>13</sup>/<sub>100</sub> per cent. of earnings, . . . . .</b>	<b>36,162</b>	<b>82</b>
<b>Net earnings, . . . . .</b>	<b>\$4,821</b>	<b>43</b>
Earnings per mile of road operated, . . . . .	\$1,280	75
Expenses per mile of road operated, . . . . .	1,130	09
Net earnings, . . . . .	150	67

## General Balance Sheet, October 1, 1878.

DR.			
Cost of road, . . . . .		\$462,820	66
Real estate, . . . . .		10,000	00
Baltimore and Ohio Railroad Company, . . . . .		40,890	30
		\$513,210	96
CR.			
Capital stock, . . . . .		\$500,000	00
Profit and loss, . . . . .		13,210	96
		\$513,210	96

## 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.? Company does its own express business.

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 Comdany, 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. 1878, according to the best of their knowledge and belief.

(Signed)

J. B. WASHINGTON, *President.*

W. H. IJAMS, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1879.

MURRAY HANSON,

*A Commissioner for the Commonwealth of Pennsylvania, residing in Baltimore city, Maryland.*

## WILCOX AND HOWARD HILL IMPROVEMENT.

## Officers.

NAMES.		Residence.	Salary.
Thomas L. Kane, . . . . .	President, . . . . .	Kane, Pa., . . . . .	None.
Harry G. Clay, . . . . .	Secretary, . . . . .	522 Walnut street, Phila.,	None.
Samuel Field, . . . . .	Treasurer, . . . . .	Philadelphia, . . . . .	None.

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas L. Kane, . . . . .	Kane, Pa.
Samuel Field, . . . . .	Philadelphia.
Harry G. Clay, . . . . .	Philadelphia.
Hon. F. Fraley, . . . . .	Philadelphia.
Robert Patterson, . . . . .	Philadelphia.
Hon. B. D. Hamlin, . . . . .	Smethport, Pa.
A. I. Wilcox, . . . . .	Wilcox, Pa.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$500,000 00
Capital stock, amount subscribed: 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, average market value during the year, . . . . .	No sales.

**Cost.**

Total cost of entire road to date, . . . . .	\$72,428 98
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**Characteristics of Road.**

**Main Line.**

Proposed length of main line, from New York State Line to Reynoldsville, . . . . .	94 miles.
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**(General Balance Sheet, January 1, 1879.**

Capital stock, . . . . .	\$500,000 00
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STATE OF PENNSYLVANIA, }  
County of Philadelphia, } ss :

Personally appeared before me, Samuel Field, treasurer, of the Wilcox and Howard Hill Improvement Railroad Company, who, being duly sworn, doth depose and say that the foregoing statements were 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, 1878, according to the best of his knowledge and belief.

(Signed) SAMUEL FIELD, *Treasurer.*

Sworn and subscribed before me, this 9th day of January, A. D. 1879.  
W. W. DOUGHERTY, *Notary Public.*

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

Personally appeared before me, Thomas L. Kane, president of the Wilcox and Howard Hill Improvement Railroad Company, who, being duly sworn, doth 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. 1878, according to the best of his knowledge and belief.

(Signed,)

THOMAS L. KANE, *President.*

Sworn and subscribed before me, this 3d day of January, A. D. 1879.

JOSHUA DAVIS, *J. P.*

## WILMINGTON AND NORTHERN.

### Officers.

NAMES.		Residence.	Salary.
D. R. Bennett, . . .	President, . . . . .	Jenkintown, Pa., . .	\$2,000 00
P. S. Ermold, . . . .	Secretary and Treasurer, . .	Coatesville, Pa., . .	1,800 00
J. H. Thompson, . . .	General Superintendent, . .	Coatesville, Pa., . .	2,000 00

General offices at Coatesville.

#### *Names of Directors.*

#### *Residences.*

Edward S. Buckley, . . . . .	Philadelphia, Pa.
Charles O. Baird, . . . . .	Philadelphia, Pa.
George Brooke, . . . . .	Birdsboro', Pa.
Charles Baber, . . . . .	Pottsville, Pa.
D. R. Bennett, . . . . .	Jenkintown, Pa.
L. Taylor Dickson, . . . . .	Philadelphia, Pa.
Colonel H. A. Dupont, . . . . .	Wilmington, Del.

### Capital Stock.

Capital stock, authorized by votes of company, . . . . .	\$1,500,000 00
Capital stock, amount issued, . . . . .	1,253,050 00
Capital stock, issued by last report, . . . . .	1,203,100 00
Capital stock, total amount now issued, . . . . .	1,253,050 00
Capital stock, number of shares issued, . . . . .	25,061
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, . . . . .	11 00

#### Cost

See last year's report.

#### Debt.

Total cash realized from capital stock, . . . . . \$1,253,050 00

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Wilmington, Del., to Birdsboro', Pa.,	63.8	52
Length of single main track, . . . . .	63.8	52
<b>Branches.</b>		
From Birdsboro' to Reading, { Length of branch, . . . . .	8.4	8.4
{ Length of single track, . . . . .	8.4	8.4
Aggregate length of main line and branches, . . . . .	72	60.4
Aggregate length of sidings and other track not above enumerated, . . . . .	10.9	10.7
Length of track laid, if not completed, . . . . .	72	60.4

Gauge.

What is the gauge of your lines? . . . . . 4 ft. 8 $\frac{1}{4}$  in.

Track.

Miles of iron rail in use, . . . . . 72  
 Miles of steel rail in use, . . . . . 2.5  
 Weight of rails per yard, { Iron, . . . . . 56 lbs.  
   { Steel, . . . . . 50 lbs.

Bridges and Trestles erected in Pennsylvania during the year.

All renewals only.

Number of bridges and trestles on whole line, . . . . . 22  
 Wooden bridges, number of, 16; aggregate length, . . . 2,592 feet.  
 Wooden trestles, number of, 6; aggregate length, . . . 2,210 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? East Brandywine and Waynesburg railroad, at Waynesburg junction; Philadelphia and Baltimore Central railroad, at Chadd's Ford junction.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pennsylvania railroad, at Coatesville, (over grade.)

Number of crossings of highways, at grade, in this Commonwealth, . . . . . 66  
 Number of crossings of highways over railroad, . . . 6  
 Number of crossings of highways under railroad, . . . 6  
 Number of crossings at which gates or flagmen are maintained, . . . . . 1  
 Number of crossings at grade at which there are neither gates nor flagmen, . . . . . 65





Gross amount of tonnage for the year, (2,000 lbs per ton,)	\$198,468
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,	12

Monthly Statement of Passengers, (all classes,) Carried in Cars.

January, 1878, . . . . .	5,099	July, 1878, . . . . .	10,214
February, 1878, . . . . .	4,672	August, 1878, . . . . .	10,199
March, 1878, . . . . .	5,707	September, 1878, . . . . .	5,814
April, 1878, . . . . .	5,329	October, 1878, . . . . .	6,658
May, 1878, . . . . .	5,548	November, 1878, . . . . .	5,717
June, 1878, . . . . .	5,383	December, 1878, . . . . .	6,375

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

Anthracite coal, . . . . .	38,692	Stone and lime, . . . . .	17,963
Bituminous coal, . . . . .	35,737	Agricultural products, . . . . .	6,280
Pig iron, . . . . .	19,803	Merchandise and manufactures, . . . . .	31,248
Other iron or castings, . . . . .	19,774	Lumber, . . . . .	8,542
Iron and other ores, . . . . .	20,429		

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.

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

For through freight, per ton per mile, . . . . .	2 $\frac{1}{2}$ cents.
For through coal, per ton per mile, . . . . .	1 $\frac{1}{3}$ cents.
For local freight per ton per mile, . . . . .	3 cents.
For local coal, per ton per mile, . . . . .	2 $\frac{7}{8}$ cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1878, . . . . .	\$88	75	\$1,960	70	\$2,049	45
February, 1878, . . . . .	64	50	1,810	78	1,875	28
March, 1878, . . . . .	48	50	2,354	58	2,398	08
April, 1878, . . . . .	151	85	2,175	31	2,327	16
May, 1878, . . . . .	67	75	2,303	51	2,371	26
June, 1878, . . . . .	95	50	2,139	96	2,285	46
July, 1878, . . . . .	71	75	2,898	51	2,970	26
August, 1878, . . . . .	711	25	3,295	16	4,006	41
September, 1878, . . . . .	166	50	2,478	83	2,645	33
October, 1878, . . . . .	119	50	2,679	81	2,799	31
November, 1878, . . . . .	75	50	2,179	66	2,255	16
December, 1878, . . . . .	99	00	2,352	74	2,451	74
<b>Total, . . . . .</b>	<b>\$1,755</b>	<b>35</b>	<b>\$28,679</b>	<b>55</b>	<b>\$30,434</b>	<b>90</b>

## From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1878, . . . . .	\$166	38	\$6,047	66	\$6,214	04
February, 1878, . . . . .	103	94	5,398	86	5,502	30
March, 1878, . . . . .	233	87	6,570	02	6,903	89
April, 1878, . . . . .	412	16	6,784	83	7,196	99
May, 1878, . . . . .	464	82	6,160	19	6,625	01
June, 1878, . . . . .	365	48	6,566	35	6,931	83
July, 1878, . . . . .	836	71	7,413	16	8,249	87
August, 1878, . . . . .	929	80	9,832	87	10,862	67
September, 1878, . . . . .	953	08	7,929	34	8,882	42
October, 1878, . . . . .	534	26	9,195	44	9,729	70
November, 1878, . . . . .	450	81	8,692	25	9,143	06
December, 1878, . . . . .	612	80	6,934	75	7,547	55
Total, . . . . .	\$6,064	11	\$87,625	72	\$93,689	83

## From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous and telegraph.		Total.	
January, 1878, . . . . .			\$82	88	\$51	42	\$134	30
February, 1878, . . . . .			73	62	40	80	114	42
March, 1878, . . . . .	\$802	91	89	89	55	53	948	33
April, 1878, . . . . .			98	70	48	46	147	16
May, 1878, . . . . .			138	30	43	61	181	91
June, 1878, . . . . .	816	01	171	95	46	99	1,034	95
July, 1878, . . . . .			192	00	74	59	266	50
August, 1878, . . . . .			186	44	61	54	247	98
September, 1878, . . . . .	821	25	167	41	60	79	1,049	45
October, 1878, . . . . .			183	79	53	36	237	15
November, 1877, . . . . .			176	07	58	48	234	55
December, 1877, . . . . .	734	13	172	26	53	53	959	92
Total, . . . . .	\$3,174	30	\$1,733	31	\$649	10	\$5,556	71

Total passenger earnings for the year, . . . . .	\$30,434	90
Total freight earnings for the year, . . . . .	93,689	83
Total earnings from all other sources, . . . . .	5,556	71
Total earnings for the year, . . . . .	\$129,681	44
Total receipts from all sources on whole length of line, . . . . .	\$129,681	44
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	109,868	86

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

Engine-houses, car sheds, wood and coal sheds, and water tanks, . . . . .	\$25	00
Any other expenditures chargeable to this account, . . . . .	36	75
Total, . . . . .	\$61	75

**Expenditures for Operating during the Year.**

**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$31,177	73
New steel rails, (number of tons,) . . . . . 201	8,617	28
Repairs of bridges, . . . . .	20,048	69
Repairs of buildings and fixtures, . . . . .	454	62
All other expenses for maintenance of way, . . . . .	1,213	73
<b>Total for maintenance of way, . . . . .</b>	<b>\$61,512</b>	<b>05</b>
<b>Cost per mile of road kept in repair, . . . . .</b>	<b>\$854</b>	<b>38</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>52,114</b>	<b>87</b>

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	\$8,241	79
Repairs of machinery, . . . . .	38	44
Repairs of passenger, baggage, and mail cars, . . . . .	2,461	01
Repairs of freight cars, . . . . .	3,242	05
All other expenses for maintenance of motive power and cars, . . . . .	3,273	00
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$17,256</b>	<b>29</b>
<b>Cost per mile of road operated, . . . . .</b>	<b>\$289</b>	<b>67</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>14,819</b>	<b>91</b>

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$9,050	09
Salaries, wages, and incidentals chargeable to freight department, . . . . .	13,409	32
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	2,060	68
Fuel—number of tons of coal, 4,307; cost, . . . . .	15,562	46
Oil and waste, . . . . .	1,274	17
Damages for loss of goods and baggage, . . . . .	835	24
Taxes, . . . . .	1,486	03
Telegraph expenses, . . . . .	607	00
Amount paid other corporations or individuals for use of all other cars, . . . . .	2,501	27
General salaries and office expenses, law expenses, and all other expenses, (except interest,) not included in any of the above items, . . . . .	22,355	08
<b>Total miscellaneous, . . . . .</b>	<b>\$69,141</b>	<b>34</b>
<b>Amount per mile of road operated, . . . . .</b>	<b>\$960</b>	<b>30</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>58,578</b>	<b>07</b>
<b>Total expenditures for operating the road, . . . . .</b>	<b>147,909</b>	<b>68</b>
<b>Expenses per mile of the road operated, . . . . .</b>	<b>2,054</b>	<b>30</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>125,312</b>	<b>38</b>

## Earnings.

Passenger transportation, local, . . . . .	\$28,679 55	} Total,	\$80,434	90
Passenger transportation, through, . . . . .	1,755 35			
Freight transportation, local, . . . . .	\$87,625 72	} Total,	93,689	83
Freight transportation, through, . . . . .	6,064 11			
Mail service, . . . . .			3,174	30
Express service, . . . . .			1,733	31
Rents, . . . . .			649	10
All other sources of income, . . . . .				
<b>Total, . . . . .</b>			<b>\$129,681</b>	<b>44</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$61,512 05			
Maintenance of motive power and cars, . . . . .	17,256 29			
Miscellaneous, . . . . .	69,141 84			
			<b>\$147,909</b>	<b>68</b>
Earnings per mile of road operated, . . . . .			<b>\$1,801</b>	<b>13</b>
Expenses per mile of road operated, . . . . .			<b>2,054</b>	<b>30</b>

## General Balance Sheet, January 1, 1879.

DR.			
1st. Railroad, including rolling stock and all other permanent investments, . . . . .		\$1,196,478	90
Reading branch, . . . . .		51,050	99
2d. Materials on hand, . . . . .	\$8,052 41		
Tools on hand, . . . . .	3,410 41		
		6,462	82
3d. Debts due by station agents, . . . . .	\$10,194 29		
Debts due by railroad companies, . . . . .	223 33		
Debts due by United States Post Office Department, . . . . .	777 69		
		11,195	31
Cash on hand, . . . . .		12,975	06
		<b>\$1,278,162</b>	<b>98</b>
CR.			
1st. Capital stock, (25,061 shares,) . . . . .		\$1,253,050	00
2d. Debts due to railroads, . . . . .		2,207	79
Debts due to individuals, (for supplies,) . . . . .		10,330	55
3d. Profit and loss account, . . . . .		12,574	64
		<b>\$1,278,162</b>	<b>98</b>

## 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. Between Coatesville and Reading, 12 cents per 100 pounds; 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 depots.

## 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? Make no preference.

What running arrangements have you with other railroad companies? What are the details of the contract? Pro rata.

**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 above description run.

**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? \$3,110 76 per annum for carrying mails from Wilmington, Del., to Reading, Pa., each way daily, excepting Sundays.

**Stock and Dividends.**

Amount of common stock now outstanding, shares, . . . 25,061

Surplus invested as follows :		
Cash, . . . . .	\$12,975	06
Balance of accounts due company, . . . . .	11,195	81
Material, fuel, and stores, . . . . .	3,052	41
Other items, . . . . .	3,410	41

**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	1	1
Others, . . . . .						
<b>Total, . . . . .</b>			<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

**Statement of Each Accident.**

January 31. Samuel Scarlet; fatally injured, jumping from freight train near Cold Run.

November 20. Thomas Searles; knee injured while coupling cars at Wilmington.

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

Personally appeared before me, Daniel R. Bennett, president, and P. S. Ermold, treasurer, of the Wilmington and Northern Railroad Company, who, being duly qualified, do depose and say that they caused the foregoing state-

ments 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)

DAN'L R. BENNETT, *President.*

P. S. ERMOLD, *Treasurer.*

Affirmed and sworn and subscribed before me, this 28th day of January, A. D. 1879.

O. H. BRANSON, *Notary Public.*

## ALLEGHENY VALLEY.

### Officers.

Names.		Residence.	Salary.
John Scott, . . . . .	President, . . . . .	Pittsburgh.	
Edward H. Utley, . . . . .	Secretary, . . . . .	Pittsburgh.	
Thos. R. Robinson, . . . . .	Treasurer, . . . . .	Pittsburgh.	
A. T. Rowand, . . . . .	Auditor, . . . . .	Pittsburgh.	
H. Blackstone, . . . . .	Chief Engineer, . . . . .	Pittsburgh.	
David McCargo, . . . . .	General Superintendent, . . . . .	Pittsburgh.	
Thomas M. King, . . . . .	Div. Superintendent, . . . . .	Pittsburgh.	
A. A. Jackson, . . . . .	Div. Superintendent, . . . . .	Brookville, Pa.	

General offices at Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas A. Scott, . . . . .	Philadelphia.
George B. Roberts, . . . . .	Philadelphia.
John Scott, . . . . .	Pittsburgh.
A. J. Cassatt, . . . . .	Philadelphia.
B. F. Jones, . . . . .	Pittsburgh.
William P. Shinn, . . . . .	Pittsburgh.
Henry M. Phillips, . . . . .	Philadelphia.
D. A. Stewart, . . . . .	Pittsburgh.
J. N. DuBarry, . . . . .	Philadelphia.

### Capital Stock.

Capital stock authorized by law, . . . . .	\$5,000,000	00
Capital stock authorized by votes of company, . . . . .	2,186,500	00
Capital stock, amount subscribed, . . . . .	2,186,500	00
Capital stock paid in by last report, . . . . .	2,186,500	00
Capital stock, total amount now paid in, . . . . .	2,186,500	00
Capital stock, number of shares issued, . . . . .	48,300	
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, . . . . .		5 00

Debt.

Funded Debt.		
General mortgage bonds, (due March 1, 1896, bear interest at 7½ per cent., which is payable January 1 and July 1,) amount, . . . . .	\$4,000,000	00
Income mortgage bonds, (due October 1, 1894, bear interest at 7 per cent., which is payable April 1 and October 1,) amount, . . . . .	6,689,500	00
First mortgage bonds, low grade division, (due April 1, 1910, bear interest at 7 per cent., which is payable April 1 and October 1,) amount, . . . . .	10,000,000	00
Second mortgage bonds, low grade division, (due in annual installments of \$100,000 each, bear interest at 5 per cent., which is payable January 1 and July 1,) amount, . . . . .	8,100,000	00
Total amount now of funded debt, . . . . .	\$23,789,500	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$248,339 19	
Debt incurred for any other purpose, and for what: For interest, for materials and labor, for October, 1878, since paid, and for current balances due, . . . . .	2,594,642 85	
The amount now of floating debt, . . . . .	2,842,982	04
Total amount now of floating and funded debt, . . . . .	\$26,632,482	04
Funded debt as per last report, . . . . .	\$23,420,400 00	
Floating debt as per last report, . . . . .	2,611,982 21	
	\$26,032,382	21

Cost.

Total cost of entire road to date, . . . . .	\$21,705,169	82
Average of same per mile of road laid, . . . . .	\$83,803	74
Proportion of same for Pennsylvania, . . . . .	83,803	74
Total cost of entire equipment, . . . . .	\$2,413,862	53
Average cost of equipment per mile of road operated by company, . . . . .	\$8,319	98
Proportion of same for Pennsylvania, . . . . .	8,319	93
Cost of road and equipment per mile, . . . . .	93,123	67
Proportion of same for Pennsylvania, . . . . .	93,123	67

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh to Oil City and Driftwood, . . . . .	242	242
Length of single main track, . . . . .	230	230
Length of double main track, . . . . .	12	12
Branches.		
Sligo branch, from Lawsonham to Sligo, } Length of single track, . . . . .	10½	10½
Plum Creek branch, from Verona to } Length of branch, . . . . .	10½	10½
Coal Works, } Length of single track, . . . . .	7	7
Aggregate length of main line and branches, . . . . .	259½	259½
Aggregate length of sidings and other track not above enumerated, . . . . .	68	68
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	327½	327½

Gauge.

What is the gauge of your lines? . . . . . 4 feet 9 inches.

Track.

Miles of iron rail in use: River division, 43; L. G. di-  
 vision, 89; total, . . . . . 132  
 Miles of steel rail in use; River division, 101; L. G. di-  
 vision, 21; total, . . . . . 122  
 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? Bessemer steel rails are more durable than iron rails; exactly how much so cannot be said until after use during a continued term of years. They are equally practicable to use. Their first cost is but little over that of iron rails.

Number of bridges and trestles on whole line, . . . . . 162  
 Wooden bridges, number of, 63; aggregate length, . . . . . 8,208 feet.  
 Stone bridges, number of, 62, arched; aggregate length, . . . . . 4,902 feet.  
 Iron bridges, number of, 10; aggregate length, . . . . . 1,456 feet.  
 Wooden trestles, number of, 27; aggregate length, . . . . . 4,028 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Western Pennsylvania Railroad, at West Penn Junction.  
 Number of crossing at which gates or flagmen are main-  
 tained: No gates, . . . . . 8 flagmen.

Stations.

Number of stations on main road, { Passenger, 63, . . } 112  
 { Freight, 49, . . }  
 Number of wood and water stations on main road, . . . . . 15  
 Number of wood and water stations on branches, . . . . . 15  
 Number of tunnels, 5; aggregate length, . . . . . 4,279

How is track laid, and on what foundation? With splice bars and angle bars and rail braces, and on broken stone ballast, and on vitreous cinder.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, . . . . .	65	
Number of locomotives of more than 20 tons weight, . . . . .	10	
Number of passenger cars, . . . . .	27	
Number of combination passenger and baggage cars, . . . . .	9	
Number of baggage, mail, and express cars, . . . . .	9	
Number of freight cars, { House cars, 335, } . . . . .	1,630	
{ Trucks, . . 1,295, }		
Number of oil cars, . . . . .	348	
Number of ballast and wrecking cars, . . . . .	37	
Number of cabooses cars, . . . . .	9	



What kind of train brake is in use on your road? Westinghouse air brake on passenger trains. The hand brake on freight cars.

Average number of cars in passenger trains, including baggage cars, . . . . .	3 <sup>1</sup> / <sub>10</sub>
Average number of cars in freight trains, . . . . .	20 <sup>5</sup> / <sub>10</sub>
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	131 tons.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	219 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	1,447
Same in Pennsylvania, . . . . .	1,447

**Doings of the Year**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	466,155
Number of miles run by freight trains, {	631,964
Number of miles run by coal trains, . . {	
Number of through passengers for the year on main road, . . . . .	14,195
Number of passengers (all classes) carried in cars, . . . . .	908,438
Number of passengers carried one mile, . . . . .	16,981,884
Number of passengers carried one mile in Pennsylvania, . . . . .	16,981,884
Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	51,108
Number of tons of freight carried one mile, . . . . .	87,776,191
Number of tons of freight carried one mile in Pennsylvania, . . . . .	87,776,191
Gross amount of tonnage for the year, (2,000 lbs. per ton.)	2,190,944
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,) . . . . .	12

**Monthly Statement of Passengers (all Classes) Carried in Cars.**

November, 1877, . . . . .	75,527	June, 1878, . . . . .	77,368
December, 1877, . . . . .	84,060	July, 1878, . . . . .	80,139
January, 1878, . . . . .	71,362	August, 1878, . . . . .	84,181
February, 1878, . . . . .	65,540	September, 1878, . . . . .	72,368
March, 1878, . . . . .	79,189	October, 1878, . . . . .	69,250
April, 1878, . . . . .	74,188		
May, 1878, . . . . .	75,266	Total, . . . . .	908,438

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

Anthracite coal, . . . . .	4,539	Stone and lime, . . . . .	54,480
Bituminous coal, . . . . .	701,271	Agricultural products, . . . . .	23,332
Petroleum and other oils, . . . . .	720,192	Merchandise and manufactures, . . . . .	178,925
Pig iron, . . . . .	68,947	Live stock, . . . . .	1,511
Railroad iron, . . . . .	5,604	Lumber, . . . . .	150,663
Other iron or castings: Included in other articles.		Other articles, . . . . .	159,798
Iron and other ores, . . . . .	121,632	Total, . . . . .	2,190,944

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

For first-class through passengers, . . . . .	2 $\frac{433}{1000}$ cents.
For first-class way passengers, . . . . .	3 $\frac{130}{1000}$ cents.

The Rate Per Ton (of 2,000 Pounds) Per Mile Charged for Freight.

For through freight, per ton per mile, . . . . .	1 $\frac{68}{1000}$ cents.
For through coal, per ton per mile, . . . . .	$\frac{871}{1000}$ cents.
For local freight, per ton per mile, . . . . .	1 $\frac{552}{1000}$ cents.
For local coal, per ton per mile, . . . . .	1 $\frac{393}{1000}$ cents.

Monthly Earnings for the Year.  
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
	\$	cts	\$	cts	\$	cts
November, 1877, . . . . .	\$3,597	33	\$48,106	17	\$46,703	50
December, 1877, . . . . .	3,060	37	47,775	08	50,835	45
January, 1878, . . . . .	3,117	02	37,760	73	40,877	75
February, 1878, . . . . .	2,692	50	35,198	32	37,890	82
March, 1878, . . . . .	4,028	33	43,203	66	47,231	99
April, 1878, . . . . .	3,768	48	43,010	18	46,778	61
May, 1878, . . . . .	4,497	75	42,538	25	47,036	00
June, 1878, . . . . .	3,527	46	33,120	73	41,648	19
July, 1878, . . . . .	3,998	17	37,248	99	41,245	16
August, 1878, . . . . .	5,280	08	37,837	75	43,117	83
September, 1878, . . . . .	3,701	67	34,306	42	38,006	09
October, 1878, . . . . .	4,342	39	32,910	26	37,252	65
Total, . . . . .	\$45,604	55	\$473,016	49	\$518,621	04

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
	\$	cts	\$	cts	\$	cts
November, 1877, . . . . .	\$7,782	20	\$149,061	09	\$156,843	29
December, 1877, . . . . .	5,851	23	99,632	10	105,483	33
January, 1878, . . . . .	7,492	98	103,783	67	111,276	65
February, 1878, . . . . .	7,838	37	91,235	77	99,074	14
March, 1878, . . . . .	9,689	52	93,039	80	102,729	32
April, 1878, . . . . .	7,967	65	123,003	15	135,970	80
May, 1878, . . . . .	7,033	33	105,486	80	112,520	13
June, 1878, . . . . .	5,986	48	102,111	98	108,098	46
July, 1878, . . . . .	6,042	45	98,099	32	104,141	77
August, 1878, . . . . .	2,948	98	101,256	80	104,205	78
September, 1878, . . . . .	4,696	05	121,169	51	125,865	56
October, 1878, . . . . .	6,737	20	140,841	37	147,578	57
Total, . . . . .	\$80,066	44	\$1,333,741	36	\$1,413,807	80

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
November, 1877, . . .	\$1,843	83	\$1,490	63	\$2,098	41	\$5,432	87
December, 1877, . . .	1,843	83	1,516	83	2,919	97	6,290	63
January, 1878, . . .	1,843	83	1,505	38	1,733	87	5,093	08
February, 1878, . . .	1,843	83	1,308	18	6,686	67	9,838	68
March, 1878, . . .	1,843	83	1,437	76	3,929	07	7,210	66
April, 1878, . . .	1,843	83	1,464	23	3,592	47	6,900	53
May, 1878, . . .	1,843	83	1,520	03	4,077	95	7,441	81
June, 1878, . . .	1,843	83	1,415	98	2,882	81	6,142	62
July, 1878, . . .	1,748	44	1,600	84	3,066	91	6,316	19
August, 1878, . . .	1,751	40	1,514	09	2,489	23	5,754	72
September, 1878, . . .	1,751	40	1,400	89	3,055	15	6,207	44
October, 1878, . . .	1,751	40	1,497	01	3,987	49	7,235	90
Total, . . . . .	\$21,753	28	\$17,571	85	\$40,520	00	\$79,845	13

Total passenger earnings for the year, . . . . .	\$518,621	04
Total freight earnings for the year, . . . . .	1,418,807	80
Total earnings from all other sources, . . . . .	79,845	18
Total earnings for the year, . . . . .	\$2,012,273	97
Total receipts from all sources on whole length of line, . . . . .	\$2,012,273	97
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	2,012,273	97

Expenditures charged to cost of Road and Equipment during the Year.

Land or land damages, . . . . .	\$1,451	38
Passenger and freight houses, . . . . .	1,945	74
Engine-houses, car sheds, wood and coal sheds, and water tanks, . . . . .	6,815	35
New locomotives, . . . . .	18,000	00
Any other expenditures chargeable to this account, . . . . .	9,538	92
Total, . . . . .	\$37,751	39

Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$225,291	92
New iron rails, number of tons, . . . . . 857	7,508	03
New steel rails, number of tons, . . . . . 1,518	60,744	84
Repairs of bridges, . . . . .	18,798	10
Repairs of buildings and fixtures, . . . . .	754	90
All other expenses for maintenance of way, . . . . .	15,111	27
Total for maintenance of way, . . . . .	\$328,204	06
Cost per mile of road kept in repair, . . . . . 259 miles,	\$1,267	19
Proportion for Pennsylvania, . . . . . 259 miles,	1,267	19

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .		\$75,277	87
Repairs of machinery, . . . . .		4,324	86
Repairs of passenger, baggage, and mail cars, . . . . .		31,525	15
Repairs of freight cars, . . . . .		64,677	66
All other expenses for maintenance of motive power and cars, . . . . .		129,573	28
<b>Total for maintenance of motive power and cars, . . . . .</b>		<b>\$305,378</b>	<b>82</b>
Cost per mile of road operated, . . . . . 259 miles,		\$1,179	66
Proportion for Pennsylvania, . . . . . 259 miles,		1,179	66

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .		\$49,498	61
Salaries, wages, and incidentals chargeable to freight department, . . . . .		149,889	67
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .		9,700	37
Fuel—number of tons of coal, 54,376 <sup>23</sup> / <sub>100</sub> ; cost, . . . . .		54,376	17
Oil and waste, . . . . .		3,200	65
Damages for injuries to persons, . . . . .		1,440	43
Damages for loss of goods and baggage, . . . . .		2,768	53
Damages to property, including damages by fire, . . . . .		1,172	67
Taxes, . . . . .		24,347	62
Insurance, . . . . .		1,992	75
Telegraph expenses, . . . . .		29,465	36
General salaries and office expenses, and all other expenses (except interest) not included in any of the above items, . . . . .		81,535	44
<b>Total miscellaneous, . . . . .</b>		<b>\$409,408</b>	<b>27</b>
Amount per mile of road operated, . . . . . 259 miles,		\$1,580	72
Proportion for Pennsylvania, . . . . . 259 miles,		1,580	72
Total expenditures for operating the road, . . . . .		1,042,991	15
Total charged to road and equipment, . . . . .		37,751	39
Expenses per mile of the road operated, . . . . . 259 miles,		4,026	99
Expenses per mile of single track operated, not including sidings, 271 miles, . . . . .		3,848	67
Expenses per train mile, . . . . .			95
Proportion for Pennsylvania, . . . . .			95

## Earnings.

Passenger transportation, local, . . . . .	\$473,018 49	} Total,	\$518,621 04
Passenger transportation, through, . . . . .	45,604 55		
Freight transportation, local, . . . . .	1,333,741 36	} Total,	1,413,807 80
Freight transportation, through, . . . . .	80,066 44		
Mail service, . . . . .			21,753 28
Express service, . . . . .			17,571 85
Rents, . . . . .			11,204 68
All other sources of income, . . . . .			29,315 17
<b>Total, . . . . .</b>			<b>\$2,012,273 97</b>
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . .	\$328,204 06		
Maintenance of motive power and cars, . . . . .	305,378 82		
Miscellaneous, . . . . .	409,408 27		
<b>Total operating expenses, being 51<sup>53</sup>/<sub>100</sub> per cent. of earnings, . . . . .</b>			<b>1,042,991 15</b>
<b>Net earnings, . . . . .</b>			<b>\$969,282 82</b>
Earnings per mile of road operated, . . . . .			\$7,769 39
Expenses per mile of road operated, . . . . .			4,026 90
Net earnings, . . . . .			3,742 40

## General Balance Sheet, January 1, 1879.

DR.			
Cost of road equipment, real estate, etc., . . . . .	\$24,119,032	35	
Buffalo, Corry and Pittsburgh railroad, cost of, . . . . .	429,003	51	
Stock in Brady's Bend bridge, cost of, . . . . .	30,000	00	
Stock in Pittsburgh, Titusville and Buffalo railroad, cost of, . . . . .	841,500	00	
Income bonds of Pittsburgh, Titusville and Buffalo railroad, . . . . .	146,528	64	
			\$25,566,064 50
Shop and roadway material on hand, . . . . .			177,588 02
Cash on hand, and available current balances due from railroad companies, etc., . . . . .			227,782 89
Balance likely to be charged to profit and loss, . . . . .			426,783 94
Balance to debit of profit and loss, . . . . .			2,400,762 69
			\$28,798,982 04
CR.			
Capital stock, . . . . .	\$2,166,500	00	
Funded debt, . . . . .	28,789,500	00	
Bond and mortgage on real estate, and bills payable issued on account of purchase of Buffalo/Corry and Pittsburgh railroad, . . . . .	248,339	19	
Balance due to railroad companies, etc., . . . . .	2,158,942	65	
Suspended debt payable in income bonds under the composition in bankruptcy, . . . . .	435,700	20	
			\$28,798,982 04

## 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.? On river division, the Union Express, at the rate of \$50 per working day; on low grade division and Sligo branch, the Adams Express Company, at the rate of double first-class freight rates on actual weight per one hundred pounds, both companies having joint use of baggage cars.

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. They load the matter on our cars 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, &c.? None other than the "Green Line," owned by the Pennsylvania Railroad Company, to whom we pay a percentage of the revenue, we furnishing the engines at our expense as to repairs, etc., and they doing the repairs to 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? The Green Line furnish their own cars, and are given no preference as to speed, etc.

## 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? Yes; the Pullman company own the cars, and charge two dollars to Buffalo, New York, in addition to our regular rates.

## 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? On river division, at the annual rate of \$15,305 28. On low grade division, at the annual rate of \$5,355 48. On Sligo branch, at the annual rate of \$356 04. Being subject to charge with the weight of mail matter, at stated periods, dating from July, 1878.

## Stock and Dividends.

Amount of common stock now outstanding: 43,300 shares,  
at \$50 per share, . . . . . \$2,166,500 00

Balance for the year, or deficit, . . . . .	\$716,053 54
Deficit at commencement of the year, . . . . .	1,684,709 15
Total deficit, . . . . .	\$2,400,762 09

## 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, . . . . .	1	3	4	14	5	17
Others, . . . . .			12	4	12	4
Total, . . . . .	1	3	16	19	17	22

## Statement of Each Accident.

November 2, 1877. Oil City; F. Fahey, a boy, in attempting to get on a shifting train, fell, and had foot run over, requiring amputation of three toes.

November 10. Pittsburgh yard; colored woman, name unknown; walking on track; run over and killed by shifting train.

November 23. Pittsburgh yard; Albert M. Foster, employed as clerk at Pittsburgh freight station, attempted to board a moving passenger train, fell, and was run over, sustaining severe injury to leg, not, however, necessitating amputation; recovered.

November 30. Sandy Lick; J. W. Bonnell, brakeman; lost finger while coupling cars.

December 7. Pittsburgh yard; Edward Stonick, brakeman; hand crushed while coupling cars.

December 7. Ore Hill; Patrick McCafferty, walking on track, struck by train and killed.

December 11. Pittsburgh yard; John Porter, laborer on track; struck by cars that were being shifted, and received injuries, causing death shortly after.

December 12. Broken Rock; William Winsel, brakeman on ballast train; thrown from train by brake-wheel coming off; two ribs broken, and other injuries; recovered.

December 19. Pittsburgh yard; Frank Boies, boy; jumping off moving freight train, fell, and was run over, losing a leg.

December 26. Near Penfield; engine, No. 27, exploded its boiler, injuring J. C. McBride, engineer, and Jerry Haak, fireman, neither very seriously.

December 29. Near Parnassus; unknown man, walking on track; struck by night express north, and fatally injured.

January 18, 1878. Brady's Bend; James Moore, brakeman; fell from train and had arm broken.

January 21. Verona; Alfred Evans, conductor; caught between bumpers of cars, and had collar bone broken, and received other injuries; recovered.

January 26. Verona; J. J. Browne, conductor; fell from car, was run over, and instantly killed.

February 6. Pittsburgh yard; S. D. Small, brakeman; fell while coupling; was run over and received injuries, causing his death February 9.

February 13. West Penn Junction; L. Grashober, brakeman; had one finger taken off while coupling.

February 25. Parker; Frank Lecky, brakeman; had arm caught between draw-heads, while coupling, and crushed badly, requiring amputation.

February 25. Mix Run; W. C. Thompson, fireman on engine No. 64; fell off and received injuries causing his death, February 27.

February 28. Reimerton; Alex. Hartman, brakeman; lost finger while coupling cars.

March 9. Pittsburgh yard; a boy named Frank Rhue, while playing around a coal train, was caught by one of the cars and dragged a considerable distance, causing fatal injuries.

March 14. Iona; Frederick Keller; walking on track, near midnight, (supposed to have been intoxicated;) was struck by an accommodation train, and killed.

March 21. Driftwood; William H. Van Lew, brakeman; lost one finger while coupling.

March 29. Fullers'; Thomas Shotts; in attempting to board a passing freight train, fell under its wheels, and received injuries causing his death same day.

April 23. Reynoldsville; P. Connors, brakeman; fell from train, and received fatal injuries.

April 24. Near Emlenton; Patrick Curran, night track watchman; fell asleep while sitting on track; was struck by night express, south, and had a leg and an arm broken; recovered.

June 7. New Bethlehem; William Hilliard, a small boy, was run over by some freight cars that were being shifted at station, and instantly killed.

June 24. Pittsburgh yard; David McGowan; while intoxicated, laid down under a car standing on side track, which, when it was moved, ran over him, causing injuries that resulted fatally same day.

June 24. Pittsburgh yard; Charles Shorb; in attempting to get on train in motion, was thrown violently to the ground, and received severe but not permanent injuries.

July 1. Sandy Creek; an unknown man; walking on track, was struck by Titusville express south, and instantly killed.

August 9. Pittsburgh yard; Samuel Woodside, a deaf mute; attempted to walk across track just ahead of train, was struck, thrown some distance, and received internal injuries, causing death same day.

August 24. Schenley; J. T. Rupp, a passenger; attempted to get off train while in rapid motion, and received severe contusions about face and head.

August 31. Fullerton; James Christy; lying on track asleep, (supposed to be intoxicated) was struck by train, and killed.

September 9. Driftwood; John Kane, a boy, in trying to board a moving freight train fell under its wheels, and had his foot run over; recovered without necessity of amputation.

September 9. Near Coleman's; John Carroll, a brakeman; fell from train, and received severe cuts and bruises; recovered.

September 21. Pittsburgh yard; David Davis, brakeman; lost thumb while coupling.

October 8. Schenley; Charles Stonick, brakeman; lost three fingers while coupling.

October 17. Between Monterey and Parker; Benjamin McCall; (said to have been insane,) laid down on track, and was run over and instantly killed, by one of the night trains.

October 26. Emlenton; John Throley, employed as track laborer; attempted to get on passing freight train; fell under wheels, and had foot crushed.

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

Personally appeared before me, John Scott, president, and Thomas R. Robinson, treasurer, of the Allegheny 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 October 31, A. D. 1878, according to the best of their knowledge and belief.

(Signed)

JOHN SCOTT, *President.*

THOMAS R. ROBINSON, *Treasurer.*

Sworn and subscribed before me, this 18th day of March, A. D. 1879.

FRANK SEMPLE, *Notary Public.*

CLEVELAND AND PITTSBURGH.

Officers.

NAMES.		Residence.	Salary.
J. N. McCullough,	President,	Pittsburgh, Pa.	} See report, } 1877.
George A. Ingersoll,	Secretary and Treasurer,	Cleveland, Ohio.	

General offices at Cleveland, Ohio.

*Names of Directors.*

*Residences.*

J. N. McCullough,	Pittsburgh, Pa.
B. F. Jones,	Pittsburgh, Pa.
Thomas A. Scott,	Philadelphia, Pa.
William Bucknell,	Philadelphia, Pa.
August Belmont,	New York.
S. J. Tilden,	New York.
Charles Lanier,	New York.
Francis T. Walker,	New York.
R. R. Springer,	Cincinnati, Ohio.
J. V. Painter,	Cleveland, Ohio.
James F. Clark,	Cleveland, Ohio.
R. P. Ranney,	Cleveland, Ohio.

Capital Stock.

Capital stock authorized by law,	\$11,253,500	00
Capital stock paid in by last report,	11,232,450	00
Capital stock, total amount now paid in,	11,232,850	00
Capital stock, number of shares issued,	224,657	
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 November 1,) amount, . . . . .	2,651,000 00
Construction and equipment bonds, (due July 1, 1913, bear interest at 7 per cent., which is payable January 1 and July 1,) amount, . . . . .	1,298,000 00
<b>Total amount now of funded debt, . . . . .</b>	<b>\$5,059,343 63</b>
Floating Debt.	
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$5,059,343 63</b>
Funded debt as per last report, . . . . .	\$5,104,343 63
Total cash realized from capital stock and debt, . . . . .	16,292,193 63

## Cost.

Total cost of entire road to date, . . . . .	\$12,937,566 77
Average of same per mile of road laid, . . . . .	65,012 90
Proportion of same for Pennsylvania, . . . . .	975,193 50
Total cost of entire equipment, . . . . .	3,551,151 90
Average cost of equipment per mile of road operated by company, . . . . .	17,844 96
Proportion of same for Pennsylvania, . . . . .	267,674 70
Cost of road and equipment per mile, . . . . .	82,857 89
Proportion of same for Pennsylvania, . . . . .	1,242,868 20

## 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 Bellair, Ohio, . . . . .	167	15
Length of single main track, . . . . .	164	15
Length of double main track, . . . . .	3	
Branches.		
Tuscarawas Branch, { Length of branch, . . . . .	32	
} Length of single track, . . . . .	32	
Aggregate length of main line and branches, . . . . .	199	15
Aggregate length of sidings and other track not above enumerated, . . . . .	62.50	7.33
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	261.50	22.33

## Gauge.

What is the gauge of your lines? . . . . . 4 feet 9 inches.

## Track.

Miles of iron rail in use, . . . . . 175  
 Miles of steel rail in use, . . . . . 86<sup>50</sup>/<sub>100</sub>

Weight of rail per yard, iron, { Iron, . . . . . 60 lbs.  
 { Steel, . . . . . 60 lbs.

General Balance Sheet, December 1, 1878.

DR.				
Construction, . . . . .	\$12,937,566	77		
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, . . . . .			\$16,488,718	67
Cash in treasurer's hand, . . . . .			68,376	33
Cash at New York agency, . . . . .			246,651	02
U. S. securities in sinking fund account, . . . . .			53,586	97
Massillon 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, . . . . .			133,666	99
Materials, account Pennsylvania R. R. Co., lessee, . . . . .			261,210	66
			\$17,418,411	14
<b>CR.</b>				
<b>Capital Stock.</b>				
Old issues outstanding, . . . . .	19,150	00		
Guaranteed outstanding, . . . . .	11,219,700	00		
Scrap issues, outstanding, . . . . .	11,186	35		
Total capital, . . . . .			\$11,244,036	35
<b>Funded Debt.</b>				
Second mortgage bonds, . . . . .	\$500	00		
Third mortgage bonds, . . . . .	5,000	00		
Fourth mortgage bonds, . . . . .	\$1,096,000	00		
Fourth scrip issues, . . . . .	8,843	63		
			1,104,843	63
Mortgage bonds of 1900, . . . . .	\$2,840,500	00		
Less bonds in sinking fund, . . . . .	189,500	00		
			2,651,000	00
Construction and equipment bonds, . . . . .	\$1,360,000	00		
Less bonds in sinking fund, . . . . .	62,000	00		
			1,298,000	00
Total funded debt, . . . . .			5,059,348	63
Due and unpaid on dividends and coupons, . . . . .			239,623	14
Due to railroads and individuals, . . . . .			143,193	63
Balance of old income account, . . . . .			384,905	37
Balance of guaranteed income account, . . . . .			348,309	02
			\$17,418,411	14

Stock and Dividends.

Amount of common stock now, outstanding: 224,657 shares, at \$50, . . . . . \$11,232,850 00  
 Rate and date of cash dividends on stock of original and consolidated companies. Date declared:  
 February 10, 1878, 7 per cent., \$11,212,650, and 10 per cent. on \$19,800, payable March 1, 1878.  
 May 10, 1878, 7 per cent., \$11,212,650, and 10 per cent. on \$19,800, payable June 1, 1878.

August 10, 1878, 7 per cent., \$11,213,700, and 10 per cent. on \$19,150, payable September 1, 1878.

November 10, 1878, 7 per cent., \$11,213,700, and 10 per cent. on \$19,150, payable December 1, 1878.

Number and per cent. of dividends: 4 to 7 and 10 per cent.

Amount paid in dividends, . . . . .	\$786,931 64
Paid to sinking fund, . . . . .	\$67,190 00

The lessor receives from the lessee the amounts necessary to meet the current guaranteed dividend and coupon interest.

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

Personally appeared before me, . . . . . president of the of the . . . . . Rail . . . . 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 . . . . . A. D. 187 , according to the best of his knowledge and belief.

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

Sworn and subscribed before me this . . . . . A. D. 187 .

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

Personally appeared before me, George A. Ingersoll, treasurer of the Cleveland and Pittsburg Railroad Company, who acknowledges the above statement and signature.

Sworn and subscribed before me this 31st day of January, A. D. 1879.  
L. P. CARR, *Notary Public.*

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**DELAWARE AND HUDSON CANAL COMPANY RAILROAD.**

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**Officers.**

Same as in canal report.

*Names of Directors.*

*Residences.*

Same as in canal report.

**Capital Stock.**

In canal report.

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, excluding side tracks, . . . . .	33,605	00
Total cost of entire equipment, . . . . .	1,175,480	00
Average cost of equipment per mile of road operated by company, . . . . .	12,378	00
Cost of road and equipment per mile, excluding side tracks, . . . . .	50,978	00

Characteristics of Road.

The roads to which this report relate are entirely within the State of Pennsylvania, with the exception of the Ninevah branch, which has but  $4\frac{3}{100}$  miles within the State, and  $17\frac{6}{100}$  miles in the State of New York.

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  $17\frac{6}{100}$  miles, and from said line to a connection with the Jefferson railroad, a distance of  $4\frac{3}{100}$  miles, and from Carbondale to Scranton, a distance of 17 miles, and a gravity road 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  $16\frac{6}{100}$  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,)  $17\frac{6}{100}$  miles, and in Pennsylvania  $77\frac{3}{100}$  miles, and the number of miles held under lease in Pennsylvania,  $18\frac{6}{100}$  miles.

On the leased line, from Green Ridge to Mill Creek, there are  $2\frac{0}{100}$  miles of double track, and on the line from Carbondale to Scranton, there are  $3\frac{4}{100}$  miles of double track.

Sidings and other tracks not above enumerated,  $42\frac{6}{100}$  miles in Pennsylvania, and  $4\frac{0}{100}$  miles 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.

Seventy-one and  $\frac{6}{100}$  miles are laid with steel rails—balance iron.

Cannot say what the relative durability of steel and iron rails is.

Number of bridges and trestles on whole line, between

Plymouth and Nineveh, . . . . .	35
Wooden bridges, number of, 33; aggregate length, . . . . .	8,242 feet.
Wooden trestles, number of, 2; aggregate length, . . . . .	2,000 feet.

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, below 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. New York, Lake Erie and Western railroad, at Lanesboro', Pa.

Number of crossings at which gates or flagmen are maintained, . . . . . 2 flagmen.

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 engine-houses and shops in Pennsylvania: 3 shops, 4 engine-houses; total number entire road, 3 shops, 4 engine-houses.

Number of wood and water stations on main road, . . . . . 19

How is track laid, and on what foundation? Earth, gravel, cinders, and culm.

Equipment.	Number.	Average 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 first-class passenger cars, . . . . .	6	4,000
Number of baggage, mail, and express cars, . . . . .	6	2,800
Number of freight cars, { House cars, . . . 10, } . . . . .	27	{ House, 847
{ Trucks, . . . 17, }		
Number of tool, derriok, and gravel cars, . . . . .	29	Gravel, 200
Number of caboose cars, . . . . .	11	554

What kind of train brake is in use on your road? Westing-house 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, . . . . . 471

Same in Pennsylvania, . . . . . 431

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains, . . . . .	78,102
Number of miles run by freight trains, . . . . .	54,848
Number of miles run by coal trains, . . . . .	488,653
Number of through passengers for the year on main road,	906
Number of passengers (all classes) carried in cars, . . . .	116,777
Number of passengers carried one mile, . . . . .	1,398,459
Number of passengers carried one mile in Pennsylvania,	1,275,601
Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	78,752
Number of tons of freight carried one mile, . . . . .	50,113,472
Number of tons of freight carried one mile in Pennsyl- vania, . . . . .	43,594,955
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	2,045,762
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, includ- ing stops, (miles per hour,) . . . . .	12

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

January, 1878, . . . . .	10,130	July, 1878, . . . . .	11,663
February, 1878, . . . . .	8,540	August, 1878, . . . . .	10,759
March, 1878, . . . . .	9,892	September, 1878, . . . . .	10,705
April, 1878, . . . . .	9,482	October, 1878, . . . . .	9,477
May, 1878, . . . . .	8,586	November, 1878, . . . . .	8,662
June, 1878, . . . . .	8,345	December, 1878, . . . . .	10,536

The Amount of Freight, Specifying the Quantity in Tons of 2,000 lbs.

Anthracite coal, . . . . .	1,915,884	Stone and lime: Included in "other articles."	
Petroleum and other oils: In- cluded in "other articles."		Agricultural products, . . . . .	13,827
Pig iron, . . . . .	} 70,577	Merchandise and manufactures,	18,423
Railroad iron, . . . . .		Live stock and animal products,	2,851
Other iron or castings, . . . . .		Lumber and other products of forest, . . . . .	19,527
Iron and other ores, . . . . .		Other articles, . . . . .	4,673

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

For first-class through passengers, . . . . .	3 <sup>1</sup> / <sub>8</sub> cents.
For first-class way passengers, . . . . .	3 and 4 cents.

The Rate per ton per mile charged for Freight.

For through freight, per ton per mile, (2,000 lbs. per ton,)	1 and 2 cents.
For through coal, per ton per mile, (2,240 lbs. per ton, . . . . .)	1 <sup>1</sup> / <sub>2</sub> cents.
For local coal per ton per mile, (2,240 lbs. per ton, . . . . .)	2 cents.

The company transport no through and but very little local 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, 1878, . . . . .	\$132	24	\$3,759	82	\$3,892	06
February, 1878, . . . . .	104	88	3,187	65	3,292	53
March, 1878, . . . . .	91	20	3,866	82	3,958	02
April, 1878, . . . . .	225	72	3,702	81	3,928	03
May, 1878, . . . . .	127	68	3,327	09	3,454	77
June, 1878, . . . . .	155	04	2,753	34	2,908	38
July, 1878, . . . . .	223	44	4,835	38	5,058	82
August, 1878, . . . . .	351	12	4,302	46	4,653	58
September, 1878, . . . . .	198	96	4,247	22	4,445	58
October, 1878, . . . . .	207	48	3,761	16	3,968	64
November, 1878, . . . . .	114	00	3,385	20	3,499	20
December, 1878, . . . . .	134	52	3,842	17	3,976	69
Total, . . . . .	\$2,065	68	\$44,970	62	\$47,036	30

\* From Transportation of Freight.

MONTHS.	Through. Merchandise.		Local. Mdse. and coal.		Total.	
January, 1878, . . . . .	\$6,533	27	\$61,178	32	\$67,711	59
February, 1878, . . . . .	6,093	54	71,596	64	77,690	18
March, 1878, . . . . .	5,453	35	23,494	10	28,947	45
April, 1878, . . . . .	6,958	22	48,999	22	55,955	44
May, 1878, . . . . .	6,943	65	52,225	90	59,169	55
June, 1878, . . . . .	6,610	21	36,731	34	43,341	55
July, 1878, . . . . .	3,304	12	60,025	03	63,329	15
August, 1878, . . . . .	2,478	12	58,641	75	61,119	87
September, 1878, . . . . .	1,121	31	58,270	17	59,391	48
October, 1878, . . . . .	1,868	29	93,054	97	94,923	26
November, 1878, . . . . .	2,612	41	83,551	08	86,163	49
December, 1878, . . . . .	3,700	21	77,425	19	81,125	40
Total, . . . . .	\$58,674	70	\$725,193	71	\$778,868	41

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
*January, 1878, . . . . .			\$241	86	\$3,517	44	\$3,759	30
February, 1878, . . . . .			97	04	2,684	76	2,781	80
March, 1878, . . . . .	\$493	65	97	90	2,128	99	2,720	54
April, 1878, . . . . .			86	24	3,294	65	3,380	89
May, 1878, . . . . .					1,854	10	1,854	10
June, 1878, . . . . .	493	65	133	02	1,666	83	2,293	50
July, 1878, . . . . .			101	11	4,504	89	4,606	00
August, 1878, . . . . .	447	46	123	64	3,700	91	4,277	01
September, 1878, . . . . .	493	65	144	95	2,482	64	3,121	14
October, 1878, . . . . .			117	59	3,749	12	3,866	71
November, 1878, . . . . .			135	73	3,772	20	3,907	93
December, 1878, . . . . .	921	11	162	25	8,871	86	9,855	22
Total, . . . . .	\$2,849	52	\$1,446	33	\$42,228	29	\$46,524	14

\* Estimated.



Total passenger earnings for the year, . . . . .	\$47,036	30
Total freight earnings for the year, . . . . .	778,868	41
Total earnings from all other sources, . . . . .	46,524	14
<b>Total earnings for the year, . . . . .</b>	<b>\$872,428</b>	<b>85</b>
Total receipts from all sources on whole length of line, . . . . .	\$872,428	85
Proportion of earnings in Pennsylvania to earnings of whole line: Say 95 per cent.		

**Expenditures for Operating During the Year.**  
**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$45,306	57
New steel rails, number of tons, 806.3, . . . . .	32,246	34
Repairs of bridges, . . . . .	1,332	45
Repairs of buildings and fixtures, . . . . .	2,354	45
Repairs of fences, . . . . .	377	79
All other expenses for maintenance of way, . . . . .	2,554	30
<b>Total for maintenance of way, . . . . .</b>	<b>\$84,171</b>	<b>90</b>
Cost per mile of road kept in repair, . . . . .	\$1,530	39
Proportion for Pennsylvania, . . . . . Say 95 per cent.		

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	\$28,484	32
Repairs of passenger, baggage, and mail cars, . . . . .	4,804	32
Repairs of freight cars, . . . . .	14,424	98
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$47,713</b>	<b>62</b>
Cost per mile of road operated, . . . . .	490	58
Proportion for Pennsylvania, . . . . . Say 95 per cent.		

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$12,751	51
Salaries, wages, and incidentals chargeable to freight department, . . . . .	86,969	50
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	10,712	39
Fuel—number of cords of wood, 289; cost, . . . . .	338	00
Fuel—number of tons of coal, 16,915 <sup>2</sup> / <sub>3</sub> ; cost, . . . . .	27,804	76
Oil and waste, . . . . .	4,520	23
Damages for injuries to persons, . . . . .	276	00
Damages for loss of goods and baggage, . . . . .	64	01
Damages to property, including damages by fire, and cattle killed on road, . . . . .	356	50
Taxes, . . . . .	2,627	63
Insurance, . . . . .	4,469	13
Telegraph expenses, . . . . .	3,351	96
Amount paid for trackage on other roads, . . . . .	125,674	24
Amount paid other corporations or individuals for use of all other cars, . . . . .	57,684	19
General salaries and office expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	4,724	56
<b>Total miscellaneous, . . . . .</b>	<b>\$342,324</b>	<b>61</b>
Amount per mile of road operated, . . . . .	\$3,519	69
Proportion for Pennsylvania, . . . . . Say 95 per cent.		
Total expenditures for operating the road, . . . . .	474,210	13
Expenses per mile of the road operated, . . . . .	4,875	69
Expenses per mile of single track operated, not including sidings, . . . . .	4,670	28
Expenses per train mile, . . . . .		76
Proportion for Pennsylvania, . . . . . Say 95 per cent.		

## Earnings.

Passenger transportation, local, . . . . .	\$44,970 62	} Total, . . .	\$47,036	30
Passenger transportation, through, . . . . .	2,045 68			
Freight transportation, local, . . . . .	725,193 71	} Total, . . .	778,868	41
Freight transportation, through, . . . . .	53,674 70			
Mail service, . . . . .			2,849	52
Express service, . . . . .			1,446	33
Rents, . . . . .			5,000	00
All other sources of income, . . . . .			37,228	29
<b>Total, . . . . .</b>			<b>\$872,428</b>	<b>85</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$84,171 90			
Maintenance of motive power and cars, . . . . .	47,713 62			
Miscellaneous, . . . . .	342,324 61			
<b>Total operating expenses, being 54<math>\frac{35}{100}</math> per cent. of earnings, . . . . .</b>			<b>474,210</b>	<b>13</b>
<b>Net earnings, . . . . .</b>			<b>\$398,218</b>	<b>72</b>
Earnings per mile of road operated, . . . . .			\$8,970	07
Expenses per mile of road operated, . . . . .			4,875	69
Net earnings, . . . . .			4,094	38

## 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, &c.? Delaware Lackawanna Express, between Scranton and Carbondale, who have half the gross receipts. National Express, between Jefferson junction and Ninevah, under contract with Northern railroad department.

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 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 $\frac{12}{100}$  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.

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? Scranton to Carbondale, \$1,003 86 per annum, twice a day each way; Jefferson junction, \$921 33 per annum, once a day each way; 4 $\frac{3}{100}$  miles in Pennsylvania, and 17 $\frac{6}{100}$  miles in New York.

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
Others, . . . . .				1		1
Total, . . . . .	1	1		2	1	3

Statement of Each Accident.

June 12, 1878. Mike Mahon, a coal and freight conductor; fell off the front end of a train while engine was pushing it, between Plymouth and Mill Creek, and several cars passed over him, injuring him fatally.

September 4, 1878. Ella McDermott, a deaf girl, fourteen years old; walking on track at Pleasant Valley, was run over by an engine, and lost one hand and one foot.

October 15, 1878. Otto Myers, a coal conductor; had right leg broken, and top of foot crushed, between Green Ridge and Mill Creek; he was on forward end of train, stepped off, and in trying to get on again, missed footing, and glove caught in hook holding car brake, throwing his foot under the wheel.

November 14, 1878. Charles Hubbard, brakeman; stepping off tank of engine, in performance of duty, at Jefferson junction, slipped and fell, and in falling, first car struck his foot; one bone was broken, and another dislocated.

STATE OF NEW YORK, }  
 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. 1878, according to the best of their knowledge and belief.

(Signed)

THOS. DICKSON, *President.*

JAMES C. HARTT, *Treasurer.*

Sworn and subscribed before me this 28th day of January, A. D. 1879.

JOHN A. PATTISON, *Notary Public.*

## EMLENTON, SHIPPENVILLE AND CLARION.

### Officers.

NAMES.		Residence.	Salary.
James Bennett, . . .	President, . . . . .	Emlenton, Pa.,	
J. M. Dickey, . . . .	Vice President, . . . . .	Franklin, Pa.,	
J. W. Rowland, . . . .	Secretary and Treasurer, . . . . .	Emlenton, Pa.,	Per mo., \$41 66
C. W. Mackey, . . . .	General Solicitor, . . . . .	Franklin, Pa.,	
J. V. Patton, . . . .	General Superintendent, . . . . .	Emlenton, Pa.,	Per mo., 166 67

General offices at Emlenton, Venango county, Penna.

<i>Names of Directors.</i>	<i>Residences.</i>
James Bennett, . . . . .	Emlenton, Pa.
M. Hulings, . . . . .	Oil City, Pa.
W. J. McConnell, . . . . .	Franklin, Pa.
J. W. Rowland, . . . . .	Emlenton, Pa.
C. W. Mackey, . . . . .	Franklin, Pa.
J. M. Dickey, . . . . .	Franklin, Pa.
P. F. Kribbs, . . . . .	Edenburg, Pa.
Jacob Black, Junlor, . . . . .	Shippenville, 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, total amount now paid in, . . . . .	131,612 40

**Debt.**

<b>Funded Debt.</b>		
First mortgage bonds, (due 1887, bear interest at seven per cent, which is payable May and November 1,) amount, . . . . .	\$150,000	00
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . . \$8,476 10	8,476	10
The amount now of floating debt, . . . . .		
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$158,476</b>	<b>10</b>
Funded debt as per last report, . . . . . \$135,990 00		
Floating debt as per last report, . . . . . 96,812 95		
<b>Total cash realized from capital stock and debt, . . . . .</b>	<b>\$281,612</b>	<b>40</b>

**Cost.**

Total cost of entire road to date, . . . . .	\$312,830	69
Average of same per mile of road laid, . . . . .	10,427	69
Proportion of same for Pennsylvania, . . . . .	10,427	69
Total cost of entire equipment, . . . . .	80,177	68
Average cost of equipment per mile of road operated by company, . . . . .	2,672	58
Proportion of same for Pennsylvania, . . . . .	2,672	58
Cost of road and equipment per mile, . . . . .	13,100	27
Proportion of same for Pennsylvania, . . . . .	13,100	27

**Characteristics of Road.**

<b>Main Line.</b>	<b>MILES.</b>	
	<b>Whole length.</b>	<b>Length in Penn'a.</b>
Length of main line—from Emlenton to Clarion, . . . . .	29.7	29.7
Length of single main track, . . . . .	29.7	29.7
Aggregate length of main line and branches, . . . . .	29.7	29.7
Aggregate length of sidings and other track not above enumerated, . . . . .	2.3	2.3
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	32.	32.

**Gauge.**

What is the gauge of your lines? . . . . . 3 feet.

**Track.**

Miles of iron rail in use, . . . . . 64  
 Weight of rail per yard, iron, . . . . . 35 lbs.  
 Number of bridges and trestles on whole line, . . . . . 54  
 Wooden bridges, number of, . . . . . 4  
 Wooden trestles, number of, 50; aggregate length, . . . . . 9,815 feet.

**Crossings.**

Number of crossings of highways, at grade, in this Commonwealth, . . . . . 41

Number of crossings of highways under railroad, . . . . . 4  
 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 alarms  
 and carefulness.

**Stations.**

Number of stations on main road, { Passenger, . . . 20, } 20  
 { Freight, . . . . 20, }  
 Number of engine-houses and shops in Pennsylvania, . ;  
 total number entire road, . . . . . 1 of each.  
 Number of wood and water stations on main road, . . . . . 5  
 Value of real estate held by the company, exclusive of  
 roadway, . . . . . \$606 00  
 Value of real estate held by the company, exclusive of  
 roadway, in Pennsylvania, . . . . . 606 00  
 How is track laid, and on what foundation? Oak ties, splice bar joints,  
 and broken stone ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than ten tons weight, . . . . .	5	\$8,377 80
Number of first-class passenger cars, . . . . .	1	2,250 00
Number of second-class passenger cars, . . . . .	6	1,891 66
Number of baggage, mail, and express cars, . . . . .	2	1,025 00
Number of freight cars, { House cars, . . . 20, } Total, . . . . .	70	298 38
Number of caboose cars, { Trucks, . . . . 50, } . . . . .	2	300 00

What kind of train brake is in use on your road? Eames'  
 vacuum brake on passenger trains; ordinary hand brake  
 on freight trains.  
 Average number of cars in passenger trains, including bag-  
 gage cars, . . . . . 3  
 Average number of cars in freight trains, . . . . . 5  
 Average weight of passenger trains, including locomotive  
 and tender, in working order, . . . . . Can't say.  
 Average weight of freight trains, including locomotive and  
 tender, in working order, . . . . . No scales.

**Employees.**

Average number of persons regularly employed by com-  
 pany, including officials, . . . . . 135  
 Same in Pennsylvania, . . . . . 135

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of passengers, all classes, carried in cars, . . . . . 163,397  
 Number of passengers carried one mile, . . . . . 1,240,292

Number of passengers carried one mile in Pennsylvania,	1,240,292
Number of tons of freight carried one mile, . . . . .	238,752 $\frac{1,885}{1000}$
Number of tons of freight carried one mile in Pennsylvania,	238,752 $\frac{1,885}{1000}$
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	16,318 $\frac{1,885}{1000}$
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	12
Average rate of speed adopted by express trains, including stops, (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, 1878, . . . . .	23,861	July, 1878, . . . . .	11,030
February, 1878, . . . . .	19,272	August, 1878, . . . . .	9,801
March, 1878, . . . . .	21,955	September, 1878, . . . . .	8,795
April, 1878, . . . . .	17,626	October, 1878, . . . . .	8,457
May, 1878, . . . . .	14,474	November, 1878, . . . . .	7,751
June, 1878, . . . . .	12,175	December, 1878, . . . . .	8,200

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

Anthracite coal, . . . . .	1,237 $\frac{1,000}{1000}$	Merchandise and manufactures, 7,099 $\frac{1,000}{1000}$	
Bituminous coal, . . . . .	4,070 $\frac{1,885}{1000}$	Live stock, . . . . .	1 $\frac{885}{1000}$
Railroad iron, . . . . .	43 $\frac{200}{1000}$	Lumber, . . . . .	1,068 $\frac{1,885}{1000}$
Agricultural products, . . . . .	2,453 $\frac{1,885}{1000}$	Other articles, . . . . .	348 $\frac{675}{1000}$

The Rate of Fare for Passengers charged for the respective Classes per Mile, as follows:

For first-class way passengers, . . . . . 6 $\frac{2}{3}$  cents.

The Rate per Ton (of 2,000 lbs.) per Mile, charged for Freight.

For through freight, per ton per mile, . . . . . 12 $\frac{1}{2}$  cents.  
 For through coal, per ton per mile, . . . . . 7 $\frac{3}{4}$  cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
January, 1878,			\$11,325	40	
February, 1878, . . . . .			9,236	10	
March, 1878, . . . . .			10,976	70	
April, 1878, . . . . .			9,388	60	
May, 1878, . . . . .			7,258	25	
June, 1878, . . . . .			6,269	85	
July, 1878, . . . . .			5,407	55	
August, 1878, . . . . .			5,368	70	
September, 1878, . . . . .			4,602	15	
October, 1878, . . . . .			4,680	50	
November, 1878, . . . . .			4,364	85	
December, 1878, . . . . .			3,988	10	
<b>Total, . . . . .</b>			<b>\$82,816</b>	<b>75</b>	

## From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .		\$5,876 31	
February, 1878, . . . . .		1,810 65	
March, 1878, . . . . .		5,780 58	
April, 1878, . . . . .		4,790 07	
May, 1878, . . . . .		3,503 12	
June, 1878, . . . . .		2,257 53	
July, 1878, . . . . .		2,177 14	
August, 1878, . . . . .		1,592 56	
September, 1878, . . . . .		1,770 26	
October, 1878, . . . . .		2,213 86	
November, 1878, . . . . .		2,202 04	
December, 1878, . . . . .		2,171 04	
Total, . . . . .		\$36,145 16	

## From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1878, . . . . .	\$1,192 69	\$239 24		\$1,431 93
February, 1878, . . . . .		174 54		174 54
March, 1878, . . . . .		199 79		199 79
April, 1878, . . . . .	229 41	232 40		461 81
May, 1878, . . . . .	96 00	281 79	\$275 00	652 79
June, 1878, . . . . .		208 70		208 70
July, 1878, . . . . .	157 51	216 83		374 34
August, 1878, . . . . .		137 40		137 40
September, 1878, . . . . .		108 78		108 78
October, 1878, . . . . .	211 02	97 28		308 30
November, 1878, . . . . .		97 80		97 80
December, 1878, . . . . .	169 18	98 23	200 00	467 36
Total, . . . . .	\$2,055 76	\$2,092 71	\$475 00	\$4,623 47

Total passenger earnings for the year, . . . . .	\$82,816 75
Total freight earnings for the year, . . . . .	36,145 16
Total earnings from all other sources, . . . . .	4,623 47

Total earnings for the year, . . . . . \$123,585 38

Total receipts from all sources on whole length of line, . . . . .	\$123,585 38
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	123,585 38

## Expenditures charged to Cost of Road and Equipment during the Year.

Land or land damages, . . . . .	\$1,699 55
Passenger and freight houses, . . . . .	300 85
Engine-houses, car sheds, wood and coal sheds, and water tanks, . . . . .	1,829 78
New passenger cars, No. 3, . . . . .	6,036 90
New machine shops, machinery, and tools, . . . . .	4,133 85
Any other expenditures chargeable to this account, . . . . .	5,997 44
Total, . . . . .	\$20,098 46
Proportion for Pennsylvania, . . . . .	\$20,098 46



Expenditures for Operating during the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$10,331	48
Repairs of bridges and trestles, . . . . .	1,465	83
Repairs of fences, . . . . .	101	01
All other expenses for maintenance of way, . . . . .	5,888	57
Total for maintenance of way, . . . . .	\$17,786	84
Cost per mile of road kept in repair, . . . . .	\$592	89
Proportion for Pennsylvania, . . . . .	592	89

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$3,816	27
Repairs of machinery, . . . . .	334	37
Repairs of passenger, baggage, and mail cars, . . . . .	1,120	78
Repairs of freight cars, . . . . .	650	88
All other expenses for maintenance of motive power and cars, . . . . .	921	39
Total for maintenance of motive power and cars, . . . . .	\$6,843	69
Cost per mile of road operated, . . . . .	\$228	12
Proportion for Pennsylvania, . . . . .	228	12

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$11,790	16
Salaries, wages, and incidentals chargeable to freight department, . . . . .	15,856	68
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	2,278	81
Fuel—number of cords of wood, 175; cost, . . . . .	175	00
Fuel—number of tons of coal, 3,260; cost, . . . . .	3,737	22
Oil and waste, . . . . .	819	99
Damages for injuries to persons, . . . . .	805	00
Damages for loss of goods and baggage, . . . . .	193	98
Taxes, . . . . .	1,662	08
Telegraph expenses, . . . . .	2,479	42
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	5,710	20
Total miscellaneous, . . . . .	\$45,508	54
Amount per mile of road operated, . . . . .	\$1,520	28
Proportion for Pennsylvania, . . . . .	1,520	28
Total expenditures for operating the road, . . . . .	70,139	07
Expenses per mile of the road operated, . . . . .	2,337	97

## Earnings.

Passenger transportation, local and through, . . . . .		\$82,816	75
Freight transportation, local and through, . . . . .		36,145	16
Mail service, . . . . .		2,055	76
Express service, . . . . .		2,092	71
All other sources of income, . . . . .		475	00
Total, . . . . .		\$128,585	38
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . .	\$17,786	84	
Maintenance of motive power and cars, . . . . .	6,843	69	
Miscellaneous, . . . . .	45,508	54	
Total operating expenses, being 56 $\frac{1}{10}$ per cent. of earnings, . . . . .		\$70,139	07
Net earnings, . . . . .		\$53,446	31
Less interest, . . . . .		4,526	31
Net earnings, . . . . .		\$48,920	00
Earnings per mile of road operated, . . . . .		\$4,119	51
Expenses per mile of road operated, . . . . .		2,337	97
Net earnings, . . . . .		\$1,781	54

## General Balance Sheet, January 1, 1879.

DR.			
Construction account, . . . . .		\$312,830	69
Equipment, . . . . .		80,177	68
Cash in hands of the treasurer, . . . . .		19,234	95
Balance due by agents, . . . . .		2,929	59
Balance due by firms and individuals, . . . . .		733	44
Bills receivable, . . . . .		200	00
		\$416,156	15
CR.			
Capital stock, . . . . .		\$131,612	40
Funded debt, . . . . .		150,000	00
Unfunded debt unpaid, . . . . .		8,476	10
Due railway companies and others, . . . . .		395	50
Profit and loss, . . . . .		125,672	15
		\$416,156	15

## 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; one and one half 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? A general business; we receive freight at the depot.

## 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? \$56 65 per mile per year.

**Stock and Dividends.**

Amount of common stock now outstanding, . . . . . \$150,000 00  
 Rate and date of all cash dividends on stock of original  
 and consolidated companies:  $\frac{1}{2}$  per cent. in November,  
 1878, on original stock of \$150,000.  
 Number and per cent. of dividends: No. 1,  $\frac{1}{2}$  per cent., . . . . . \$750 00  
 Amount paid in dividends, . . . . . \$750 00

**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, . . . . .				2		2

**Statement of Each Accident.**

March 26, 1878. C. E. Goodwin; injured at Emlenton, Pa.; knocked down by train while switching; foot and leg injured.

March 28. G. R. Knapp, freight conductor; thumb crushed while coupling cars at Beaver station; thumb amputated.

July 11. Orrie Euner; injured at Monroeville, Pa.; run over by passenger train; foot amputated.

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 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. 1878, according to the best of their knowledge and belief.

(Signed)

JAMES BENNETT, *President.*

J. W. ROWLAND, *Treasurer.*

Sworn and subscribed before me, this 10th day of March, A. D. 1879.

J. H. HEASLY, *Notary Public.*

## LAWRENCEVILLE AND EVERGREEN.

## Officers.

NAMES.		Residence.	Salary.
J. J. Gillespie,	President, . . . . .	Evergreen, . . . . .	None.
A. C. McCallam,	Secretary and Treasurer, . . . . .	. . . . .	None.
F. M. Magee, . . .	General Solicitor, . . . . .	. . . . .	None.

General offices at 86 Wood street, Pittsburgh, Pa.

*Names of Directors.**Residences.*

J. J. Gillespie, . . . . .	Pittsburgh, Pa.
A. C. McCallam, . . . . .	Pittsburgh, Pa.
John F. Dravo, . . . . .	Pittsburgh, Pa.
John Wilkinson, . . . . .	Pittsburgh, Pa.
G. W. McCallam, . . . . .	Pittsburgh, Pa.
T. M. Bayne, . . . . .	Allegheny City, Pa.

## Capital Stock.

Capital stock authorized by law, . . . . .	\$25,000	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, . . . . .	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	33 1/2
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 May, 1878, bear interest at 7 per cent., legality of which is disputed,) amount, . . . . .	\$12,500	00	
Total amount now of funded debt, . . . . .	\$12,500	00	
Floating Debt.			
The amount now of floating debt, . . . . .	1,075	51	
Total amount now of floating and funded debt, . . . . .	\$13,575	51	
Funded debt as per last report, . . . . .	\$12,500	00	
Floating debt as per last report, . . . . .	1,315	76	

Cost.

Total cost of entire road to date, . . . . .	\$23,275	94
Average of same per mille of road laid, . . . . .	7,791	98
Total cost of entire equipment, . . . . .	7,742	44
Average cost of equipment per mile of road operated by company, . . . . .	2,580	81
Cost of road and equipment per mile, . . . . .	7,791	98

Characteristics of Road.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bennett to Evergreen, . . . . .	2.41	2.41
Length of single main track, . . . . .	2.100	2.100
Aggregate length of main line and branches, . . . . .	2.41	2.41
Aggregate length of leased roads, . . . . . 500 feet.		2.100

Gauge.

What is the gauge of your lines? . . . . . 3 feet.

Track.

Miles of iron rail in use, . . . . . 2.71

Weight of rail per yard, iron, . . . . . 28 and 30 lbs.

Wooden bridges, number of, 9; aggregate length, . . . . . 159 feet.

Stone bridges, number of, 1; aggregate length, . . . . . 25 feet.

Crossings.

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

Stations.

Number of stations on main road, { Passenger, 8, } . . . . . 10  
 { Freight, . 2, }

Number of engine-houses and shops in Pennsylvania, 1;  
 total number entire road, . . . . . 1

Number of wood and water stations on main road, . . . . . 1

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

Equipment.	Number.	Average cost of each.
Number of locomotives of more than nine tons weight, . . . . .	1	\$4,500
Number of first-class passenger cars, . . . . .	1	2,148
Number of second-class passenger cars, . . . . .	1	630
Number of freight cars, . . . . .	1	464

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 weight of passenger trains, including locomotive  
and tender, in working order, . . . . . 13 tons.

**Employees.**

Average number of persons regularly employed by com-  
pany, including officials, . . . . . 4  
Same in Pennsylvania, . . . . . 4

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . . 17,050  
Number of through passengers for the year on main road, . . . . . 39,255  
Number of passengers carried one mile, and number of  
passengers carried one mile in Pennsylvania: No sep-  
arate account kept.  
Average rate of speed adopted by ordinary passenger  
trains, including stops, (miles per hour,) . . . . . 9

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

January, 1878, . . . . .	442	July, 1878, . . . . .	4,368
February, 1878, . . . . .	2,457	August, 1878, . . . . .	4,212
March, 1878, . . . . .	2,912	September, 1878, . . . . .	3,514
April, 1878, . . . . .	3,237	October, 1878, . . . . .	4,682
May, 1878, . . . . .	3,393	November, 1878, . . . . .	3,136
June, 1878, . . . . .	3,419	December, 1878, . . . . .	3,483

**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 through and way passengers, . . . . . Same as first.

**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, 1878, . . . . .	\$84 40		
February, 1878, . . . . .	189 09		
March, 1878, . . . . .	224 36		
April, 1878, . . . . .	249 05		
May, 1878, . . . . .	260 90		
June, 1878, . . . . .	262 68		
July, 1878, . . . . .	335 98		
August, 1878, . . . . .	324 47		
September, 1878, . . . . .	278 91		
October, 1878, . . . . .	263 31		
November, 1878, . . . . .	274 50		
December, 1878, . . . . .	257 04		
<b>Total, . . . . .</b>	<b>\$2,954 69</b>		
<b>Total passenger earnings for the year, . . . . .</b>			<b>\$2,954 69</b>
<b>Total earnings for the year, . . . . .</b>			<b>\$2,954 69</b>
<b>Proportion of earnings in Pennsylvania to earnings of whole line: All in Pennsylvania.</b>			

**Expenditures for Operating during the Year.**

**Cost of Maintenance of Way and Buildings.**

Total for maintenance of way, . . . . .	\$768 64
Cost per mile of road kept in repair, . . . . .	256 21
Proportion for Pennsylvania; All in State.	

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	\$259 68
Repairs of passenger, baggage, and mail cars, . . . . .	46 42
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$306 05</b>
Cost per mile of road operated, . . . . . \$102 00	
Proportion for Pennsylvania: All in State of Pennsylvania.	

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department,	\$740 00
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	354 88
Fuel—cost, . . . . .	212 01
Oil and waste, . . . . .	54 86
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, .	294 96
<b>Total miscellaneous, . . . . .</b>	<b>\$1,656 70</b>
Amount per mile of road operated, . . . . .	\$552 23
Proportion for Pennsylvania: All in State.	
<b>Total expenditures for operating the road, . . . . .</b>	<b>2,731 89</b>

## Earnings.

Passenger transportation, local and through, . . . . .	\$2,954	69
Total, . . . . .	\$2,954	69
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$788	64
Maintenance of motive power and cars, . . . . .	303	05
Miscellaneous, . . . . .	1,656	70
Total operating expenses, being 92½ per cent. of earnings, . . . . .	2,731	39
Net earnings, . . . . .	\$223	30
Earnings per mile of road operated, . . . . .	\$984	89
Expenses per mile of road operated, . . . . .	910	46
Net earnings, . . . . .	74	43

## General Balance Sheet, January 1, 1879.

<b>DR.</b>		
Construction and equipment, . . . . .	\$23,275	94
Ledger balances, . . . . .	5,299	57
	\$28,575	51
<b>CR.</b>		
Capital stock, . . . . .	\$15,000	00
Funded debt, legality of which is disputed, . . . . .	12,500	00
Unfunded debt, . . . . .	1,075	51
	\$28,575	51

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

Personally appeared before me, J. J. Gillespie, president, and A. C. McCallum, treasurer, of the Lawrenceville and Evergreen 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)

J. J. GILLESPIE, *President.*

A. C. McCALLUM, *Treasurer.*

Sworn and subscribed before me this 22d day of March, A. D. 1879.

WILLIAM LITTLE, *Notary Public.*



**MUNCY CREEK.**

**Officers.**

NAMES.		Residence.	Salary.
Hon. Benj. S. Bentley,	President, . . . . .	Williamsport, Pa.,	} None fixed.
Michael Meylert, . . .	Vice President, . . . . .	Laporte, Sullivan county, Pa., . . . . .	
James K. Boak, . . . . .	Secretary, . . . . .	Hughesville, Pa., . . . . .	
William Meylert, . . . . .	Treasurer, . . . . .	Laporte, Pa., . . . . .	
H. R. Merhling, . . . . .	General Superintendent, . . . . .	Hughesville, Pa., . . . . .	
			\$1,200 00

General offices at Hughesville, Lycoming county, Pa.

*Names of Directors.*

*Residences.*

E. M. Dunham, . . . . .	Laporte, Sullivan county, Pa.
Alfred H. Hill, . . . . .	Hughesville, Lycoming county, Pa.
William Trump, . . . . .	Muncy, Lycoming county, Pa.
Joseph Walton, . . . . .	262 South Second street, Philadelphia, Pa.
Daniel J. Stevens, . . . . .	Williamsport, Lycoming county, 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. No value named.		

**Debt.**

<b>Funded Debt.</b>			
First mortgage bonds, (due 1st of September, 1891, bear interest at 7 per cent., which is payable semi-annually, (March and September,) amount authorized, . . . . .		\$1,000,000	00
Total amount now of funded debt, (used of \$1,000,000 authorized,) . . . . .		\$180,000	00
<b>Floating Debt.</b>			
Unfunded debt, incurred for construction, equipment, or purchase of property, about, . . . . .	\$27,000	00	
Debt incurred for any other purpose, and for what: Interest on funded, &c., (see note under head of operating expenses,) . . . . .	14,000	00	
The amount now of floating debt, . . . . .		41,000	00
Total amount now of floating and funded debt, . . . . .		\$221,000	00
Funded debt as per last report, . . . . .	\$175,000	00	
Floating debt as per last report, . . . . .	80,000	00	
Total cash realized from capital stock and debt, . . . . .		\$345,450	00

Cost.

Total cost of entire road to date, . . . . .	\$345,450	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.

Main Line.	MILMS.	
	Whole length.	Length in Penn'a.
Length of main line, from Hall's Station to Bernice, . . . . .	40	40
Length of single main track laid, . . . . .	7½	7½
Aggregate length of main line laid, . . . . .	7½	7½
Aggregate length of sidings, . . . . .	8	
Aggregate length of main line and sidings, . . . . .	7½	7½
Length of track laid, if not completed, . . . . .		

Gauge.

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

Track.

Miles of iron rail in use, . . . . . 6½ miles.  
 Weight of rail per yard, iron, . . . . . 36,40,50,56 lbs.

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 A. D. 1878.

Wooden bridges, number of, 4; aggregate length, . . . . . 295 feet.  
 Number of crossings of highways, at grade, in this Commonwealth, . . . . . 17  
 Number of crossings at which there are neither gates nor flagmen, . . . . . 17

What regulations govern your employes 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 engine-houses in Pennsylvania, 1; total number on entire road, . . . . . 1  
 Number of wood and water stations on main road, . . . . . 2

How is track laid, and on what foundation? Oak, chestnut, and hemlock sills, ballasted track.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than twenty tons weight,	2	{ 3,000 00 5,400 00
Number of first-class passenger cars, . . . . .	1	2,500 00
Number of second-class passenger cars, . . . . .	1	1,400 00

What kind of train brake is in use on your road? The ordinary brake (not Westinghouse.)

Average number of cars in passenger trains, including baggage cars, . . }  
 Average number cars in freight trains, } No separate trains, About 6 cars.

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	7,560
Number of miles run by freight trains, . . . . .	7,560
Number of miles run by coal trains: No trains especially for coal.	
Number of through passengers for the year on main road,	7,964
Number of passenger (all classes) carried in cars, . . . .	7,964
Number of passengers carried one mile, . . . . .	47,784
Number of passenger carried one mile in Pennsylvania, . .	47,784
Number of tons of 2,000 lbs. of through freight for the year on main road, . . . . .	18,460
Number of tons of freight carried one mile, . . . . .	110,760
Number of tons of freight carried one mile in Pennsylvania: All in Pennsylvania, . . . . .	110,760
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	18,460
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.**

November, 1877: Previously reported.	June, 1878, . . . . .	338
December, 1877: Previously reported.	July, 1878, . . . . .	295
January, 1878, . . . . . 322	August, 1878, . . . . .	427
February, 1878, . . . . . 357	September, 1878, . . . . .	482
March, 1878, . . . . . 379	October, 1878, . . . . .	333
April, 1878, . . . . . 378	November, 1878, . . . . .	342
May, 1878, . . . . . 411	December, 1878, . . . . .	295

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

Anthracite and bituminous coal, . . . . . 700	Other articles, . . . . .	2,760
Lumber, . . . . . 11,000	Bark, . . . . .	4,000

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

For first-class through passengers, . . . . .	4½ cents.
For first-class way passengers, . . . . .	4¼ 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, . . . . .	6¾ cents.
For local freight, per ton per mile, . . . . .	7 cents.
For local coal, per ton per mile, . . . . .	6¾ cents.

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
	\$	cts	\$	cts	
January, 1878, . . . . .	\$121	65	\$23	10	\$144 75
February, 1878, . . . . .	95	20	19	55	114 75
March, 1878, . . . . .	120	20	30	00	150 20
April, 1878, . . . . .	99	30	18	90	118 20
May, 1878, . . . . .	102	70	16	05	118 75
June, 1878, . . . . .	77	20	18	85	96 05
July, 1878, . . . . .	68	67	19	25	87 92
August, 1878, . . . . .	104	55	22	20	126 75
September, 1878, . . . . .	114	95	20	15	135 10
October, 1878, . . . . .	100	18	22	10	122 28
November, 1878, . . . . .	93	50	15	90	109 40
December, 1878, . . . . .	72	25	17	50	89 75
Total, . . . . .	\$1,170	85	\$248	55	\$1,418 90

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.
	\$	cts	\$	cts	
January, 1878, . . . . .	\$589	33	\$81	20	\$670 27
February, 1878, . . . . .	421	97	96	30	518 53
March, 1878, . . . . .	481	52	134	25	615 77
April, 1878, . . . . .	772	48	109	67	882 15
May, 1878, . . . . .	537	73	118	17	655 90
June, 1878, . . . . .	507	06	125	54	632 60
July, 1878, . . . . .	404	93	127	06	532 59
August, 1878, . . . . .	461	02	156	26	617 28
September, 1878, . . . . .	554	62	80	56	635 18
October, 1878, . . . . .	533	21	182	38	715 59
November, 1878, . . . . .	402	79	135	44	538 23
December, 1878, . . . . .	312	09	134	91	447 00
Total, . . . . .	\$5,998	75	\$1,482	34	\$7,481 09

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1878, . . .		\$9 69		
February, 1878, . . .		6 61		
March, 1878, . . .		8 59		
April, 1878, . . .		11 75		
May, 1878, . . .		13 48		
June, 1878, . . .		14 18		
July, 1878, . . .		9 93		
August, 1878, . . .		10 48		
September, 1878, . . .		10 42		
October, 1878, . . .		15 98		
November, 1878, . . .		13 52		
December, 1878, . . .		11 21		
<b>Total, . . . . .</b>	<b>\$72 40</b>	<b>\$136 84</b>		<b>\$209 24</b>

Total passenger earnings for the year, . . . . .	\$1,413 90
Total freight earnings for the year, . . . . .	7,481 09
Total earnings from all other sources, . . . . .	209 24
<b>Total earnings for the year, . . . . .</b>	<b>\$9,104 23</b>
Total receipts from all sources on whole length of line, . . . . .	\$9,104 23
Proportion of earnings in Pennsylvania to earnings of whole line: All in Pennsylvania.	

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

Land or land damages, (Laird & Co.,) . . . . .	\$226 50
Any other expenditures chargeable to this account, (Hide house,) . . . . .	26 97
<b>Total, . . . . .</b>	<b>\$253 47</b>
Proportion for Pennsylvania, . . . . . All in Pennsylvania.	

Expenditures for Operating During the Year.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and re-rails, . . . . .	\$227 72
Repairs of fences, . . . . .	2 00
<b>Total for maintenance of way, . . . . .</b>	<b>\$229 72</b>

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$61	06
Total for maintenance of motive power and cars, Proportion for Pennsylvania, . . . . . All in Pennsylvania.	\$61	06
Salaries, wages, and incidentals chargeable to passenger and freight departments, wages of switchmen, signal-men, gate-keepers, and watchmen: Not separated; all on pay-rolls, . . . . .	\$4,809	05
Fuel—wood, . . . . .	42	73
Fuel—number of tons of coal, 220½; cost, . . . . .	873	18
Oil and waste, . . . . .	71	05
Damages for loss of goods, (baggage, none,) . . . . .	6	25
Express and mail expenses, . . . . .	57	50
Taxes and expenses, . . . . .	950	00
Refunding freight—bark account, . . . . .	37	52
Treasurer's salary for 1878, . . . . .	300	00
Office expenses, . . . . .	69	45
Rent of depot and grounds, . . . . .	400	00
Total miscellaneous, . . . . .	\$7,616	58
Proportion for Pennsylvania, . . . . . All in Pennsylvania.		

## Earnings.

Passenger transportation, local, . . . . . \$243 55	} Total, . . . . .	\$1,413	90
Passenger transportation, through, . . . . . 1,170 85			
Freight transportation, local, . . . . . 1,482 84	} Total, . . . . .	7,481	09
Freight transportation, through, . . . . . 5,998 75			
Mail service, . . . . .		72	40
Express service, . . . . .		136	84
All other sources of income, (sale of coal,) . . . . .		16	00
Total, . . . . .		\$9,120	23
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . . \$229 72			
Maintenance of motive power and cars, . . . . . 61 06			
Miscellaneous, . . . . . 7,616 53			
Total operating expenses, being 86 <sup>7</sup> / <sub>10</sub> per cent. of earnings, . . . . .		7,907	31
Net earnings, . . . . .		\$1,212	92
Earnings per mile of road operated, . . . . .		\$1,403	11
Expenses per mile of road operated, . . . . .		1,216	51
Net earnings, . . . . .		186	60

No mention is made of payment of floating debt, nor of interest on said floating or funded debt. The funded debt reported last year was \$175,000; floating debt, \$30,000. The interest on these debts has not been funded to any extent during the year 1878. Many bonds were out as collateral with floating debt, and the accumulations of interest, costs, and interest on funded debt, can only be ascertained when these accounts are paid or adjusted.

## 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 freight at Halls Station, junction of Philadelphia and Reading railroad, with Muncy Creek railway.

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? Car service to Philadelphia and Reading railroad; reported.

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? No price agreed upon; mail twice daily, except Sundays; to be fixed pro rata, as per weight of mails; \$72 40 received and reported.

Stock and Dividends.

Amount of common stock now outstanding, paid, . . . . \$124,450 00  
Rate and date of all cash dividends on stock of original and consolidated companies: No dividend declared nor earned.

STATE OF PENNSYLVANIA, } ss:  
..... }

Personally appeared before me, Michael Meylert, vice president, William Meylert, treasurer, (having signed the same,) of the Muncy Creek 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. 1878, according to the best of their knowledge and belief.

(Signed,) MICHAEL MEYLERT, *Vice President.*  
WM. MEYLERT, *Treasurer.*

Sworn and subscribed before me, this 26th day of March, A. D. 1879.

J. SIMPSON AFRICA,  
*Dep. Sec. I. A.*

**PENNSYLVANIA COMPANY—OPERATING ERIE AND  
PITTSBURG RAILROAD.**

**Officers.**

NAMES.	Residence.	Salary.
Thomas A. Scott, . . . . .	Philadelphia, Pa.	
J. N. McCullough, . . . . .	Pittsburgh, Pa.	
William Thaw, . . . . .	Pittsburgh, Pa.	
Thomas D. Messler, . . . . .	Pittsburgh, Pa.	
J. D. Layng, . . . . .	Pittsburgh, Pa.	
W. H. Barnes, . . . . .	Pittsburgh, Pa.	
John Scott, . . . . .	Philadelphia, Pa.	
C. S. Sims, . . . . .	Philadelphia, Pa.	
William Stewart, . . . . .	Pittsburgh, Pa.	
F. R. Myers, . . . . .	Pittsburgh, Pa.	

*Names of Directors.*

*Residences.*

See company's report.

**Characteristics of Road.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from New Castle, Pa., to Girard, Pa., 81.	84.468	84.468
Length of main line, from Dock Junction, Pa., to Erie, Pa., 3.468		
Length of single main track, . . . . .	84.468	84.468
Aggregate length of main line, . . . . .	84.468	84.468
Aggregate length of sidings and other track not above enumerated, . . . . .	26.019	26.019
Aggregate of main line, sidings, and other track, . . . . .	110.487	110.487

**Gauge.**

What is the gauge of your lines? . . . . . 4 feet 9 inches.

**Track.**

Miles of iron rail in use, . . . . .	104.147
Miles of steel rail in use, . . . . .	6.340
Weight of rail per yard, { Iron, . . . . .	60 lbs.
{ Steel, . . . . .	60 lbs.





Equipment.	Number.	Average cost of each.
Number of locomotives of more than thirty tons weight, . . . . .	24	\$7,000 00
Number of locomotives of more than twenty tons weight, . . . . .	5	6,000 00
Number of first-class passenger cars, . . . . .	5	2,500 00
Number of baggage, mail, and express cars, . . . . .	4	1,500 00
Number of freight cars: { House cars, . . . . .	50	390 00
{ Trucks, . . . . .	8	360 00
Number of gravel dumps, . . . . .	20	150 00
Number of coal, ore, and stone cars, . . . . .	1,241	350 00
Number of caboose cars, . . . . .	10	400 00

What kind of train brake is in use on your road? On passenger and baggage cars, Steven's brake, with Westinghouse air brake attachments; on freight cars, common iron brake on one truck only.

Average number of cars in passenger trains, including baggage cars, . . . . .	3
Average number of cars in freight trains, . . . . .	16
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	106 tons.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	343 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	512
Same in Pennsylvania, . . . . .	512

**\* Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	146,771
Number of miles run by freight trains, . . . . .	390,831
Number of miles run by coal trains, . . . . .	
Number of through passengers for the year on main road, . . . . .	5,518
Number of passengers (all classes) carried in cars, . . . . .	136,649
Number of passengers carried one mile, . . . . .	2,599,575
Number of passengers carried one mile in Pennsylvania, . . . . .	2,599,575
Number of tons, of 2,000 lbs., of through freight for the year on main road, . . . . .	97,874
Number of tons of freight carried one mile, . . . . .	43,223,063
Number of tons of freight carried one mile in Pennsylvania, . . . . .	43,223,063
Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . .	753,020
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	23
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	10

\* December approximated.

Monthly Statement of Passengers, all classes, carried in Cars.

January, 1878, . . . . .	11,020	August, 1878, . . . . .	11,878
February, 1878, . . . . .	10,527	September, 1878, . . . . .	19,456
March, 1878, . . . . .	12,199	October, 1878, . . . . .	10,126
April, 1878, . . . . .	10,639	November, 1878, . . . . .	9,626
May, 1878, . . . . .	10,393	December, 1878, approximated, . . . . .	9,478
June, 1878, . . . . .	9,882		
July, 1878, . . . . .	11,425	Total, . . . . .	136,649

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

Anthracite coal, . . . . .	22	Agricultural products, . . . . .	5,165
Bituminous coal, . . . . .	437,754	Merchandise and manufactures, . . . . .	23,354
Petroleum and other oils, . . . . .	67,186	Live stock, . . . . .	4,394
Pig iron, . . . . .	57,215	Lumber, . . . . .	11,961
Railroad iron, . . . . .	308	Other articles, . . . . .	14,179
Other iron or castings, . . . . .	10,907		
Iron and other ores, . . . . .	70,418		753,020
Stone and lime, . . . . .	50,157		

The rate of fare for Passengers charged for the respective Classes per mile, as follows:

For first-class through passengers, . . . . .	2½ cents.
For first-class way passengers, . . . . .	3½ cents.

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

For through freight and through coal, per ton per mile, . . . . .	$\frac{55}{100}$
For local freight and local coal, per ton per mile, . . . . .	$\frac{17}{100}$

Monthly Earnings for the Year.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
	\$	cts.	\$	cts.	\$	cts.
January, 1878, . . . . .	\$788	26	\$5,280	19	\$6,048	45
February, 1878, . . . . .	854	01	4,949	33	5,803	34
March, 1878, . . . . .	890	87	5,998	00	6,888	87
April, 1878, . . . . .	825	51	5,529	22	6,354	73
May, 1878, . . . . .	920	81	5,719	92	6,640	28
June, 1878, . . . . .	1,633	39	4,685	64	6,319	03
July, 1878, . . . . .	1,404	46	6,171	12	7,575	58
August, 1878, . . . . .	2,083	54	6,392	50	8,426	04
September, 1878, . . . . .	1,108	83	6,293	94	7,402	77
October, 1878, . . . . .	985	66	5,966	31	6,951	97
November, 1878, . . . . .	723	70	4,946	95	5,670	65
December, 1878, approximated, . . . . .	689	30	4,823	25	5,512	55
<b>Total, . . . . .</b>	<b>\$12,857</b>	<b>84</b>	<b>\$66,786</b>	<b>37</b>	<b>\$79,594</b>	<b>21</b>

## From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1878, . . . . .	\$2,755	88	\$24,271	15	\$27,027	03
February, 1878, . . . . .	3,074	37	18,729	55	21,803	92
March, 1878, . . . . .	3,101	89	37,910	80	41,012	69
April, 1878, . . . . .	3,064	05	41,103	73	44,167	78
May, 1878, . . . . .	1,991	30	49,427	66	51,418	96
June, 1878, . . . . .	2,582	19	41,487	42	44,049	61
July, 1878, . . . . .	3,116	92	29,861	95	32,978	87
August, 1878, . . . . .	2,439	94	31,270	39	33,710	33
September, 1878, . . . . .	1,989	33	34,646	42	36,635	75
October, 1878, . . . . .	2,303	79	43,509	27	45,813	06
November, 1878, . . . . .	2,514	88	36,203	74	38,718	62
December, 1878, approximated, . . . . .	3,000	00	11,354	00	14,354	00
Total, . . . . .	\$31,934	54	\$399,756	08	\$431,690	62

## From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1878, . . . . .	\$702	24	\$767	84	\$99	56	\$1,569	64
February, 1878, . . . . .	702	24	682	52	94	25	1,479	01
March, 1878, . . . . .	702	24	739	40	109	59	1,551	23
April, 1878, . . . . .	702	24	739	40	91	22	1,532	86
May, 1878, . . . . .	702	24	767	84	94	93	1,565	01
June, 1878, . . . . .	1,828	68	710	96	91	83	2,631	47
July, 1878, . . . . .	786	44	767	84	105	26	1,659	54
August, 1878, . . . . .	786	45	767	84	105	81	1,660	10
September, 1878, . . . . .	786	45	710	96	94	62	1,591	93
October, 1878, . . . . .	707	26	767	84	83	70	1,558	80
November, 1878, . . . . .	786	03	739	40	87	51	1,612	94
December, 1878, approximated, . . . . .	786	03	739	40	74	57	1,600	00
Total, . . . . .	\$9,978	54	\$8,901	24	\$1,132	75	\$20,012	58

Total passenger earnings for the year, . . . . .	\$79,594	21
Total freight earnings for the year, . . . . .	431,690	62
Total earnings from all other sources, . . . . .	20,012	58
Total earnings for the year, . . . . .	\$531,297	36
Total receipts from all sources on whole length of line, . . . . .	\$531,297	36
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	531,297	36

## Expenditures for Operating during the Year.

## Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$86,189	38
New iron rails, . . . . .	5,768	34
New steel rails, number of tons, 600 <sup>510</sup> / <sub>4240</sub> , . . . . .	9,010	13
Repairs of bridges, . . . . .	21,227	93
Repairs of buildings and fixtures, . . . . .	10,484	30
Repairs of fences, . . . . .	5,684	73
All other expenses for maintenance of way, . . . . .	2,622	97
<b>Total for maintenance of way, . . . . .</b>	<b>\$140,982</b>	<b>78</b>
* Cost per mile of road kept in repair, . . . . .	\$1,389	00
Proportion for Pennsylvania, . . . . . All.		

* Length of road operated: New Castle to Girard, . . . . .	81
Dock junction to Erie docks, . . . . .	3.468
	84.468
L. S. and M. S. railway, from Girard to Erie, . . . . .	17
	101.468

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$16,158	62
Repairs of machinery, . . . . .	751	44
Repairs of passenger, baggage, and mail cars, . . . . .	2,120	34
Repairs of freight cars, . . . . .	45,839	52
All other expenses for maintenance of motive power and cars, . . . . .	9,221	79
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$74,091</b>	<b>71</b>
Cost per mile of road operated, . . . . .	\$729	98
Proportion for Pennsylvania, . . . . . All.		

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$22,850	65
Salaries, wages, and incidentals chargeable to freight department, . . . . .	92,188	88
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	7,000	13
Fuel—number of cords of wood, 2,616; cost, . . . . .	3,871	51
Fuel—number of tons of coal, 12,121; cost, . . . . .	19,757	31
Oil and waste, . . . . .	3,423	04
Damages for injuries to persons, . . . . .	1,245	33
Damages for cattle killed or injured, . . . . .	152	56
Damages for loss of goods and baggage, . . . . .	906	44
Taxes, . . . . .	3,789	36
Telegraph expenses, . . . . .	5,722	13
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	5,035	41
<b>Total miscellaneous, . . . . .</b>	<b>\$165,942</b>	<b>75</b>
Amount per mile of road operated, . . . . .	\$1,634	00
Proportion for Pennsylvania, . . . . . All.		
Total expenditures for operating the road, . . . . .	381,017	24
Expenses per mile of the road operated, . . . . .	3,753	88
Expenses per mile of single track operated, not including sidings, . . . . .	3,753	88
Expenses per train mile, . . . . .	70	87
Proportion for Pennsylvania, . . . . .	70	87

## Earnings.

Passenger transportation, local, . . . . .	\$66,786 87	} Total, . . . . .	\$79,564	21
Passenger transportation, through, . . . . .	12,857 84			
Freight transportation, local, . . . . .	399,756 08	} Total, . . . . .	431,690	62
Freight transportation, through, . . . . .	31,934 54			
Mail service, . . . . .			9,978	54
Express service, . . . . .			8,901	24
All other sources of income, . . . . .			1,132	75
<b>Total, . . . . .</b>			<b>\$581,297</b>	<b>36</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$140,982 78			
Maintenance of motive power and cars, . . . . .	74,091 71			
Miscellaneous, . . . . .	165,942 75			
<b>Total operating expenses, \$381,017 24, being 71.71 per cent of earnings,</b>			<b>381,017</b>	<b>24</b>
<b>Net earnings, . . . . .</b>			<b>\$150,280</b>	<b>12</b>
Earnings per mile of road operated, . . . . .			\$5,234	46
Expenses per mile of road operated, . . . . .			3,753	88
Net earnings, . . . . .			1,480	58

## 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; rate, \$28 44 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 companies? A general package business; freights taken at the depot.

## 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, . . . . .	4	2		6	4	8
Others, . . . . .			1		1	
<b>Total, . . . . .</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>8</b>

## Statement of Each Accident.

January 1, 1878. John Daugherty; near Rawle's furnace; was struck by train while walking on track, receiving injuries that caused his death, about three hours afterward.

January 23. William Northard; at Summit; a section man, was struck on the leg by rail while repairing track, breaking bones between ankle and knee.

June 28. E. A. Blanchard, engineer ; near Springboro' ; had three toes crushed by engine wheel.

June 28. James Brawn, brakeman ; at Erie Dock ; had hand bruised while coupling cars.

July 17. Thomas Foran, brakeman ; at Erie Dock ; fell under train, and had his left leg badly smashed, and right foot badly cut.

August 17. Mrs. Custin, passenger, about sixty-five years of age ; attempted to go to the coach door before the train came to a full stop, at Middlesex ; fell to the floor, injuring her hip ; death ensued about ten days afterward.

September 3. George Zinn, brakeman ; had little finger smashed while coupling cars, at Girard.

September 12. Adam Schlindwein, engineer ; had leg broken and shoulder bruised by train going into culvert, three miles north of Jamestown, during flood.

September 12. John Bauce, fireman ; was caught between tender-tank and boiler of engine, by train going into culvert, three miles north of Jamestown, and drowned.

September 13. Samuel McCabe, engineer ; had his leg broken and injured internally ; causing death the following day.

September 13. J. B. Gensheimer, fireman ; killed by boiler-plate falling on him ; U. B. McDonald, brakeman ; thrown from train and drowned. The above three persons killed by train running into a "washout," one mile south of Shenango, during heavy rain storm, (about 3.30, A. M.,) September 13, 1878.

December 2. T. C. McDonald, yard despatcher ; had two fingers smashed while coupling cars, at Erie Dock junction.

December 23. George Hédgas, brakeman ; had left hand bruised while coupling cars, at Sharon.

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

Personally appeared before me, Thomas D. Messler, third vice president, and J. P. Farley, auditor, of the Pennsylvania Company, operating the Erie and Pittsburgh 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 December 31, A. D. 1878, according to the best of their knowledge and belief.

(Signed) THOS. D. MESSLER, *Third Vice President.*  
J. P. FARLEY, *Auditor.*

Sworn and subscribed before me this 1st day of February, A. D. 1879.

FRANK SEMPLE, *Notary Public.*

**NEW CASTLE AND BEAVER VALLEY.**

Officers of the Pennsylvania Company are as follows:

NAMES.		Residence.	Salary.
Thomas A. Scott, . . . . .	President, . . . . .	Philadelphia, Pa.	
J. N. McCullough, . . . . .	First Vice President, . . . . .	Pittsburgh, Pa.	
William Thaw, . . . . .	Second Vice President, . . . . .	Pittsburgh, Pa.	
Thomas D. Messler, . . . . .	Third Vice President and Comptroller, . . . . .	Pittsburgh, Pa.	
J. D. Layng, . . . . .	General Manager, . . . . .	Pittsburgh, Pa.	
W. H. Barnes, . . . . .	Treasurer, . . . . .	Pittsburgh, Pa.	
John Scott, . . . . .	General Counsel, . . . . .	Philadelphia, Pa.	
C. S. Sims, . . . . .	Secretary, . . . . .	Philadelphia, Pa.	
William Stewart, . . . . .	General Freight Agent, . . . . .	Pittsburgh, Pa.	
F. R. Myers, . . . . .	General Passenger and Ticket Agent, . . . . .	Pittsburgh, Pa.	

*Names of Directors.*

*Residences.*

See company report.

**Characteristics of Road.**

One stone arch bridge at Wampum, two spans, thirty-three feet six inches each; length, seventy-two feet eight inches. Completed in December, 1878.

**Crossings.**

Number of crossings of highways, at grade, in this Commonwealth, . . . . .	5
Number of crossings of highways, under railroad, . . . . .	2
Number of crossings at which there are neither gates nor flagmen, . . . . .	5

What regulations govern your employes in regard to these crossings? Approaching locomotives sound crossing signal, an alarm with whistle and bell.

What kind of train brake is in use on your road? Westinghouse air-brake on passenger trains; on freight trains hand brake.

Average number of cars in passenger trains, including baggage cars, . . . . .	2,185
Average number of cars in freight trains, . . . . .	10,775
Average weight of passenger trains, including locomotive and tender, in working order, empty, . . . . .	105 tons.
Average weight of freight trains, including locomotive and tender, in working order, empty, . . . . .	217 tons.



**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	261
Same in Pennsylvania, . . . . .	261

**Doings of the Year.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	34,793
Number of miles run by freight trains, . . . . .	158,588
Number of miles run by coal trains: Included in freight.	
Number of passengers (all classes) carried in cars, . . . . .	129,366
Number of passengers carried one mile, . . . . .	1,205,251
Number of passengers carried one mile in Pennsylvania, . . . . .	1,205,251
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	10,107
Number of tons of freight carried one mile, . . . . .	10,770,041
Number of tons of freight carried one mile in Pennsylvania, . . . . .	10,770,041
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	938,444
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.**

January, 1878, . . . . . 9,010	August, 1878, . . . . . 11,243
February, 1878, . . . . . 11,647	September, 1878, . . . . . 10,575
March 1878, . . . . . 10,658	October, 1878, . . . . . 13,829
April, 1878, . . . . . 10,920	November, 1878, . . . . . 8,972
May, 1878, . . . . . 11,105	December, 1878, estimated, . . . . . 8,486
June, 1878, . . . . . 11,024	
July, 1878, . . . . . 11,897	Total, . . . . . 129,366

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

Anthracite coal, . . . . . 461	Agricultural products, . . . . . 8,646
Bituminous coal, . . . . . 215,011	Merchandise and Manufactures, . . . . . 36,381
Petroleum and other oils, . . . . . 815	Live stock, . . . . . 8,124
Pig and bloom iron, . . . . . 118,533	Lumber, . . . . . 10,314
Railroad iron and steel, . . . . . 1,183	Other articles, . . . . . 18,565
Other iron or castings, . . . . . 14,771	Coke, . . . . . 205,496
Iron and other ores, . . . . . 234,292	
Stone and lime, . . . . . 72,902	Total, . . . . . 938,344

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

For first-class way passengers, . . . . . 3½ cents.

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

For through freight and through coal, per ton per mile, . . . . . 1 <sup>23</sup>/<sub>100</sub> cents.  
 For local freight and local coal, per ton per mile, . . . . . 1 <sup>7</sup>/<sub>100</sub> cents.

## Monthly Earnings for the Year.

## From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .		\$3,745 14	\$3,745 14
February, 1878, . . . . .		3,922 39	3,922 39
March, 1878, . . . . .		4,157 78	4,157 78
April, 1878, . . . . .		4,327 08	4,327 08
May, 1878, . . . . .		4,376 85	4,376 85
June, 1878, . . . . .		4,503 88	4,503 88
July, 1878, . . . . .		4,595 95	4,595 95
August, 1878, . . . . .		4,607 99	4,607 99
September, 1878, . . . . .		4,197 06	4,197 06
October, 1878, . . . . .		4,835 01	4,835 01
November, 1878, . . . . .		3,627 57	3,627 57
December, 1878, (estimated,) . . . . .		2,640 87	2,640 87
<b>Total, . . . . .</b>		<b>\$49,537 07</b>	<b>\$49,537 07</b>

## From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1878, . . . . .	\$106 07	\$21,223 20	\$21,329 27
February, 1878, . . . . .	326 25	16,147 28	16,473 53
March, 1878, . . . . .	266 76	20,192 54	20,459 30
April, 1878, . . . . .	221 43	20,423 72	20,645 15
May, 1878, . . . . .	181 76	23,160 35	23,342 11
June, 1878, . . . . .	269 05	18,580 82	18,749 87
July, 1878, . . . . .	365 05	12,154 06	12,519 11
August, 1878, . . . . .	227 09	18,429 83	18,656 92
September, 1878, . . . . .	185 76	14,766 15	14,951 91
October, 1878, . . . . .	249 32	17,194 26	17,443 58
November, 1878, . . . . .	279 57	15,812 75	16,092 32
December, 1878, . . . . .	224 00	12,170 22	12,394 22
<b>Total, . . . . .</b>	<b>\$2,892 11</b>	<b>\$210,204 70</b>	<b>\$213,096 81</b>

## From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1878, . . . . .	\$157 32	\$351 00	\$15 77	\$524 09
February, 1878, . . . . .	157 32	312 00	15 05	484 37
March, 1878, . . . . .	157 32	338 00	5 18	500 50
April, 1878, . . . . .	157 32	338 00	39 51	534 83
May, 1878, . . . . .	157 32	351 00	20 56	528 88
June, 1878, . . . . .	157 32	325 00	23 93	506 25
July, 1878, . . . . .	149 48	351 00	21 54	522 02
August, 1878, . . . . .	149 45	351 00	21 75	522 20
September, 1878, . . . . .	149 45	325 00	14 92	489 37
October, 1878, . . . . .	149 45	351 00	17 57	518 02
November, 1878, . . . . .	149 45	338 00	14 98	502 38
December, 1878, . . . . .	149 45	338 00	15 98	503 43
<b>Total, . . . . .</b>	<b>\$1,840 65</b>	<b>\$4,069 00</b>	<b>\$226 69</b>	<b>\$6,136 34</b>

Total passenger earnings for the year, . . . . .	\$49,537	07
Total freight earnings for the year, . . . . .	213,096	81
Total earnings from all other sources, . . . . .	6,136	34
<b>Total earnings for the year, . . . . .</b>	<b>\$268,770</b>	<b>22</b>
Total receipts from all sources on whole length of line, . . . . .	\$268,770	22
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	268,770	22

**Expenditures for Operating during the Year.**

**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$35,291	62
New iron rails, . . . . .	7,007	45
New steel rails, number of tons, 576, . . . . .	11,298	83
Repairs of bridges, . . . . .	5,125	03
Repairs of buildings and fixtures, . . . . .	1,384	77
Repairs of fences, . . . . .	78	30
All other expenses for maintenance of way, . . . . .	325	79
<b>Total for maintenance of way, . . . . .</b>	<b>\$60,511</b>	<b>79</b>
Cost per mile of road kept in repair, . . . . .	\$4,048	96
Proportion for Pennsylvania, . . . . .	60,511	79

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	\$4,026	58
Repairs of machinery, . . . . .	805	58
Repairs of passenger, baggage, and mail cars, . . . . .	1,477	32
Repairs of freight cars, . . . . .	4,188	26
All other expenses for maintenance of motive power and cars, . . . . .	3,020	69
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$13,018</b>	<b>43</b>
Cost per mile of road operated, . . . . .	871	09
Proportion for Pennsylvania, . . . . .	13,018	43

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$6,014	41
Salaries, wages, and incidentals chargeable to freight department, . . . . .	26,904	65
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	1,759	17
Fuel—number of cords of wood, 424; cost, . . . . .	607	07
Fuel—number of tons of coal, 3,660; cost, . . . . .	5,234	44
Oil and waste, . . . . .	1,287	16
Damages for injuries to persons, . . . . .	2,347	84
Damages for loss of goods and baggage, . . . . .	286	28
Taxes, . . . . .	4,332	66
Telegraph expenses, . . . . .	1,402	60
Amount paid other corporations or individuals for use of all other cars, . . . . .	15,410	77
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	2,413	48
<b>Total miscellaneous, . . . . .</b>	<b>\$68,010</b>	<b>48</b>
Amount per mile of road operated, . . . . .	\$4,550	71
Proportion for Pennsylvania, . . . . .	68,010	48
Total expenditures for operating the road, . . . . .	141,540	60
Expenses per mile of the road operated, . . . . .	9,470	76
Expenses per mile of single track operated, not including sidings, . . . . .	9,470	76
Expenses per train mile, . . . . .		73 <sup>13</sup> <sub>100</sub>
Proportion for Pennsylvania, . . . . .	141,540	60

## Earnings.

Passenger transportation, local and through, . . . . .		\$49,537	07
Freight transportation, local, . . . . .	\$210,204 70	} Total,	213,086 81
Freight transportation, through, . . . . .	2,892 11		
Mail service, . . . . .		1,840	65
Express service, . . . . .		4,069	08
All other sources of income, . . . . .		226	00
<b>Total, . . . . .</b>		<b>\$268,770</b>	<b>22</b>
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . .	\$60,511 79		
Maintenance of motive power and cars, . . . . .	13,018 43		
Miscellaneous, . . . . .	68,010 48		
<b>Total operating expenses, being 52.16% per cent. of earnings, . . . . .</b>		<b>141,540</b>	<b>00</b>
<b>Net earnings, . . . . .</b>		<b>\$127,229</b>	<b>82</b>
<b>Earnings per mile of road operated, . . . . .</b>		<b>\$17,983</b>	<b>96</b>
<b>Expenses per mile of road operated, . . . . .</b>		<b>9,470</b>	<b>76</b>
<b>Net earnings, . . . . .</b>		<b>\$8,513</b>	<b>19</b>

## 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 thirteen dollars 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 companies? General express business; freights are taken at the depot.

## Stock and Dividends.

See company 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		3
Others, . . . . .				2		2
<b>Total, . . . . .</b>		<b>2</b>		<b>3</b>		<b>5</b>

## Statement of Each Accident.

February 28, 1878. C. Marquette; Lawrence Junction; brakeman; coupling cars; fingers bruised.

July 17. J. Philbums; Clinton; heel crushed between dead wood.

July 24. J. Welch; Lawrence Junction; tried to cross track in front of engine; body bruised.

September 21. W. McKim; Clinton; fell from hand-car; arm badly cut.

December 18. J. Robinson; Clinton; brakeman; leg broken by engine running off track.

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

Personally appeared before me, Thos. D. Messler, third vice president, and J. P. Farley, auditor, of the Pennsylvania Company, operating the New Castle and Beaver Valley 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 December 31, A. D. 1878, according to the best of their knowledge and belief.

(Signed,) THOS. D. MESSLER, *Third Vice President.*  
 J. P. FARLEY, *Auditor.*

Sworn and subscribed before me, this 1st day of February, A. D. 1879.  
 FRANK SEMPLE, *Notary Public.*

**PITTSBURGH, CINCINNATI AND ST. LOUIS.**

Lessee of the Chartiers Railway.

**Officers.**

Reported by the Chartiers Railway Company.

**Characteristics of Road.**

Main Line.	MILES.	
	Whole length.	Length in Penna.
Length of main line—from Mansfield, Pa., to Washington, Pa.,	22.8	22.8
Length of single main track, . . . . .	22.8	22.8
Aggregate length of sidings and other track not above enumerated, . . . . .	2.5	2.5
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	25.3	25.3

**Gauge.**

What is the gauge of your lines? . . . . . 4 feet 9 inches.

**Track.**

Miles of iron rail in use; . . . . .	24.3
Miles of steel rail in use, . . . . .	1
Weight of rail per yard, { Iron, . . . . .	56 lbs.
{ Steel, . . . . .	60 lbs.

What is the relative durability, practicability of use, and value, as used on your road? Steel has not been in use long enough to form any conclusion on this question.

Number of bridges and trestles on whole line, . . . . .	24
Wooden bridges, number of, 22; aggregate length, . . . . .	2,240 feet.
Iron bridges, number of, 2; aggregate length; . . . . .	40 feet.

**Crossings.**

Number of crossings of highways, at grade, in this Commonwealth . . . . .	33
Number of crossings of highways over railroad, . . . . .	3
Number of crossings at which there are neither gates nor flagmen, . . . . .	35

What regulations govern your employes in regard to these crossings? Engine bells are rung at all crossings; at dangerous ones whistle is sounded. A warning-post is erected at all grade crossings, and notice of warnings to trespassers on track placed at all exposed places.

**Stations.**

Number of stations on main road, { Passenger, . . . 18, } . . . . .	27
{ Freight, . . . . . 9, }	
Number of engine-houses and shops in Pennsylvania, 2; total number entire road, . . . . .	2
Number of wood and water stations on main road, . . . . .	2
Value of real estate held by the company, exclusive of roadway, . . . . .	\$2,000 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . .	\$2,000 00
Number of tunnels, 2; aggregate length, 300 and 500 feet, . . . . .	800 feet.
How is track laid, and on what foundation? On cross-ties, with stone ballast.	

**Equipment.**

Average number of cars in passenger trains, including baggage cars, . . . . .	4
Average number of cars in freight trains, . . . . .	8
Average weight of passenger trains, including locomotive and tender, in working order, estimated, . . . . .	133 tons.

Average weight of freight trains, including locomotive and tender, in working order, estimated, . . . . . 330 tons.

Employees.

Average number of persons regularly employed by company, including officials, . . . . . 45  
 Same in Pennsylvania, . . . . . 45

Doings of the Year.

Transportation and Total Miles Run.

Number of miles run by passenger trains, . . . . . 41,118  
 Number of miles run by freight trains, . . . . . 21,159  
 Number of miles run by coal trains: No regular coal trains.  
 Number of passengers (all classes) carried in cars, . . . 125,505  
 Number of passengers carried one mile, . . . . . 1,431,376  
 Number of passengers carried one mile in Pennsylvania, 1,431,376  
 Number of tons of freight carried one mile, . . . . . 851,209  
 Number of tons of freight carried one mile in Pennsylvania, . . . . . 851,209  
 Gross amount of tonnage for the year, (2,000 lbs. per ton,) 106,988  
 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,) . . . . . 12

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

January, 1878, . . . . . 8,475	July, 1878, . . . . . 12,532
February, 1878, . . . . . 7,412	August, 1878, . . . . . 11,781
March, 1878, . . . . . 10,199	September, 1878, . . . . . 13,849
April, 1878, . . . . . 9,563	October, 1878, . . . . . 11,914
May, 1878, . . . . . 9,962	November, 1878, . . . . . 9,748
June, 1878, . . . . . 9,638	December, 1878, . . . . . 10,467

The Amount of Freight, Specifying the Quantity in Tons of 2,000 lbs.

Antracite coal, { Including coke, 73,828	Stone and lime, . . . . . 11,435
Bituminous coal, }	Agricultural products, . . . . . 7,836
Petroleum and other oils, . . . . . 183	Merchandise and manufactures, . . . 6,547
Pig iron, . . . . . 021	Live stock, . . . . . 2,930
Railroad iron, . . . . . 175	Lumber, . . . . . 2,559
Other iron or castings, . . . . . 224	Other articles, . . . . . 1,250

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

For first-class way passengers, . . . . . 3<sup>24</sup>/<sub>100</sub> cents.

The Rate Per Ton (of 2,000 Pounds) Per Mile Charged for Freight.

For local freight and local coal, per ton per mile, . . . . . 3<sup>90</sup>/<sub>100</sub> cents.

## Monthly Earnings for the Year.

## From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1878, . . . . .			\$3,250	00	\$3,250	00
February, 1878, . . . . .			2,890	00	2,890	00
March, 1878, . . . . .			3,735	00	3,735	00
April, 1878, . . . . .			3,575	00	3,575	00
May, 1878, . . . . .			3,680	00	3,680	00
June, 1878, . . . . .			3,420	00	3,420	00
July, 1878, . . . . .			3,855	00	3,855	00
August, 1878, . . . . .			4,330	00	4,330	00
September, 1878, . . . . .			4,895	00	4,895	00
October, 1878, . . . . .			4,595	00	4,595	00
November, 1878, . . . . .			4,256	16	4,256	16
December, 1878, . . . . .			3,880	00	3,880	00
Total, . . . . .			\$46,361	16	\$46,361	16

## From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1878, . . . . .			\$2,637	71	\$2,637	71
February, 1878, . . . . .			2,329	19	2,329	19
March, 1878, . . . . .			2,484	18	2,484	18
April, 1878, . . . . .			2,582	01	2,582	01
May, 1878, . . . . .			2,719	91	2,719	91
June, 1878, . . . . .			2,259	88	2,259	88
July, 1878, . . . . .			2,145	33	2,145	33
August, 1878, . . . . .			2,881	84	2,881	84
September, 1878, . . . . .			2,878	80	2,878	80
October, 1878, . . . . .			4,246	67	4,246	67
November, 1878, . . . . .			3,634	69	3,634	69
December, 1878, . . . . .			2,389	16	2,389	16
Total, . . . . .			\$33,189	37	\$33,189	37

## From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1878, . . . . .	\$138	71	\$270	00	\$7	33	\$416	04
February, 1878, . . . . .	138	70	240	00	7	33	346	03
March, 1878, . . . . .	138	71	260	00	7	34	405	05
April, 1878, . . . . .	138	70	260	00	89	34	438	04
May, 1878, . . . . .	138	70	270	00	15	33	424	03
June, 1878, . . . . .	138	71	250	00	15	34	404	03
July, 1878, . . . . .	131	77	270	00	15	32	417	09
August, 1878, . . . . .	131	77	270	00	15	32	417	09
September, 1878, . . . . .	131	77	250	00	15	34	397	11
October, 1878, . . . . .	131	77	270	00	15	33	417	10
November, 1878, . . . . .	131	77	260	00	15	34	407	11
December, 1878, . . . . .	131	77	260	00	15	34	407	11
Total, . . . . .	\$1,622	85	\$3,130	00	\$184	00	\$4,936	85



Total passenger earnings for the year, . . . . .	\$46,361	16
Total freight earnings for the year, . . . . .	83,189	37
Total earnings from all other sources, . . . . .	4,936	85
<b>Total earnings for the year, . . . . .</b>	<b>\$84,487</b>	<b>38</b>
Total receipts from all sources on whole length of line, . . . . .	\$84,487	38
Proportion of earnings in Pennsylvania to earnings of whole line: All in Pennsylvania.		

**Expenditures for Operating during the Year.**

**Cost of Maintenance of Way and Building.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$13,704	75
New iron rails, . . . . .	159	11
New steel rails, . . . . .	1,847	19
Repairs of bridges, . . . . .	3,864	43
Repairs of buildings and fixtures, . . . . .	881	10
All other expenses for maintenance of way, . . . . .	244	66
<b>Total for maintenance of way, . . . . .</b>	<b>\$19,221</b>	<b>24</b>
Cost per mile of road kept in repair, . . . . .	\$843	04
Proportion for Pennsylvania, . . . . .	843	04

**Cost of Maintenance of Motive Power and Cars.**

Repairs of locomotives, . . . . .	\$4,088	55
Repairs of passenger, baggage, and mail cars, . . . . .	93	88
Repairs of freight cars, . . . . .	66	65
All other expenses for maintenance of motive power and cars, . . . . .	4,024	26
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$8,223</b>	<b>84</b>
Cost per mile of road operated, . . . . .	\$360	67
Proportion for Pennsylvania, . . . . .	360	67

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$5,407	34
Salaries, wages, and incidentals chargeable to freight department, . . . . .	4,298	49
Fuel—wood, cost, . . . . .	14	88
Fuel—coal, cost, . . . . .	1,810	16
Damages for injuries to persons, . . . . .	811	17
Damages for loss of goods and baggage, . . . . .	60	72
Taxes, . . . . .	644	30
Telegraph expenses, . . . . .	1,048	35
General salaries and office expenses, law expenses, and all other expenses, (except interest,) not included in any of the above items, . . . . .	859	36
<b>Total miscellaneous, . . . . .</b>	<b>\$14,454</b>	<b>77</b>
Amount per mile of road operated, . . . . .	\$633	98
Proportion for Pennsylvania, . . . . .	633	98
Total expenditures for operating the road, . . . . .	41,899	35
Expenses per mile of the road operated, . . . . .	1,837	69
Expenses per mile of single track operated, not including sidings, . . . . .	1,837	69
Expenses per train mile, . . . . .		67 <sup>23</sup> / <sub>100</sub>
Proportion for Pennsylvania, . . . . .		67 <sup>23</sup> / <sub>100</sub>

## Earnings.

Passenger transportation, local, . . . . .		\$46,361	16
Freight transportation, local, . . . . .		33,189	37
Mail service, . . . . .		1,622	85
Express service, . . . . .		3,180	00
All other sources of income, . . . . .		184	00
<b>Total, . . . . .</b>		<b>\$84,487</b>	<b>38</b>
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . .	\$19,221 24		
Maintenance of motive power and cars, . . . . .	8,223 34		
Miscellaneous, . . . . .	14,454 77		
<b>Total operating expenses, being 49.5% per cent. of earnings, . . . . .</b>		<b>\$41,899</b>	<b>35</b>
Net earnings, . . . . .		\$42,588	03
Less amount paid for hire of equipment, . . . . .		5,451	86
<b>Net, . . . . .</b>		<b>\$37,136</b>	<b>17</b>
Earnings per mile of road operated, . . . . .		\$3,705	59
Expenses per mile of road operated, . . . . .		1,837	69
Net earnings, . . . . .		1,867	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, &c.? The Adams Express Company, under contract with Pittsburgh, Cincinnati and St. Louis Railway Company—\$10 per day.

What kind of business is done by them, and do you take freights at the depot, or at the office of such express companies? Money and valuable packages are transported by them. Freights taken at depot.

## Accidents to Persons.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .						
Employes, . . . . .		1				1
Others, . . . . .				1		1
<b>Total, . . . . .</b>		<b>1</b>		<b>1</b>		<b>2</b>

## Statement of Each Accident.

April 20, 1878. At Cannonsburg, Pa.; William Boon attempted to drive wagon across track in front of engine; had shoulder and arm broke n wagon demolished; horse had leg broken.

June 11. At Hess Crossing, Pa.; four cars thrown from track and

damaged, caused by journal worn off in truck box; David Hanna, brakeman, jumped from train and broke his leg.

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

Personally appeared before me, Thomas D. Messler, assistant to the president, and J. W. Renner, auditor, of the Pittsburgh, Cincinnati and St. Louis Railway Company, lessee of the Chartiers Valley railway, 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) THOMAS D. MESSLER, *Ass't to President.*  
 J. W. RENNER, *Auditor.*

Sworn and subscribed before me, this 1st day of February, A. D. 1879.  
 FRANK SEMPLE, *Notary Public.*



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# PASSENGER RAILWAY REPORTS.

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# PASSENGER RAILWAY REPORTS.

## ALLENTOWN.

### Officers.

NAMES.		Residence.	Salary.
Samuel Lewis, . . .	President, . . . . .	Allentown, Pa.	
J. E. Balliet, . . .	Secretary and Treasurer, .	Allentown, Pa., . . .	\$100 00
H. T. Bleckley, . . .	General Superintendent,	Allentown, Pa., . . .	500 00

General office at Allentown, Pa.

### Names of Directors.

### Residences.

Samuel Lewis, . . . . .	Allentown, Pa.
William 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.		

### 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
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, . . . . .	11,402	09	11,402	09
Total cost, . . . . .	\$36,394	13	\$36,394	13

## Characteristics of Road.

Length of road laid, . . . . .	3 $\frac{44}{100}$ miles.
Length of double track, none; including sidings, . . . . .	2
Gauge of road, . . . . .	4 feet 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, . . . . .	2
Average value of each, . . . . .	\$450 00
Number of second-class passenger cars, . . . . .	4
Average value of each, . . . . .	\$200 00
Number of passengers that may be seated in each car, . . . . .	30
Number of other cars: 1 repair car, \$100; 2 sleighs, \$30 each, . . . . .	\$160 00
Number of horses and mules owned by the company, . . . . .	14
Average value of each, including harness, . . . . .	\$90 50
Value of real estate held, exclusive of roadway, . . . . .	10,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	3,000 pounds.
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 the 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 for the Year.

November, 1877, . . . . .	7,248½	June, 1878, . . . . .	7,847½
December, 1877, . . . . .	6,998½	July, 1878, . . . . .	7,847½
January, 1878, . . . . .	7,372	August, 1878, . . . . .	8,898
February, 1878, . . . . .	6,855	September, 1878, . . . . .	8,873½
March, 1878, . . . . .	7,221½	October, 1878, . . . . .	7,451
April, 1878, . . . . .	7,868½		
May, 1878, . . . . .	7,519	Total, . . . . .	91,500½

The Rate of Fare for Passengers charged.

Single fare, . . . . .	10 cents.
Tickets in packages of four sold for, . . . . .	25 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.		
Repair of road bed and railway, . . . . .	\$395	61
Repairs of building, . . . . .	80	81
Taxes on real estate, . . . . .	72	12
<b>Total, . . . . .</b>	<b>\$548</b>	<b>54</b>
Operating the Road.		
On account of horses, . . . . .	85	90
Harness and repairs, . . . . .	59	64
Repairs to cars, . . . . .	166	72
Horse shoeing, . . . . .	324	06
Hay and feed, . . . . .	1,339	28
Office expenses, stationery, and depot expenses, . . . . .	34	45
Salaries, . . . . .	641	74
Insurance, . . . . .	208	02
Watchmen, switchmen, hostlers, pay-roll, . . . . .	1,932	12
General expense of stable, . . . . .	34	58
Fluid, fuel, oil, and gas, . . . . .	86	55
<b>Total, . . . . .</b>	<b>\$5,461</b>	<b>58</b>

Receipts.

MONTHS.	From pas- sengers.		Rent.		Manure.		Other sources.		Total.	
November, 1877,	\$561	05							\$561	05
December, 1877,	482	55	\$47	50					530	05
January, 1878,	573	80	100	00					673	80
February, 1878,	462	60	100	00					562	60
March, 1878,	499	85							499	85
April, 1878,	517	40	91	00					608	40
May, 1878,	513	85	50	00			\$50	00	563	85
June, 1878,	593	80	25	00					618	80
July, 1878,	673	59	25	00					698	59
August, 1878,	756	45	50	00					806	45
September, 1878,	643	20	75	00					718	20
October, 1878,	556	50	30	00					586	50
<b>Total, . . . . .</b>	<b>\$6,834</b>	<b>64</b>	<b>\$593</b>	<b>50</b>			<b>\$50</b>	<b>00</b>	<b>\$7,478</b>	<b>14</b>

## Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road, . . . . .	\$5,461	58
For interest, . . . . .	840	00
For miscellaneous, . . . . .	182	19
For municipal taxes, . . . . .	96	20
For State taxes, . . . . .	74	57
Total, . . . . .	\$6,654	54

## General Balance Sheet, November 1, 1878.

DR.			
Construction account, . . . . .	\$24,992	04	
Car account, . . . . .	7,096	57	
Live stock account, . . . . .	3,938	75	
Real estate, . . . . .	15,785	36	
Tool account, . . . . .	135	51	
Harness account, . . . . .	366	77	
Furniture account, . . . . .	15	00	
Cash, . . . . .	1,428	65	
Bills receivable, . . . . .	79	66	
Profit and loss, . . . . .	3,421	69	
	\$57,260	00	
CR.			
Capital stock, . . . . .	\$45,260	00	
Mortgage, . . . . .	12,000	00	
	\$57,260	00	

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 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. 1878, according to the best of their knowledge and belief.

SAM'L LEWIS, *President.*

J. E. BALLIET, *Treasurer.*

Sworn and subscribed before, me this 29th day of November, A. D. 1878.

EDWARD RUHE, *Notary Public.*

**CENTRAL.**

**Officers.**

NAMES.		Residences.	Salary.
C. Stolz, . . .	President, . . . Secretary, Treasurer, and Gen- eral Superintendent, . . .	Reading, Pa., . . .	None.
E. Moser, . . .		Reading, Pa., . . .	\$600

*Names of Directors.*

*Residences.*

Henry S. Eckert, . . . . .	Reading, Pa.
P. R. Stetsen, . . . . .	Reading, Pa.
Lewis Heilman, . . . . .	Reading, Pa.
David Keiser, . . . . .	Reading, Pa.
F. S. Bernhart, . . . . .	Reading, Pa.
W. D. Althouse, . . . . .	Reading, Pa.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$50,000	00
Capital stock, amount subscribed, . . . . .	50,000	00
Capital stock, number of shares issued, . . . . .	1,000	
Capital stock, amount paid in on each share, . . . . .	Cannot say.	
Capital stock, par value of each share, . . . . .	50	00
Capital stock, average market value during the year, . . . . .	No value.	

**Debt.**

<b>Funded Debt.</b>		
First mortgage bonds, (due 1885, bear interest at 7 per cent., which is payable April and October,) amount, . . . . .	\$24,200	00
Total amount now of funded debt, . . . . .	\$24,200	00
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$9,427 23; amount due purchase of road included and not reported last year, . . . . .	\$10,927	23
Debt incurred for any other purpose, and for what, . . . . .	1,299	08
The amount now of floating debt, . . . . .	12,226	31
Total amount now of floating and funded debt, . . . . .	\$36,426	31
Funded debt as per last report, . . . . .	\$19,100	00
Floating debt as per last report, . . . . .	3,042	83
Total cash realized from capital stock and debt: No cash realized, bonds were offset for debt.		

## Cost of Road and Equipment.

	By last report.		By present report.	
Construction, . . . . .	\$62,329	9	\$62,329	91
Equipment, . . . . .	16,810	66	16,602	50
Total cost, . . . . .			\$78,933	41

## Characteristics of Road.

Length of road laid, . . . . .	2 $\frac{3}{8}$ miles.
Length of double track, including sidings, . . . . .	$\frac{6}{8}$ miles.
Gauge of road, . . . . .	5 feet 2 $\frac{1}{2}$ inches.
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, . . . . .	6
Average value of each: Bought at sheriff's sale, included in road. Cannot 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, . . . . .	19
Average value of each, including harness: Bought with road and equipments. Cannot say.	
Average weight in pounds of passenger cars, exclusive of passengers and baggage: 2,000 pounds for small, 3,500 for large.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	4 $\frac{7}{8}$ 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 the 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; thence along Penn to Eleventh street; thence along Perkiomen avenue to new Nineteenth street; thence on lane to depot. No connection with other road, but crossing City Passenger railway at Sixth and Penn streets, and Philadelphia and Reading railroad at Seventh and Penn streets.

## Monthly Statement of Passengers, all classes, carried in cars for the Year.

January, 1878, . . . . .	5,957	August, 1878, . . . . .	20,192
February, 1878, . . . . .	5,454	September, 1878, . . . . .	16,874
March, 1878, . . . . .	7,123	October, 1878, . . . . .	19,392
April, 1878, . . . . .	9,052	November, 1878, . . . . .	8,331
May, 1878, . . . . .	14,221	December, 1878, . . . . .	8,536
June, 1878, . . . . .	18,258		
July, 1878, . . . . .	26,288	Total, . . . . .	150,668

The Rate of Fare for Passengers Charged.

Single fare, 5 cents, children 3 cents.

Tickets in packages of 6 sold for 25 cents, and commutation books, containing 125 tickets, for \$4 50.

Expenses.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway, . . . . .	\$195	13
Operating the Road.		
On account of horses, . . . . .	\$310	62
Harness and repairs, . . . . .	43	81
Repairs to cars, . . . . .	415	37
Horse shoeing, . . . . .	260	98
Hay and feed, . . . . .	1,745	54
Office expenses, stationery, and depot expenses, . . . . .	77	13
Salaries, . . . . .	600	00
Insurance, . . . . .	20	00
Watchmen, switchmen, hostlers, pay-roll, . . . . .	695	31
General expense of stable, . . . . .	118	30
Conductors and drivers, . . . . .	1,392	80
Fluid, fuel, oil, and gas, . . . . .	246	03
<b>Total, . . . . .</b>	<b>\$5,925</b>	<b>89</b>

Receipts on Construction and Equipment account during the Year.

Sale of bonds: Bonds when given for old debt, . . . . .	\$200	00
Other sources, . . . . .	35	00
<b>Total, . . . . .</b>	<b>\$235</b>	<b>00</b>

Receipts.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.
January, 1878, . . . . .	\$268	33			\$0	00	\$35	00	\$309 33-
February, 1878, . . . . .	245	55					*205	00	450 85
March, 1878, . . . . .	303	34							303 34
April, 1878, . . . . .	477	01							477 01
May, 1878, . . . . .	640	01							640 01
June, 1878, . . . . .	858	71							858 71
July, 1878, . . . . .	1,309	00							1,309 00
August, 1878, . . . . .	1,004	15							1,004 15
September, 1878, . . . . .	869	78							869 78
October, 1878, . . . . .	885	49							885 49
November, 1878, . . . . .	395	93							395 93
December, 1878, . . . . .	367	37							367 37
<b>Total, . . . . .</b>	<b>\$7,624</b>	<b>67</b>			<b>\$6</b>	<b>00</b>	<b>\$240</b>	<b>30</b>	<b>\$7,870 97</b>
Cash balance Jan- uary 1, 1878, . . . . .									22 85
									<b>\$7,893 82</b>

\* Boarding horses.

Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road, . . . . .	\$6,302	12
For interest, . . . . .	550	73
For miscellaneous, . . . . .	1,040	97
<b>Total, . . . . .</b>	<b>\$7,893</b>	<b>82</b>

General Balance Sheet, January 1, 1879.

DR.		
Road and real estate, . . . . .	\$57,640	67
Stable and car-house, . . . . .	3,235	25
Office building, . . . . .	59	96
Track construction, . . . . .	1,394	03
Equipment, . . . . .	16,602	50
Horse feed, \$1,194 51; horse shoeing, \$173 70; horses expenses, \$44 62,	1,412	88
Car repairs, \$380 35; harness repairs, \$32 53,	412	88
Car expenses, \$159 72; stable expenses, \$28 77; stable rent, \$208 25; office expenses, \$13 04, . . . . .	407	78
Repair of road, . . . . .	149	60
Drivers and conductors, . . . . .	1,053	80
Hostlers and watchmen, . . . . .	532	23
Superintendence, . . . . .	400	00
Interest, . . . . .	522	68
Insurance, . . . . .	20	00
Horse hire, . . . . .	54	25
Legal expenses, . . . . .	36	00
Tools and implements, . . . . .	166	54
Stable furniture, \$312 88; office furniture, \$32,	344	88
Printing and stationery, . . . . .	6	22
Materials, . . . . .	260	30
Sundry individuals, . . . . .	129	50
Petty expenses, \$1 05; deficiency, \$300 53, . . . . .	301	58
General feed account, . . . . .	124	84
Profit and loss stock, . . . . .	1,614	63
Profit and loss, . . . . .	5,869	30
	<b>\$92,752</b>	<b>25</b>
CR.		
Capital stock, . . . . .	\$50,000	00
First mortgage bonds, . . . . .	24,200	00
Bills payable, . . . . .	3,191	47
Box receipts, . . . . .	5,112	36
Package tickets, . . . . .	1,215	08
Pay-roll, . . . . .	51	10
Eckert, Stolz, Clous & Co., . . . . .	6,538	75
Sundry individuals, . . . . .	2,443	49
	<b>\$92,752</b>	<b>25</b>

Accidents.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	1						1
	1						1

Statement of Each Accident.

On the evening of July 4, at about nine, P. M., Henry Koch was seriously injured by having his foot hurt in getting it between two cars which were passing at what is known as Clouser's turn-out. The cars were large ones with steps running along the entire side, and at this point it leaves very little room between steps while passing. The car on which Mr. Koch rode was very full, and he just got on before the accident, and while the car was in motion, and slipped, which caused the other car to catch his foot. The injury was a painful one.

STATE OF PENNSYLVANIA, } ss:  
 County of Berks,

Personally appeared before me, Christian Stolz, president, and E. Moser, treasurer, of the Central 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. 1878, according to the best of their knowledge and belief.

(Signed)

C. STOLZ, *President.*

E. MOSER, *Treasurer.*

Sworn and subscribed before me, this 4th day of February, A. D. 1879.

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 T. 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. McIlwain, . . . . .	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, . . . . .	192,500	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 shares: \$15 on 1,500 shares.		
Capital stock, par value of each share, . . . . .	50	00
Capital stock, average market value during the year, . . . . .	185	00

## Cost of Road and Equipment.

	By last report.		By present report.	
Construction, . . . . .	\$111,112	55	\$111,112	55
Equipment, . . . . .	187,932	19	187,932	19
Total cost, . . . . .	\$299,044	74	\$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 lbs.
Number of car houses, shops, and stables: 1 car-house, 3 shops, 3 stables.	
Number of depots, . . . . .	1
Number of first-class passenger cars, . . . . .	52
Average value of each, . . . . .	\$350
Number of second-class passenger cars, . . . . .	8
Average value of each, . . . . .	\$150
Number of passengers that may be seated in each car, . . . . .	22
Number of other cars: 4 sweepers, 2 plows.	
Number of horses and mules owned by the company, . . . . .	360
Average value of each, including harness, . . . . .	\$75
Value of real estate, exclusive of roadway, . . . . .	\$150,000
Average weight in lbs. of passenger cars, exclusive of passengers and baggage, . . . . .	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour, . . . . .	6
Number of trips each day, . . . . .	300
How many miles does each horse travel daily? . . . . .	21 $\frac{1}{2}$
How is track laid, and on what foundation? Yellow pine stringers and cross-ties, on gravel.	
Average time consumed by cars in passing over the road, . . . . .	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 street to Diamond; down Diamond to Tenth; down Tenth to Reed; up Reed to Eleventh; up Eleventh to Susquehanna avenue; up Susquehanna avenue to depot. Branch road on Tenth street, 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 road.

**Monthly Statement of Passengers, all Classes, carried in Cars for the Year.**

January, 1878, . . . . .	406,464	August, . . . . .	365,930
February, 1878, . . . . .	369,381	September, 1878, . . . . .	406,213
March, 1878, . . . . .	416,583	October, 1878, . . . . .	455,448
April, 1878, . . . . .	433,965	November, 1878, . . . . .	430,259
May, 1878, . . . . .	448,068	December, 1878, . . . . .	450,378
June, 1878, . . . . .	409,853		
July, 1878, . . . . .	382,023	Total, . . . . .	4,974,565

**The Rate of Fare for Passengers Charged.**

Single fare, . . . . .	6 cents.
Tickets in packages of 4, sold for . . . . .	24 cents.
Transfer tickets, . . . . .	9 cents.

**Expenses.**

<b>Maintaining the Road or Real Estate of the Corporation.</b>	
Repairs of road bed and railway, . . . . .	\$7,410 32
Repairs of building, . . . . .	4,874 04
Taxes on real estate, . . . . .	1,470 98
<b>Total, . . . . .</b>	<b>\$13,775 29</b>
<b>Operating the Road.</b>	
On account of horses, . . . . .	6,783 00
Harness and repairs, . . . . .	1,156 51
Repairs to cars, . . . . .	5,290 43
Horse shoeing, . . . . .	6,748 00
Hay and feed, . . . . .	34,681 72
Salaries, . . . . .	103,143 73
Insurance, . . . . .	1,312 73
Watchmen, switchmen, hostlers, pay-roll, included in salaries and wages.	
General expenses of stable included in drugs and medical attendance and salaries and wages.	
Conductors and drivers, included in salaries and wages.	
Miscellaneous expenses, . . . . .	2,597 89
Fluid, fuel, oil, and gas, (fuel included in miscellaneous,) . . . . .	1,613 25
Damage for injury to persons, . . . . .	372 50
<b>Total, . . . . .</b>	<b>\$163,699 26</b>

NOTE.—The following expenditures were made, and are not included in the foregoing amount of . . . . . \$163,699 26

Royalty on registers, . . . . .	1,803 68
Drugs and medical attendance, . . . . .	817 34
Printing, . . . . .	1,090 54
Examination by detectives, . . . . .	1,370 46
City licenses for cars, . . . . .	2,225 00
City tax on dividends, . . . . .	7,500 00
State taxes, . . . . .	10,764 55
	<u>\$188,770 83</u>

Receipts on construction and equipment account during  
the year, . . . . . \$177,454 55

## Receipts.

MONTHS.	From Passengers.	Rent.	Manure.	Other sources.	Total.
January, 1878, . . .	\$20,429 29			\$2,572 17	\$25,701 46
February, 1878, . . .	18,609 50		\$744 00	4,594 24	23,947 74
March, 1878, . . . .	20,829 01			5,124 43	25,953 44
April, 1878, . . . .	21,749 57			5,864 27	27,113 84
May, 1878, . . . . .	23,039 72		722 00	5,578 78	29,340 50
June, 1878, . . . . .	20,194 47			1,872 11	22,066 58
July, 1878, . . . . .	18,588 76			4,868 40	23,457 16
August, 1878, . . . .	17,682 43		730 00	4,352 53	22,764 96
September, 1878, . . .	20,107 83			4,954 97	25,062 80
October, 1878, . . . .	22,640 66			5,657 56	28,298 22
November, 1878, . . .	21,591 70		714 00	5,432 58	27,738 28
December, 1878, . . .	22,729 41			3,210 60	25,940 01
Total, . . . . .	\$248,192 35		\$2,910 00	\$56,282 64	\$307,384 99

NOTE.—Of the receipts from other sources, \$54,263 41 were received from the road of the Empire Passenger Railway Company, under a lease.

## Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road, . . . . .	\$168,492 21
Dividends, . . . . .	100,000 00
New passenger cars and horses, . . . . .	12,073 43
Payments made to surplus fund, . . . . .	1,444 00
Municipal taxes, . . . . .	11,195 98
State taxes, . . . . .	10,764 55
Total, . . . . .	\$303,970 12
Total amount of surplus fund, . . . . .	\$41,810 96

## General Balance Sheet, January 1, 1878.

DR.			
Construction, equipment, and real estate, . . . . .	\$430,941 96		
Surplus fund, including cash and mortgages, . . . . .	41,810 96		
		\$472,752	92
CR.			
Capital stock paid in, . . . . .	\$192,500 00		
Surplus reserve and profit and loss, all of which, except \$41,810 96, has been expended in construction, equipment, and real estate, . . .	280,252 92		
		\$472,752	92

## 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 1, 1878, \$2 50 per share. April 1, 1878, \$2 50

per share. July 1, 1878, \$2 50 per share. October 1, 1878, \$2 50 per share.

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 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)

GEORGE WILLIAMS, *President.*

CHARLES J. McCLARY, *Treasurer.*

Sworn and subscribed before me this 25th day of January, A. D. 1879.

R. M. HARTLEY, *Notary Public.*

CITIZENS'.

Officers.

NAMES.		Residence.	Salary.
James Verner, . . . . .	President, . . . . .	Pittsburgh, . . . . .	\$2,000 00
A. Murdock, . . . . .	Secretary, . . . . .	Pittsburgh, . . . . .	1,400 00
John G. Holmes, . . . . .	Treasurer, . . . . .	Pittsburgh, . . . . .	None.

General Superintendent included in pay-roll, ninth item, under head of operating the road.

*Names of Directors.*

*Residences.*

James Verner, . . . . .	Pittsburgh.
Joseph L. Brown, . . . . .	Allegheny City.
W. W. Speer, . . . . .	Allegheny City.
John B. Jackson, . . . . .	Pittsburgh.
James Irwin, . . . . .	Pittsburgh.

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, . . . . . 4,000	00
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 seven per cent.,) 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, . . . . .	\$1,000		
Debt incurred for any other purpose, and for what: Miscellaneous, . . . . .	3,365		
The amount now of floating debt, . . . . .		7,365	63
Total amount now of floating and funded debt, . . . . .		\$45,165	63
Funded debt as per last report, . . . . .	\$37,800		
Floating debt as per last report, . . . . .	5,542		

## Cost of Road and Equipment.

	By last report.		By present report.	
Construction, . . . . .	\$110,828	32	\$110,828	32
Equipment, . . . . .				
Total cost, . . . . .	\$57,209	86	\$49,805	46

## 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, . . . . .	30
Average value of each, . . . . .	\$600 00
Number of second-class passenger cars, . . . . .	5
Average value of each, . . . . .	\$300 00
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, . . . . .	215
Average value of each, including harness, . . . . .	\$109 00
Value of real estate held, exclusive of roadway, . . . . .	\$75,304 48
Average weight in lbs. of passenger cars, exclusive of passengers and baggage, . . . . .	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	5
Number of trips each day, . . . . .	216

How many miles does each 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 Sharpsburg and Lawrenceville bridge, on extension of Butler street.

**Monthly Statement of Passengers, all classes, Carried in Cars for the Year.**

November, 1877, . . . . .	143,974	July, 1878, . . . . .	231,963
December, 1877, . . . . .	236,201	August, 1878, . . . . .	225,877
January, 1878, . . . . .	211,434	September, 1878, . . . . .	241,088
February, 1878, . . . . .	195,082	October, 1878, . . . . .	229,510
March, 1878, . . . . .	225,575	November, 1878, . . . . .	70,896
April, 1878, . . . . .	233,413		
May, 1878, . . . . .	251,795	Total, . . . . .	2,733,467
June, 1878, . . . . .	236,678		

**The Rate of Fare for Passengers Charged.**

Single fare, . . . . .	6 cents.
Tickets in packages of five sold for . . . . .	25 cents.

**Expenses.**

<b>Maintaining the Road or Real Estate of the Corporation.</b>		
Repairs of road-bed and railway, . . . . .	\$18,463	55
Repairs of building, . . . . .	486	06
Taxes on real estate, . . . . .	1,162	96
<b>Total, . . . . .</b>	<b>\$20,112</b>	<b>57</b>
<b>Operating the Road.</b>		
On account of horses, . . . . .	\$225	75
Harness and repairs, . . . . .	1,049	70
Repairs to cars, . . . . .	4,178	59
Horse shoeing, . . . . .	4,093	39
Hay and feed, . . . . .	17,618	24
Office expenses, stationery, and depot expenses, . . . . .	916	15
Salaries, . . . . .	3,400	00
Insurance, . . . . .	741	74
Watchmen, switchmen, hostlers, pay-roll, . . . . .	12,960	44
General expense of stable, . . . . .	1,110	21
Conductors and drivers, . . . . .	31,079	10
Fluid, fuel, oil, and gas, . . . . .	892	24
Damage for injury of persons, . . . . .	349	80
<b>Total, . . . . .</b>	<b>\$98,827</b>	<b>92</b>

## Receipts.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
November, 1877,	\$7,740 06	.	.	.	\$7,740 06
December, 1877,	12,684 12	.	.	.	12,684 12
January, 1878,	11,304 33	.	.	.	11,304 33
February, 1878,	10,436 50	.	.	.	10,436 50
March, 1878, . .	12,106 43	.	.	.	12,106 43
April, 1878, . . .	12,557 43	.	.	\$182 00	12,689 43
May, 1878, . . . .	13,556 32	.	.	.	13,556 32
June, 1878, . . . .	12,742 86	.	.	.	12,742 86
July, 1878, . . . .	12,522 62	.	.	.	12,522 62
August, 1878, . . .	12,184 09	.	.	.	12,184 09
September, 1878,	12,983 09	.	.	.	12,983 09
October, 1878,	12,324 73	.	.	.	12,324 73
November, 1878,	3,804 69	.	.	358 25	4,157 94
Total. . . . .	\$146,947 27	.	.	\$485 25	\$147,432 52

## Summary of Payments.

Maintaining the road or real estate of the corporation, and operating the road, . . . . .	\$98,827 92
Interest, . . . . .	2,646 00
Dividends, . . . . .	22,000 00
New passenger cars and horses, . . . . .	13,566 30
Miscellaneous, . . . . .	3,152 76
Payments made to surplus fund, . . . . .	2,049 60
Municipal taxes, . . . . .	3,109 83
State taxes, . . . . .	2,080 11
Total, . . . . .	\$147,432 52
Total amount of surplus fund, . . . . .	\$51,295 18

## General Balance Sheet, January 1, 1879.

DR.			
Construction, . . . . .	\$110,828	33	
Equipment, . . . . .	49,805	46	
Real estate, . . . . .	75,304	48	
Supplies on hand, . . . . .	2,991	15	
Miscellaneous, . . . . .	41,531	40	
	\$280,460	81	
CR.			
Capital stock, . . . . .	\$184,000	00	
Mortgage bonds, . . . . .	37,800	00	
Mortgage real estate, . . . . .	4,000	00	
Miscellaneous, . . . . .	3,365	63	
Surplus fund, . . . . .	51,295	18	
	\$280,460	81	

**Stock and Dividends.**

Amount of common stock now outstanding, . . . . . 4,000 shares.  
 Rate and date of all cash dividends on stock of original  
 and consolidated companies: November 16, 1877, 5 per  
 cent. on \$200,000; June 14, 1878, 6 per cent. on \$200,000.

**Accidents.**

One passenger injured.

**Statement of Each Accident.**

July 29, 1878. Between Twenty-first and Twenty-second streets, Wm. Pownell jumped off car while in motion, and fell; a car approaching from opposite direction, before horses could be stopped, car run over him and broke one of his legs.

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

Personally appeared before me, James Verner, president, and A. Murdock, for 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. 1878, according to the best of their knowledge and belief.

(Signed)

JAMES VERNER, *President.*

A. MURDOCK, *For Treasurer.*

Sworn and subscribed before me, this 7th day of December, A. D. 1878.

B. McKENNA, *Alderman.*

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**COALVILLE.**

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**Officers.**

NAMES.		Residence.	Salary.	
Charles A. Miner, . . . . .	President, . . . . .	Wilkes-Barre.		
George Loveland, . . . . .	Secretary, . . . . .	Wilkes-Barre, . . . . .	\$240	00
A. S. Orr, . . . . .	Treasurer, . . . . .	Wilkes-Barre, . . . . .	720	00
	General Superintendent,			

<i>Names of Directors.</i>	<i>Residences.</i>
Charles A. Miner, . . . . .	Wilkes-Barre.
John Espy, . . . . .	Wilkes-Barre.
John G. Wood, . . . . .	Wilkes-Barre.
Milton Dana, . . . . .	Wilkes-Barre.
Elias Robins, . . . . .	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.

<b>Funded Debt.</b>			
First mortgage bonds, (bear interest at eight per cent., which is payable semi-annually, in April and October,) amount, . . . . .		\$15,000	00
Total amount now of funded debt, . . . . .		\$15,000	00
<b>Floating Debt.</b>			
The amount now of floating debt, including \$1,650 interest on mortgage, . . . . .		6,754	73
Total amount now of floating and funded debt, . . . . .		\$21,754	73
Funded debt as per last report, . . . . .		\$15,000	00
Floating debt as per last report, including interest on mortgage, . . . . .		5,325	11

#### Cost of Road and Equipment.

	By last report.		By present report.	
Construction, . . . . .	\$38,897	40	\$38,834	90
Equipment, . . . . .	8,468	25	8,568	25
Total cost, . . . . .	\$47,365	64	\$47,403	15

#### Characteristics of Road.

Length of road laid, . . . . .	2½ miles.
Gauge of road, . . . . .	4 ft. 8½ inches.
Weight of rail per yard on main track, . . . . .	20 & 34 lbs.
Number of car-houses, shops, and stables, . . . . .	1 each.
Number of depots, . . . . .	1
Number of first-class passenger cars, . . . . .	4
Average value of each, . . . . .	\$450 00
Number of passengers that may be seated in each car, . . . . .	14



Number of horses and mules owned by the company, . . . . . 10  
 Average value of each, including harness, . . . . . \$75 00  
 Value of real estate held exclusive or roadway, cost of, . . . . . 27,052 89  
 Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . . 2,045  
 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  
 How is track laid, and on what foundation? 20 pound rail on cross-ties, 34 pound on stringers.  
 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: Commences near the depot of the-Le-high and Susquehanna railroad at Ashley; thence 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, 1877, . . . . .	4,906	July, 1878, . . . . .	5,642
January, 1878, . . . . .	4,639	August, 1878, . . . . .	4,247
February, 1878, . . . . .	3,511	September, 1878, . . . . .	4,455
March, 1878, . . . . .	3,439	October, 1878, . . . . .	4,120
April, 1878, . . . . .	3,208	November, 1878, . . . . .	4,320
May, 1878, . . . . .	3,269		
June, 1878, . . . . .	3,697	Total, . . . . .	49,453

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 00, to Dana street.

Expenses.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway, . . . . .	\$101	05
Repairs of building, . . . . .	116	10
Total, . . . . .	\$217	15
Operating the Road.		
Harness and repairs, . . . . .	39	75
Repairs to cars, . . . . .	210	12
Horse shoeing, . . . . .	151	60
Hay and feed, . . . . .	916	71
Office expenses, stationery, and depot expenses, . . . . .	3	75
Salaries, . . . . .	960	00
Insurance, . . . . .	87	50
Hostlers and general stable expenses, . . . . .	427	95
Conductors and drivers, . . . . .	920	00
Fluid, fuel, oil, and gas, . . . . .	16	61
Total, . . . . .	\$3,951	14

## Receipts on Construction and Equipment Account During the Year.

Other sources, net receipts for rails of track taken up, . . . \$62 50

## Receipts.

MONTHS.	From pas- sengers.		Rent.		Manure.		Other sources.		Total.
December, 1877,	\$337	20	\$31	00	\$2	00			\$370 20
January, 1878,	313	90	37	50					351 40
February, 1878,	229	90	37	50					267 40
March, 1878,	226	65	37	50			\$5	00	269 15
April, 1878,	224	11	37	50			102	14	263 75
May, 1878,	260	10	20	00					280 10
June, 1878,	226	55	10	00					236 55
July, 1878,	353	45	40	00					393 45
August, 1878,	263	90	10	00					273 90
September, 1878,	269	00	10	00					279 00
October, 1877,	247	20	127	50					374 70
November, 1878,	319	10	113	55	7	00	140	00	579 65
Total, . . . .	\$3,271	06	\$512	05	\$9	00	\$247	14	\$4,039 25

## Summary of Payments.

For construction,	\$100	00
For maintaining the road or real estate of the corporation, and operating the road,	3,951	14
For interest,	1,440	53
For municipal taxes: Included in taxes on real estate.		
For State taxes,	28	46
Total,	\$5,520	13

## General Balance Sheet. January 1, 1879.

DR.			
Construction,	\$38,834 90		
	8,568 25		
Real estate, cost of,		\$47,403	15
Interest dividends in stock in 1870, 1871, and 1872,		27,052	89
Inventory, at cost, of articles not included in equipment,		6,211	48
Judgments, accounts, and cash on hand,		567	50
Profit and loss,		465	86
		2,728	85
Total,		\$84,429	73
CR.			
Capital stock,		\$62,675	00
Mortgage,		15,000	00
Floating debt, including unpaid interest on mortgage,		6,754	73
Total,		\$84,429	73

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

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. 1878, according to the best of their knowledge and belief.

(Signed)

CHAS. A. MINER, *President.*

GEORG LOVELAND, *Treasurer.*

Sworn and subscribed before me, this 18th day of February, A. D. 1879.

THOMAS H. ATHERTON, *Notary Public.*

**CONTINENTAL.**

**Officers.**

NAMES.		Residence.	Salary.
W. H. Kemble, . .	President, . . . . .	Green and Twenty-second street, . . . . .	\$2,500 00
Charles T. Yerkes,	Secretary and Treasurer,	1723 Master street, . . . . .	1,400 00
J. C. Petty, . . . .	General Superintendent,	2010 N. Twentieth street,	1,600 00

*Names of Directors.*

*Residences.*

W. H. Kemble, . . . . .	Green and Twenty-second streets.
Charles T. Yerkes, junior, . . . . .	Girard avenue and Sixteenth.
William L. Elkins, . . . . .	1333 North Fifteenth street.
Samuel Daniels, . . . . .	1832 Fairmount avenue.
Peter A. B. Widener, . . . . .	Thompson and Broad.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$700,000	00
Capital stock, amount subscribed, . . . . .	700,000	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 on 12,000 35 on 2,000	
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 June 1, 1896, bear interest at 7 per cent.,)	\$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	00
Total cash realized from capital stock and debt, . . . . .	350,000	00

## Cost of Road and Equipment.

	By last report.		By present report.	
Construction, . . . . .	\$260,836	11	\$267,767	04
Equipment, . . . . .	94,879	12	100,355	03
Total cost, . . . . .	\$355,715	23	\$368,122	07

## Characteristics of Road.

Length of road laid, . . . . .	9 $\frac{1}{4}$ miles.
Gauge of road, . . . . .	5 feet 2 inches.
Weight of rail per yard on main track, . . . . .	43 to 56 lbs.
Number of car-houses, shops, and stables, . . . . .	2
Number of depots, . . . . .	2
Number of first-class passenger cars, . . . . .	38
Average value of each, . . . . .	\$600
Number of second-class passenger cars, . . . . .	12
Average value of each, . . . . .	\$500
Number of passengers that may be seated in each car, . . . . .	22
Number of other cars, . . . . .	3
Number of horses and mules owned by the company, . . . . .	268
Average value of each, including harness, . . . . .	\$75 00
Value of real estate held, exclusive of roadway, . . . . .	\$112,021 10
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 miles.
Number of trips each day, . . . . .	12
How many miles does each horse travel daily? . . . . .	19
How is track laid, and on what foundation? . . . . .	Yellow pine.
Average time consumed by cars in passing over the road, . . . . .	1 h. and 40 m.
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 Sixth street, 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, 1878, . . . . .	233,798	August, 1878, . . . . .	202,177
February, 1878, . . . . .	211,911	September, 1878, . . . . .	234,644
March, 1878, . . . . .	238,770	October, 1878, . . . . .	274,808
April, 1878, . . . . .	252,083	November, 1878, . . . . .	263,605
May, 1878, . . . . .	258,589	December, 1878, . . . . .	281,897
June, 1878, . . . . .	234,615		
July, 1878, . . . . .	213,060	Total, . . . . .	2,899,952

**The Rate of Fare for Passengers Charged.**

Single fare, . . . . .	6 cents.
Tickets in packages of . . sold for, . . . . .	24 cents.

**Expenses.**

<b>Maintaining the Road or Real Estate of the Corporation.</b>		
Repairs of road bed and railway, . . . . .	\$1,406	12
Repairs of buildings, . . . . .	619	01
Taxes on real estate, . . . . .	1,851	34
Total, . . . . .	\$3,276	47
<b>Operating the Road.</b>		
On account of horses, . . . . .	4,136	84
Harness and repairs, . . . . .	751	75
Repairs to cars, . . . . .	4,099	81
Horse shoeing, . . . . .	4,823	84
Hay and feed, . . . . .	20,121	85
Office expenses, stationery, and depot expenses, . . . . .	1,218	89
Salaries, . . . . .	6,395	41
Insurance, . . . . .	1,310	16
Watchmen, switchmen, hostlers, pay-roll, . . . . .	17,638	64
General expense of stable, . . . . .	760	06
Conductors and drivers, . . . . .	40,682	93
Fluid, fuel, oil, and gas, . . . . .	1,181	71
Damage for injury of persons, . . . . .	158	00
Total, . . . . .	\$103,229	39

## Receipts.

MONTHS.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1878, . . .	\$13,278 68		\$122 00		\$13,400 68
February, 1878, . . .	11,906 98		138 50		11,945 48
March, 1878, . . .	13,419 98		140 83		13,560 81
April, 1878, . . .	13,980 31		137 17		14,117 48
May, 1878, . . .	14,382 74		122 50		14,505 24
June, 1878, . . .	13,033 58		138 42		13,172 00
July, 1878, . . .	11,712 47		123 75		11,836 22
August, 1878, . . .	11,069 23		127 82		11,197 05
September, 1878, . . .	12,828 45		127 92		12,956 37
October, 1878, . . .	15,256 95		130 25		15,387 20
November, 1878, . . .	14,647 10		129 16		14,776 26
December, 1878, . . .	15,614 14		136 17		15,750 31
Total, . . . . .	\$161,030 61		\$1,574 49		\$162,605 10

## Summary of Payments.

Conductors and drivers, . . . . .	\$40,682 93	
Stable, . . . . .	14,323 37	
Depot, . . . . .	3,312 27	
Blacksmithing, . . . . .	4,823 84	
Salaries, . . . . .	6,895 41	
Car repair, . . . . .	4,009 81	
Harness repair, . . . . .	751 75	
Street repair, . . . . .	1,406 12	
Real estate repair, . . . . .	619 01	
Corn, . . . . .	12,618 54	
Oats, . . . . .	756 53	
Hay, . . . . .	6,465 74	
Bran, . . . . .	281 04	
Straw, . . . . .	760 06	
Rent, . . . . .	1,600 00	
Water rent, . . . . .	146 50	
Taxes, . . . . .	5,431 85	
Interest, . . . . .	7,494 00	
Insurance, . . . . .	1,310 06	
Royalty and det. on punches, . . . . .	1,254 57	
Printing, . . . . .	961 93	
Office, . . . . .	101 83	
Stationery, . . . . .	155 13	
Horse, . . . . .	4,136 34	
Damage, . . . . .	158 00	
Miscellaneous, . . . . .	984 11	
Salt hay, . . . . .	90 75	
Gas, . . . . .	997 46	
Dividends, . . . . .	17,500 00	
	<b>\$139,621 96</b>	
Construction, . . . . .	\$6,930 93	
Equipment, . . . . .	5,475 91	
	<b>\$12,406 84</b>	
Total amount of surplus fund, . . . . .	<b>\$22,983 15</b>	

General Balance Sheet, January 1, 1879.

DR.			
Cash, . . . . .		\$11,314	48
Real estate, . . . . .		112,021	10
Construction, . . . . .		155,745	94
Equipment, . . . . .		100,355	08
		<b>\$379,436</b>	<b>55</b>
CR.			
Capital stock, . . . . .		\$250,000	00
Funded debt, . . . . .		100,000	00
Profit and loss, . . . . .		29,436	55
		<b>\$379,436</b>	<b>55</b>

Accidents.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
. . . . .	. . . . .	. . . . .	. . . . .	1	1	1	1

Statement of Each Accident.

June 11, 1878. G. H. Goble's child damaged by car running over its foot.

October 9, 1878. J. Mellon's child run over and caused death.

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

Personally appeared before me, William H. Kemble, president, and Charles 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 December 31, A. D. 1878, according to the best of their knowledge and belief.

(Signed)

W. H. KEMBLE, *President.*

CHAS. T. YERKES, *Treasurer.*

Sworn and subscribed before me, this 8th day of February, A. D. 1879.

ABRAM H. SMITH, *Notary Public.*

## EASTON AND SOUTH EASTON.

### Officers.

NAMES.	Residence.	Salary.
Henry A. Sage, . . . . .	President, . . . . .	\$300 00
H. W. Cooley, . . . . .	Secretary and Treasurer, . . . . .	100 00
Elisha Burwell, . . . . .	General Superintendent, . . . . .	50 00

General office at 24 Centre Square, Easton, Pa.

<i>Names of Directors.</i>	<i>Residences..</i>
Henry Green, . . . . .	Easton, Pa.
Edward H. Green, . . . . .	Easton, Pa.
John J. Kinsey, . . . . .	South Easton, Pa.
Jacob H. Holt, . . . . .	Easton, Pa.
William Gould, . . . . .	South Easton, Pa.
Charles Seitz, . . . . .	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 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, . . . . .	None sold.

### Debt.

<b>Floating Debt.</b>			
Debt incurred for any other purpose, and for what: For maintaining and operating the road, (estimated,) . . . . .	\$7,500 00		
The amount now of floating debt, (estimated,) . . . . .		\$7,500	00
Total amount now of floating and funded debt, (estimated,) . . . . .		\$7,500	00
Floating debt as per last report, (estimated,) . . . . .		\$7,197	70

### Cost of Road and Equipment.

	By last report.		By present report.	
	\$	Cts	\$	Cts
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. 2 inches.
Weight of rail per yard on main track, . . . . .	43 lbs.
Number of car-houses, shops, and stables: 1 car-house, 1 stable.	
Number of depots, . . . . .	1
Number of first-class passenger cars, . . . . .	5
Average value of each, . . . . .	\$400 00
Number of passengers that may be seated in each car: 20 in one, 14 in four.	
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
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	4 $\frac{1}{2}$
Number of trips each day: 47, except Sunday, 30.	
How many miles does each horse travel daily? . . . . .	20 $\frac{3}{8}$
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, 1878, . . . . .	8,250	August, 1878, . . . . .	10,258
February, 1878, . . . . .	7,098	September, 1878, . . . . .	9,291
March, 1878, . . . . .	8,170	October, 1878, . . . . .	9,368
April, 1878, . . . . .	7,897	November, 1878, . . . . .	7,516
May, 1878, . . . . .	8,526	December, 1878, . . . . .	8,804
June, 1878, . . . . .	9,522		
July, 1878, . . . . .	9,411	Total, . . . . .	104,106

The Rate of Fare for Passengers Charged.

Single fare, . . . . .	7 cents.
Tickets in packages of 5 sold for, . . . . .	25 cents.

## Expenses.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road bed and railway, . . . . .		\$319	37
Repairs of building, . . . . .		49	90
Taxes on real estate, . . . . .		17	00
<b>Total, . . . . .</b>		<b>\$386</b>	<b>27</b>
Operating the Road.			
On account of horses, . . . . .		\$60	00
Harness and repairs, . . . . .		161	99
Repairs to cars, . . . . .		809	90
Horse shoeing, . . . . .		334	14
Hay and feed, . . . . .		2,032	17
Office expenses, stationery, and depot expenses, . . . . .		29	36
Salaries, . . . . .		804	33
Freight, . . . . .		125	64
Watchmen, switchmen, hostlers, pay-roll, . . . . .		623	99
General expenses of stable, . . . . .		101	50
Conductors and drivers, . . . . .		1,028	00
Fluid, fuel, oil, and gas, . . . . .		123	14
<b>Total, . . . . .</b>		<b>\$6,234</b>	<b>16</b>

## Receipts.

MONTHS.	From pas- sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1878, . . . . .	\$480	62	\$5	00			\$20	75	\$456	37
February, 1878, . . . . .	356	11			\$48	00	43	55	447	66
March, 1878, . . . . .	457	94	7	50			28	37	493	81
April, 1878, . . . . .	413	84	7	50	1	50	131	26	554	10
May, 1878, . . . . .	448	37	5	00			18	29	471	66
June, 1878, . . . . .	539	90	5	00			67	11	612	01
July, 1878, . . . . .	495	18	5	00			5,432	30	5,932	48
August, 1878, . . . . .	545	45			20	95	52	12	618	52
September, 1878, . . . . .	527	90					23	01	550	91
October, 1878, . . . . .	504	41					20	62	525	03
November, 1878, . . . . .	393	88			38	87	27	52	460	27
December, 1878, . . . . .	491	39	4	00			535	25	1,030	64
<b>Total, . . . . .</b>	<b>5,604</b>	<b>99</b>	<b>\$39</b>	<b>00</b>	<b>\$109</b>	<b>32</b>	<b>\$6,400</b>	<b>15</b>	<b>\$12,153</b>	<b>46</b>

## Summary of Payments.

For maintaining the road or real estate of the corporation, and opera- ting the road, . . . . .	\$6,620	43
For interest, . . . . .	783	69
For new passenger cars and horses, . . . . .	1,952	50
For payments to loan account, . . . . .	2,474	86
For miscellaneous, . . . . .	225	14
For State taxes, . . . . .	37	29
<b>Total, . . . . .</b>	<b>\$12,093</b>	<b>91</b>

General Balance Sheet, January 1, 1879.

DR.			
Construction and equipment account, including real estate, . . . . .		\$25,962	50
Hay and feed on hand, . . . . .		100	00
Lamps, oil, and stable fixtures, . . . . .		100	00
Cash on hand, . . . . .		136	71
Profit and loss, . . . . .		10,768	29
		\$37,062	50
CR.			
Capital stock, . . . . .		\$29,562	50
Floating debt, . . . . .		7,500	00
		\$37,062	50

Stock and Dividends.

Amount of common stock now outstanding, . . . . . 1,000 shares.  
 Amount of stock issued as stock dividends, and dates of  
 issue, . . . . . 182½ shares.

Accidents to Persons.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	.....	.....	.....	1	1	1	1

Statement of Each Accident.

Wednesday, April 24, 1878, 7.30, P. M. Charles Coyle; was standing near the stone wall, on Canal street, between the tracks of this company and the Lehigh Valley Railroad Company, and on trying to shield himself from the sparks of a passing locomotive, stepped in front of car No. 1, and was knocked down by the near horse; the car passed over his head, killing him instantly.

Wednesday, November 20, 1878. Sophia Ward; while attempting to cross the track, at the cotton-mill crossing, on Canal street, South Easton, was knocked down by car No. 5, and was considerably bruised; has since recovered from her injuries.

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. 1878, according to the best of their knowledge and belief.

(Signed)

H. A. SAGE, *President.*

H. W. COOLEY, *Treasurer.*

Sworn and subscribed before me this 22d day of January, A. D. 1879.

W. H. HILDEBRAND, *J. P.*

—  
EMPIRE.  
—

NAMES.	Residence.	Salary.
Charles C. Knight, . . . . .	Philadelphia, . . . . .	No salary.
E. G. Stout, . . . . .	Philadelphia, . . . . .	No salary.

<i>Names of Directors.</i>	<i>Residences.</i>
Charles D. Colladay, . . . . .	Philadelphia.
Jacob P. Donaldson, . . . . .	Philadelphia.
George K. Mollwain, . . . . .	Philadelphia.
Edward L. Brown, . . . . .	Philadelphia.
Frank H. Ellis, . . . . .	Philadelphia.

Capital Stock.

Capital stock authorized by law, . . . . .	\$600,000 00
Capital stock, total amount now paid in: Unknown to present officers.	
Capital stock, number of shares issued, . . . . . 12,000	
Capital stock, amount paid in on each share: Unknown to 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
Floating Debt.	
Debt incurred for any other purpose and for what: Under the terms of the lease and agreement, . . . . . \$43,206 63	
The amount now of floating debt, . . . . .	\$84,406 33
The amount now of floating and funded debt, . . . . .	\$284,406 33
Funded debt as per last report, . . . . . \$200,000 00	
Floating debt as per last report, . . . . . 41,199 70	
Total cash realized from capital stock and debt: Unknown to present officers.	

**Cost of Road and Equipment.**

	By last report.		By present report.	
Construction, . . . . .	\$106,000	00	\$106,000	00

**Characteristics of Road.**

Length of road laid, about . . . . . 8½ miles.  
 Gauge of road, . . . . . 5 feet 2 inches.  
 Weight of rail per yard on main track, . . . . . 45 lbs.  
 Number of trips each day, . . . . . 264

How is track laid and on what foundation? Yellow pine stringers and cross-ties, on gravel.

Describe the route of your road in detail, giving the streets occupied and connection with other roads: From Twelfth street and Susquehanna avenue; down Twelfth to Wharton; up Wharton to Seventeenth street; up Seventeenth to Carpenter street; down Carpenter to Sixteenth street; up Sixteenth street to Susquehanna avenue; down Susquehanna avenue to Twelfth street.

**Monthly Statement of Passengers, all Classes, carried in Cars for the Year.**

January, 1878, . . . . .	\$191,834	August, 1878, . . . . .	169,206
February, 1878, . . . . .	173,919	September, 1878, . . . . .	190,634
March, 1878, . . . . .	194,179	October, 1878, . . . . .	215,379
April, 1878, . . . . .	205,548	November, 1878, . . . . .	205,363
May, 1878, . . . . .	212,802	December, 1878, . . . . .	212,171
June, 1878, . . . . .	196,038		
July, 1878, . . . . .	179,159	Total, . . . . .	\$2,346,282

**The Rate of Fare for Passengers Charged.**

Single fare, . . . . . 6 cents.  
 Tickets in packages of four sold for . . . . . 24 cents  
 Transfer tickets, . . . . . 9 cents.

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 receipts being included in the reports of the Citizens' Passenger Railway Company and the Seventeenth and Nineteenth Streets Passenger Railway Company.

## General Balance Sheet, January 1, 1879.

DR.			
Construction, . . . . .		\$200,000	00
Assets in cash, . . . . .		7,000	00
Deficit, . . . . .		84,406	33
		<b>\$291,406</b>	<b>33</b>
CR.			
Funded debt, . . . . .		\$200,000	00
Amount due Citizens' Passenger Railway Company and Seventeenth and Nineteenth Streets Passenger Railway Company, . . . . .		84,406	33
Amount due for interest on bonds, . . . . .		7,000	00
		<b>\$291,406</b>	<b>33</b>

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

Personally appeared before me, Charles C. Knight, president, and E. G. Stout, 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. 1878, according to the best of their knowledge and belief.

(Signed)

CHARLES C. KNIGHT, *President.*

E. G. STOUT, *Treasurer.*

Sworn and subscribed before me, this 25th day of January, A. D. 1879.

WILSON KERR, *Magistrate of Court No. 11.*

ERIE CITY.

Officers.

NAMES.		Residence.	Salary.
W. W. Reed, . . . . .	President, . . . . .	Erie, . . . . .	None.
Titus Berst, . . . . .	Secretary, . . . . .	Erie, . . . . .	None.
J. C. Spencer, . . . . .	Treasurer, . . . . .	Erie, . . . . .	None.
Jacob Berst, . . . . .	General Superintendent, . . . . .	Erie, . . . . .	Percentage.

*Names of Directors.*

*Residences.*

W. W. Reed, . . . . .	Erie, Pa.
Titus Berst, . . . . .	Erie, Pa.
J. C. Spencoer, . . . . .	Erie, Pa.
Jacob Berst, . . . . .	Erie, Pa.
John Berst, . . . . .	Erie, Pa.
H. James, . . . . .	Erie, Pa.
John Berst, junior, . . . . .	Erie, Pa.
W. D. James, . . . . .	Erie, Pa.
August Jarecki, . . . . .	Erie, Pa.
H. L. Berst, . . . . .	Erie, Pa.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$100,000	00
Capital stock, authorized by votes of company, . . . . .	50,000	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, par value of each share, . . . . .	50	00
Capital stock, average market value during the year, . . . . .	None sold.	

**Cost of Road and Equipment.**

	By last report.		By present report.	
Construction, . . . . .	\$24,522	15	\$31,036	92
Equipment, . . . . .	18,963	08	19,863	08
<b>Total cost, . . . . .</b>	<b>\$43,485</b>	<b>23</b>	<b>\$50,900</b>	<b>00</b>

**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 $\frac{3}{4}$ feet.
Weight of rail per yard on main track, . . . . .	30 pounds.
Number of car-houses, shops, and stables, . . . . .	2
Number of depots, . . . . .	1
Number of first-class passenger cars, . . . . .	7
Average value of each, . . . . .	\$600
Number of second-class passenger cars, . . . . .	3
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: 22 horses and 6 mules, . . . . .	28
Average value of each, including harness, . . . . .	\$80
Value of real estate held exclusive of roadway, . . . . .	\$6,000
Average weight in pounds of passenger cars, exclusive of passenger and baggage, . . . . .	2,500 lbs.

Average rate of speed adopted by passenger cars, including 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 street; along Turnpike to Peach; along Peach to Twenty-sixth street; thence along Erie and Waterford road to depot and barn.

**Monthly Statement of Passengers, all classes, carried in Cars for the year.**

January, 1878, . . . . .	12,306	August, 1878, . . . . .	24,305
February, 1878, . . . . .	11,314	September, 1878, . . . . .	23,875
March, 1878, . . . . .	13,385	October, 1878, . . . . .	19,278
April, 1878, . . . . .	16,862	November, 1878, . . . . .	16,433
May, 1878, . . . . .	17,613	December, 1878, . . . . .	14,301
June, 1878, . . . . .	18,652		
July, 1878, . . . . .	24,754	Total, . . . . .	213,178

**The Rate of Fare for Passengers Charged.**

Single fare, . . . . . 5 cents.  
 Tickets in packages of 15 sold for 50 cents to school children.

**Expenses.**

<b>Maintaining the Road or Real Estate of the Corporation.</b>	
Repairs of road bed and railway, . . . . .	\$456 94
Repairs of building, . . . . .	43 00
Taxes on real estate, . . . . .	115 14
<b>Total, . . . . .</b>	<b>\$615 08</b>
<b>Operating the Road.</b>	
On account of horses, . . . . .	\$200 00
Harness and repairs, . . . . .	20 55
Repairs to cars, . . . . .	414 40
Horse shoeing, . . . . .	549 15
Hay and feed, . . . . .	1,724 98
Office expenses, stationery, and depot expenses, . . . . .	83 65
Salaries, . . . . .	612 96
Insurance, . . . . .	50 25
Watchmen, switchmen, hostlers, pay-roll, . . . . .	1,486 00
Conductors and drivers, . . . . .	2,803 45
<b>Total, . . . . .</b>	<b>\$7,944 39</b>



Receipts.

MONTHS.	From Pas-sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1878, .	\$610	45	\$5	00						
February, 1878, .	535	35	5	00						
March, 1878, . . .	633	35	5	00						
April, 1878, . . .	790	95	5	00						
May, 1878, . . . .	878	55	5	00						
June, 1878, . . . .	906	30	5	00						
July, 1878, . . . .	1,168	05	5	00						
August, 1878, . . .	1,192	75	5	00						
September, 1878, .	1,111	00	5	00						
October, 1878, . .	911	00	5	00						
November, 1878, .	769	90	5	00						
December, 1878, .	665	40	5	00	\$100	00				
<b>Total, . . . . .</b>	<b>\$10,173</b>	<b>05</b>	<b>\$60</b>	<b>00</b>	<b>\$100</b>	<b>00</b>			<b>\$10,333</b>	<b>05</b>

Summary of Payments.

* For construction, . . . . .	\$6,514	77
For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	8,529	40
For new passenger cars and horses: \$700 cars, \$200 horses, . . . . .	900	07
For municipal taxes, . . . . .	115	14
For State taxes, . . . . .	181	48

\* This item is for discount on stock issued for construction, and so entered in last report, but is now charged to construction account.

General Balance Sheet, January 1, 1879.

DR.		CR.	
By amount of construction account, . . . . .	\$31,036	92	
By amount of equipment, . . . . .	19,865	08	
By amount expended during the year for maintaining the road or real estate, . . . . .	615	08	
By amount of expenses operating the road, . . . . .	7,944	39	
By amount of State taxes, . . . . .	181	48	
By cash on hand, . . . . .	920	20	
	<b>\$60,563</b>	<b>10</b>	
To amount of capital stock, . . . . .	\$50,000	00	
To amount received for passenger during the year, . . . . .	10,173	05	
To amount received for rent, . . . . .	60	00	
To amount received for manure, . . . . .	100	00	
To amount received of balance in account of 1877, . . . . .	230	05	
	<b>\$60,563</b>	<b>10</b>	
1879. January 1. To balance, . . . . .	\$920	20	

Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$50,000

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

Personally appeared before me, W. 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. 1878, according to the best of their knowledge and belief.

(Signed)

WM. W. REED, *President.*

J. C. SPENCER, *Treasurer.*

Sworn and subscribed before me, this 5th day of February, A. D. 1879.

FRANK GUNNISON, *Notary Public.*

## FEDERAL STREET AND PLEASANT VALLEY.

### Officers.

NAMES.		Residence.	Salary.
William McCreery, . .	President, . . . . .	Allegheny City, Pa.,	\$800 00
J. T. Stockdale, . .	Secretary and Treasurer,	Allegheny City, Pa.,	400 00
William J. Crozier, . .	Gen'l Superintendent, .	Allegheny City, Pa.,	832 00

General office at Allegheny City, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
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.
William 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, 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.			
Second mortgage bonds, (due January 1, 1881, bear interest at 7 <sup>1</sup> / <sub>10</sub> per cent., which is payable semi-annually,) amount, . . . . .		\$50,000	00
General mortgage bonds, (due July 1, 1888, bear interest at 6 per cent., which is payable semi-annually,) amount, . . . . .		25,000	00
Total amount now of funded debt, . . . . .		\$75,000	00
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$2,000 00		
The amount now of floating debt, . . . . .		\$2,000	00
Total amount now of floating and funded debt, . . . . .		\$77,000	00
Funded debt as per last report, . . . . .		\$75,000	00
Floating debt as per last report, . . . . .		453	98
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	\$85,281	19
Equipment, . . . . .	53,804	04	55,434	04
Total cost, . . . . .	\$138,179	98	\$140,715	23

Characteristics of Road.

Length of road laid, . . . . .	2 <sup>8</sup> / <sub>10</sub> miles.
Length of double track, including sidings, . . . . .	2 <sup>1</sup> / <sub>2</sub> miles.
Gauge of road, . . . . .	5 feet 2 <sup>1</sup> / <sub>2</sub> inches.
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, . . . . .	22
Average value of each, . . . . .	\$750
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, . . . . .	134
Average value of each, including harness, . . . . .	\$62
Value of real estate held, exclusive of roadway, . . . . .	\$36,630 47
Average weight in lbs. of passenger cars, exclusive of passengers and baggage, . . . . .	2,300
Average rate of speed adopted by passenger cars, including stops, )miles per hour, . . . . .	4 <sup>1</sup> / <sub>2</sub>
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 road, round trip, . . . . . 1 hour 10 min.

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 Monterey street; to Jackson street; to Fremont street; to Washington street; to Taggart street; to stables. The road connects at Seventh avenue, Pittsburgh, with the Pittsburgh and Birmingham passenger railway, and at the corner of East Diamond and Ohio streets, Allegheny, with Troy-hill branch of Pittsburgh, Allegheny and Manchester passenger railway.

Monthly Statement of Passengers, all Classes, carried in Cars for the Year.

January, 1878, . . . . .	76,673	August, 1878, . . . . .	86,437
February, 1878, . . . . .	68,013	September, 1878, . . . . .	90,275
March, 1878, . . . . .	77,997	October, 1878, . . . . .	88,998
April, 1878, . . . . .	82,898	November, 1878, . . . . .	81,366
May, 1878, . . . . .	91,396	December, 1878, . . . . .	88,565
June, 1878, . . . . .	92,007		
July, 1878, . . . . .	90,520	Total, . . . . .	1,013,935

The Rate of Fare for Passengers Charged.

Single fare, . . . . .	5 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, . . . . .	\$806 28
Taxes on real estate, . . . . .	151 20
<b>Total</b> . . . . .	<b>\$957 48</b>
Operating the Road.	
On account of horses, . . . . .	1,507 70
Harness and repairs, . . . . .	283 13
Repairs to cars, . . . . .	870 75
Horse shoeing, . . . . .	1,352 00
Hay and feed, . . . . .	7,887 79
Office expenses, stationery, and depot expenses, . . . . .	357 87
Salaries, . . . . .	2,760 00
Insurance, . . . . .	250 00
Watchmen, switchmen, hostlers, pay-roll, . . . . .	4,918 60
General expense of stable, . . . . .	3,412 31
Conductors and drivers, . . . . .	9,442 00
Fluid, fuel, oil, and gas, . . . . .	156 24
Damage for injury of persons, . . . . .	500 00
<b>Total,</b> . . . . .	<b>\$33,737 57</b>

Receipts.

MONTHS.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1878, . . .	\$3,817 39	\$21 00		\$24 00	\$3,862 39
February, 1878, . . .	3,443 94	21 00	\$20 00		3,484 94
March, 1878, . . .	3,887 31	36 00			3,923 31
April, 1878, . . .	4,134 51	6 00			4,140 51
May, 1878, . . .	4,575 43	21 00	20 00		4,616 43
June, 1878, . . .	4,598 10	21 00		49 11	4,668 21
July, 1878, . . .	4,526 20	21 00		18 00	4,563 20
August, 1878, . . .	4,322 37	21 00			4,343 37
September, 1878, . . .	4,518 87		20 00	4 00	4,537 87
October, 1878, . . .	4,449 68	42 00		5 19	4,496 89
November, 1878, . . .	4,068 30	21 00	20 00		4,109 30
December, 1878, . . .	4,428 28	36 00		89 00	4,553 28
<b>Total, . . .</b>	<b>\$50,765 38</b>	<b>\$287 00</b>	<b>\$80 00</b>	<b>\$187 30</b>	<b>\$51,299 68</b>

Summary of Payments.

For construction, . . . . .	\$905	25
For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	34,695	05
Interest, . . . . .	5,850	00
Dividends, . . . . .	7,000	00
New passenger cars and horses, . . . . .	1,630	00
Miscellaneous: Bridge toll, \$1,400; street cleaning, \$272 56, . . . . .	1,672	56
Municipal taxes: Car license, Pittsburgh, . . . . .	300	00
State taxes, . . . . .	975	20
<b>Total, . . . . .</b>	<b>\$53,028</b>	<b>06</b>
Total amount of surplus fund, . . . . .	\$8,814 50	

General Balance Sheet, January 1, 1879.

DR.			
Real estate, . . . . .	\$36,630	47	
Construction, . . . . .	85,281	19	
Equipment, . . . . .	55,434	04	
Federal street and P. V. stock, nine shares, cost, . . . . .	64	00	
Cash, . . . . .	8,300	57	
Cashier, for change, . . . . .	359	00	
Individual accounts, . . . . .	2,203	50	
	<b>\$188,272</b>	<b>77</b>	
CR.			
Capital stock, . . . . .	\$100,000	00	
Bonds, . . . . .	75,000	00	
Bills payable, . . . . .	2,000	00	
Coupons unpaid, . . . . .	2,178	10	
Dividends unpaid, . . . . .	233	50	
Salary unpaid, . . . . .	46	67	
Surplus, . . . . .	8,814	50	
	<b>\$188,272</b>	<b>77</b>	

Stock and Dividends.

Amount of common stock now outstanding: 4,000 shares,  
at \$25, . . . . . \$100,000

46 RAILROAD REP.

Rate and date of all cash dividends on stock of original and consolidated companies: Four per cent., January 4, 1878; three per cent., July 8, 1878.

Accidents.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	.....	.....	.....	.....	1	.....	1

Statement of Each Accident.

June 21, 1878. A child of Mr. Isaac Josephs, aged about two years, while playing in the street in front of its father's residence, on Jackson street, Allegheny, fell against car No. 35, and received injuries requiring the amputation of one leg; recovered.

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

Personally appeared before me, William McCreery, president, and J. T. Stockdale, treasurer, of the Federal Street and Pleasant Valley 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. 1878, according to the best of their knowledge and belief.

(Signed)

WILLIAM McCREERY, *President.*

J. T. STOCKDALE, *Treasurer.*

Sworn and subscribed before me this 16th day of January, A. D. 1879.

FLEMING JAMISON, *Notary Public.*

FRANKFORD AND SOUTHWARK, PHILADELPHIA CITY.

Officers.

NAMES.		Residence.	Salary.
William P. Cox, . . .	President, . . . . .	Philadelphia, . .	\$3,000 00
B. Frank Abbett, . . .	Secretary and Treasurer,	Philadelphia, . .	2,500 00
A. I. Woodruff, . . .	General Superintendent, .	Philadelphia, . .	1,500 00

General offices at 2501 Kensington avenue, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Edward S. Handy, . . . . .	Philadelphia.
James West, . . . . .	Philadelphia.
Henry C. Harrison, . . . . .	Philadelphia.
Stephen B. Poulterer, . . . . .	Philadelphia.
William C. Keehmlé, . . . . .	Philadelphia.
Daniel Weckerly, . . . . .	Philadelphia.
W. Harrison Eisenbrey, . . . . .	Philadelphia.
John Noblit, . . . . .	Philadelphia.
Daniel Haddock, junior, . . . . .	Philadelphia.
Joseph B. Van Dusen, . . . . .	Philadelphia.
Zadok L. Eisner, . . . . .	Philadelphia.
Edgar Fries, . . . . .	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, . . . . .	85	00

**Debt.**

<i>Funded Debt.</i>			
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 seven per cent., which is payable May 1 and November 1,) amount, . . . . .		\$100,000	00
Total amount now of funded debt, . . . . .		\$102,000	00
<i>Floating Debt.</i>			
Total amount now of floating and funded debt, . . . . .		\$102,000	00
Funded debt as per last report, . . . . .		\$102,000	00
Floating debt as per last report, . . . . .		40,000	00

**Cost of Road and Equipment.**

	<i>By last report.</i>		<i>By present report.</i>	
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 ft. 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, . . . . .	4
Number of first-class passenger cars, (including steam cars,)	89
Average value of each, { Horse cars, . . . . .	\$450 00
{ Steam cars, . . . . .	2,000 00
Number of passengers that may be seated in each car: 22 in horse cars, 32 in steam cars.	
Number of horses and mules owned by the company, . . . . .	566
Average value of each, including harness, . . . . .	\$85 00
Value of real estate held, exclusive of roadway, . . . . .	120,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage: Horse, 4,400; steam, 7,000.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	5.14
Number of trips each day: 326 on main section, 144 on Lehigh avenue and Powell street sections, 75 on Frankford section.	
How many miles does each horse travel daily, . . . . .	21
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, 40 minutes; Frankford 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 avenue, along Frankford avenue 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 street to Sixth street; single track on Cumberland and Letterly streets, for about two hundred feet each, connecting car-house with track on Kensington avenue.

Monthly Statement of Passengers, all classes, Carried in Cars for the Year.

December, 1877, . . . . .	691,332	July, 1878, . . . . .	615,709
January, 1878, . . . . .	628,410	August, 1878, . . . . .	622,734
February, 1878, . . . . .	567,281	September, 1878, . . . . .	634,270
March, 1878, . . . . .	641,581	October, 1878, . . . . .	704,996
April, 1878, . . . . .	656,796	November, 1878, . . . . .	646,596
May, 1878, . . . . .	684,991		
June, 1878, . . . . .	689,868	Total, . . . . .	7,752,594



The Rate of Fare for Passengers Charged.

Single fare, . . . . .	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, . . . . .		\$24,746	73
Repairs of building, . . . . .		10,130	81
Taxes on real estate, . . . . .		3,772	78
<b>Total, . . . . .</b>		<b>\$38,650</b>	<b>32</b>
Operating the Road.			
On account of horses, . . . . .		\$14,606	22
Harness and repairs, . . . . .		2,467	96
Repairs to cars and steamers, . . . . .		15,841	50
Horse shoeing, . . . . .		10,941	19
Hay and feed, and straw, . . . . .		51,477	24
Office expenses, stationery, and depot expenses, . . . . .		18,080	48
Salaries, . . . . .		7,184	08
Insurance, . . . . .		1,921	16
Watchmen, switchmen, hostlers, pay-roll, . . . . .		23,705	77
General expenses of stable, . . . . .		2,500	00
Conductors and drivers, and engineers, . . . . .		101,084	77
Fluid, fuel, oil, and gas, . . . . .		4,942	56
Coal for steamers, . . . . .		4,719	00
Damage for injury of persons, . . . . .		2,379	79
<b>Total, . . . . .</b>		<b>\$261,201</b>	<b>67</b>

Receipts.

MONTHS.	From pas- sengers.		Rent.		Maunre.		Other sources.		Total.	
December, 1877,	\$38,948	31							\$38,948	31
January, 1878,	35,291	09	\$12	00			\$150	00	35,453	09
February, 1878,	31,959	64	12	00	\$1,033	33	160	00	33,164	97
March, 1878,	36,145	43	12	00			240	00	36,397	43
April, 1878,	37,000	90	12	00					37,012	90
May, 1878,	38,591	00			1,000	66	250	00	39,841	72
June, 1878,	38,048	61	12	00					38,060	61
July, 1878,	34,887	84	12	00					34,999	84
August, 1878,	35,083	61			1,018	00	235	00	36,336	61
September, 1878,	36,860	29	10	00					36,870	29
October, 1878,	39,718	02	10	00					39,728	02
November, 1878,	36,426	27	20	00	1,026	00	250	00	37,722	27
<b>Total, . . . . .</b>	<b>\$436,761</b>	<b>07</b>	<b>\$112</b>	<b>00</b>	<b>\$4,077</b>	<b>99</b>	<b>\$1,285</b>	<b>00</b>	<b>\$442,236</b>	<b>06</b>

Summary of Payments.

For maintaining the road or real estate of the corporation, and opera- ting the road, . . . . .	\$299,851	99
For interest, . . . . .	8,965	24
For dividends, . . . . .	60,000	00
For miscellaneous, . . . . .	12,470	57
For municipal taxes, . . . . .	5,660	10
For State taxes, . . . . .	8,310	49
<b>Total, . . . . .</b>	<b>\$395,258</b>	<b>39</b>

## General Balance Sheet, December 1, 1878.

DR.			
Construction and equipment, . . . . .		\$963,887	45
Bills and accounts receivable, (of doubtful value,) . . . . .		3,148	19
Mortgages receivable, . . . . .		8,500	00
Cash, . . . . .		28,907	70
		<b>\$1,004,443</b>	<b>34</b>
CR.			
Capital stock, . . . . .		\$600,000	00
Mortgage bonds, . . . . .		102,000	00
Mortgages and ground rents payable, . . . . .		11,500	00
Accounts payable, . . . . .		6,515	97
Surplus earnings invested in renewal of property, and redemption of bonds, . . . . .		226,661	78
Unappropriated earnings, . . . . .		57,765	59
		<b>\$1,004,443</b>	<b>34</b>

## Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$600,000 00

## Accidents.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	2	.....	.....	.....	2	.....	4

## Statement of Each Accident.

January 2, 1878. Near Allegheny avenue, on Kensington avenue; a wagon, driven by the wife of Thomas Simons, was run into, and she was slightly injured.

August 12. At Sixth and Alaska streets; Mary O'Reagan, jumped off the car while in motion; fell, and broke her arm.

October 20. At Third and Berks streets; an aged lady, came from between two cars standing on the north side of the street, and ran in front of the horses of a car coming on the south track; was knocked down, and had collar bone and ribs broken.

October 24. Frank Lee; looking back at house that had roof torn off by wind, between Nicetown lane and Buckins' lane, on Kensington avenue, leaned out from side of platform, and was knocked off by car on other track; thrown under that car, and feet run over, and head bruised.

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

Personally appeared before me, William P. Cox, 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. 1878, according to the best of their knowledge and belief.

(Signed)

WM. P. COX, *President.*

B. FRANK ABBETT, *Treasurer.*

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

EBENEZER COBB, *Notary Public.*

GERMANTOWN.

Officers.

NAMES.		Residence.	Salary.
Adam Warthman, . . .	President, . . . . .	Philadelphia, .	\$1,000 00
William M. Singerly, }	Secretary, . . . . . }	Philadelphia, .	5,000 00
	Treasurer, . . . . . }		
	General Manager, . . . }		
Oliver Evans, . . . . .	General Superintendent,	Philadelphia, .	1,500 00

*Names of Directors.*

*Residences.*

Adam Warthman, . . . . .	Philadelphia.
John Robbins, . . . . .	Philadelphia.
William T. Carter, . . . . .	Philadelphia.
Joseph Fariera, . . . . .	Philadelphia.
Samuel G. Thompson, . . . . .	Philadelphia.
Eli Keen, . . . . .	Philadelphia.

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, . . . . .	30,000	
Capital stock, amount paid in on each share: \$15 on 20,000; \$35 on 10,000.		
Capital stock, par value of each share, . . . . .	50	00
Capital stock, average market value during the year: Keep no record, about, . . . . .	47	00

## Debt.

Funded Debt.		
First mortgage bonds, (due June 18, 1884, bear interest at seven 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	160,000	00
The amount now of floating debt, . . . . .	160,000	00
Total amount now of floating and funded debt, . . . . .	\$229,000	00
Funded debt as per last report, . . . . .	\$69,000	00
Floating debt as per last report, . . . . .	171,458	55

## Cost of Road and Equipment.

	By last report.		By present report.	
Construction, . . . . .	\$936,447	00	\$936,962	83
Total cost, . . . . .	\$936,447	00	\$936,962	83

## Characteristics of Road.

Length of road laid, . . . . .	31 miles.
Length of double track, including sidings, . . . . .	13 miles.
Gauge of road, . . . . .	5 feet 2 inches.
Weight of rail per yard on main track, . . . . .	45 lbs.
Number of car-houses, shops, and stables, . . . . .	13
Number of depots, . . . . .	3
Number of first-class passenger cars, . . . . .	90
Average value of each, . . . . .	\$500 00
Number of passengers that may be seated in each car, . . . . .	22
Number of other cars, . . . . .	30
Number of horses and mules owned by the company, . . . . .	565
Average value of each, including harness, . . . . .	\$75 00
Value of real estate held, exclusive of roadway, . . . . .	380,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	4,600 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	5 miles.
Number of trips each day: 25, 9; 16, 8; 12, 10; 9, 6.	
How many miles does each horse travel daily? . . . . .	18 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 : Average trip 1½ hours.

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 street, via Dauphin street, Germantown avenue, Fourth, and Dickinson street, 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 avenue, to Elm, to Belmont avenue.

**Monthly Statement of Passengers, all classes, carried in Cars for the Year.**

December, 1877, . . . . .	801,895	July, 1878, . . . . .	887,416
January, 1878, . . . . .	713,160	August, 1878, . . . . .	995,345
February, 1878, . . . . .	647,143	September, 1878, . . . . .	903,541
March, 1878, . . . . .	742,196	October, 1878, . . . . .	905,308
April, 1878, . . . . .	784,611	November, 1878, . . . . .	806,325
May, 1878, . . . . .	880,121		
June, 1878, . . . . .	867,841	Total, . . . . .	9,914,902

**The Rate of Fare for Passengers charged.**

Single fare, . . . . .	6 cents.
Exchange. . . . .	9 cents.
Tickets in packages of four sold for, . . . . .	24 cents.

**Expenses.**

<b>Maintaining the Road or Real Estate of the Corporation.</b>		
Repairs of road bed and railway, and repairs to streets, . . . . .	\$17,247	18
Repairs of building, included in expense.		
Taxes on real estate, included in municipal taxes.		
Total, . . . . .	\$17,247	18
<b>Operating the Road.</b>		
On account of horses, . . . . .	1,487	20
Harness and repairs, . . . . .	2,141	45
Repairs to cars, . . . . .	12,387	99
Horse shoeing, . . . . .	8,785	87
Hay and feed, . . . . .	54,686	35
Office expenses, stationery, printing, . . . . .	11,006	80
Salaries, . . . . .	12,315	91
Insurance, in miscellaneous.		
Watchmen, switchmen, hostlers, pay-roll, depot, and stable, . . . . .	41,221	25
Straw, . . . . .	2,114	59
Conductors and drivers, . . . . .	92,651	11
Fluid, fuel, oil, and gas, in miscellaneous.		
Damage for injury of persons, . . . . .	1,287	50
Total, . . . . .	\$240,086	02

## Receipts.

MONTHS.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.		
December, 1877,	\$33,514	34		\$397	99	\$33,912	33
January, 1878,	29,213	85		368	49	29,582	34
February, 1878,	26,299	67		341	73	26,641	40
March, 1878,	30,967	21		359	07	31,326	28
April, 1878,	33,000	49		347	07	33,347	56
May, 1878,	35,771	13		393	58	36,164	71
June, 1878,	35,014	55		345	83	35,360	38
July, 1878,	35,848	92		342	49	36,191	41
August, 1878,	36,109	62		341	07	36,450	69
September, 1878,	36,685	72		345	91	37,031	63
October, 1878,	36,794	98		345	41	37,140	39
November, 1878,	32,909	19		348	74	33,257	93
Total, . . . .	\$402,129	67		\$4,277	38	\$406,407	05

## Summary of Payments.

For construction, . . . . .	\$406	03
For maintaining the road or real estate of the corporation, and operat- ing the road, . . . . .	257,333	20
For interest, . . . . .	16,135	00
For dividends, . . . . .	90,000	00
For new passenger cars and horses, in operating road.		
Miscellaneous, . . . . .	12,940	40
Municipal taxes, . . . . .	10,600	65
State taxes, . . . . .	9,953	79
Total, . . . . .	\$397,369	07

## General Balance Sheet, December 1, 1878.

DR.			
Construction, . . . . .		\$936,962	83
Cash, . . . . .		43,463	33
Sundry balances, . . . . .		1,438	97
		\$981,863	13
CR.			
Capital stock, . . . . .		\$572,860	00
Bonds, . . . . .		69,000	00
Estate of Joseph Singery, . . . . .		160,000	00
Surplus, used in construction of new buildings, . . . . .		180,005	13
		\$981,863	13

## Stock and Dividends.

Amount of common stock now outstanding, shares, . . . .	30,000
Rate and date of all cash dividends on stock of original and consolidated companies: January 15, 1878, six per cent. per annum; July 15, 1878, six per cent. per annum.	

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

Personally appeared before me, Adam Warthman, president, and William M. 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. 1878, according to the best of their knowledge and belief.

(Signed)

ADAM WARTHMAN, *President.*

W. M. SINGERLY, *Treasurer.*

Sworn and subscribed before me, this 28th day of January, A. D. 1879.

STUART FIELD, *Magistrate Court No. 16.*

**GREEN AND COATES STREET.**

**Officers.**

NAMES.		Residence.	Salary.
Howard A. Stevenson,	President, . . . . .	Germantown, . . . . .	\$2,500 00
George Bartalott, . . . .	Secretary and Treasurer,	1752 N. Twenty-second st., Philad., . .	1,400 00
J. Price Vasey, . . . . .	Superintendent, . . . . .	2144 Mount Vernon, non, Philad., . . . .	1,400 00

General offices at Twenty-fourth street and Fairmount avenue.

*Names of Directors.*

*Residences.*

James McManes, . . . . .	Philadelphia.
Jos. B. Altemus, . . . . .	Germantown.
Charles Wister, . . . . .	Germantown.
Matthew Brooks, . . . . .	Philadelphia.
Phineas Fries, . . . . .	Philadelphia.
I. Hicks Conrad, . . . . .	Philadelphia.
William Dulles, . . . . .	Philadelphia.
Martin Siedenbach, . . . . .	Philadelphia.
Charles J. Walton, . . . . .	Philadelphia.
A. H. Craige, . . . . .	Philadelphia.
C. B. Nyce, . . . . .	Norristown, Pa.
William H. Shelmerdine, . . . . .	Germantown.

## Capital Stock.

Capital stock authorized by law, . . . . .	\$500,000	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.			
Mortgage, . . . . .		\$21,916	68
First mortgage bonds, (due July 15, 1898, bear interest at 6 per cent., which is payable January 15 and July 15,) amount . . . . .		100,000	00
Total amount now of funded debt, . . . . .		\$121,916	68
Floating Debt.			
Total amount now of floating and funded debt, . . . . .		\$121,916	68
Funded debt as per last report, . . . . .	\$100,000	00	
Mortgage omitted in last report, . . . . .	21,916	68	

## 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, . . . . .	2
Number of first-class passenger cars, . . . . .	37
Average value of each, . . . . .	\$700
Number of second-class passenger cars, . . . . .	5
Average value of each, . . . . .	\$500
Number of passengers that may be seated in each car, . . . . .	22
Number of other cars, . . . . .	3 sweepers.
Number of horses and mules owned by the company, . . . . .	233
Average value of each, including harness, . . . . .	120
Value of real estate held exclusive of roadway, . . . . .	\$64,285 19
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	4,000



Average rate of speed adopted by passenger cars, including stops, (miles per hour) . . . . . 5½  
 Number of trips each day : Dickinson street line, 9 ; Walnut street, 12 ; 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, 1½ hours ; Walnut street, 1 hour.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : Depot at Twenty-fourth street and Fairmount avenue ; along Fairmount avenue to Twenty-second street, to Green street, to Oak street, to Fairmount avenue to Park ; also, down Green to Fourth street, to Dickinson street, to Eighth street, to Fairmount avenue ; thence to Park ; also, one line down Fourth to Walnut, to Eighth street, to Fairmount avenue to Park.

Monthly Statement of Passengers, all classes, Carried in Cars for the Year.

January, 1878, . . . . .	210,319	August, 1878, . . . . .	242,308
February, 1878, . . . . .	188,950	September, 1878, . . . . .	255,491
March, 1878, . . . . .	211,519	October, 1878, . . . . .	252,918
April, 1878, . . . . .	229,209	November, 1878, . . . . .	221,243
May, 1878, . . . . .	250,117	December, 1878, . . . . .	241,838
June, 1878, . . . . .	264,865		
July, 1878, . . . . .	259,184	Total, . . . . .	2,827,956

The Rate of Fare for Passengers Charged.

Single fare, . . . . . 6 cents.  
 Tickets in packages of four sold for, . . . . . 24 cents.  
 Exchange tickets sold for nine cents each.

Expenses.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway, . . . . .	\$8,166	18
Taxes on real estate, . . . . .	1,605	64
<b>Total, . . . . .</b>	<b>\$4,771</b>	<b>82</b>
Operating the Road.		
On account of horses, . . . . .	\$2,196	50
Harness and repairs, . . . . .	896	44
Repairs to cars, . . . . .	3,144	53
Horse shoeing, . . . . .	4,230	60
Hay and feed, . . . . .	17,838	39
Office expenses, stationery, and depot expenses, . . . . .	11,364	09
Salaries, . . . . .	4,408	36
Insurance, . . . . .	820	50
General expense of stable, . . . . .	10,202	67
Conductors and drivers, . . . . .	37,421	15
<b>Total, . . . . .</b>	<b>\$92,518</b>	<b>23</b>

## Receipts.

MONTHS.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1878, . . . . .	\$11,588 60	. . . . .	. . . . .	. . . . .	\$11,588 60
February, 1878, . . . . .	10,411 16	. . . . .	. . . . .	. . . . .	10,411 16
March, 1878, . . . . .	11,654 72	. . . . .	. . . . .	. . . . .	11,654 72
April, 1878, . . . . .	12,629 40	. . . . .	. . . . .	. . . . .	12,629 40
May, 1878, . . . . .	13,781 47	. . . . .	\$577 50	. . . . .	14,358 97
June, 1878, . . . . .	14,594 04	. . . . .	. . . . .	. . . . .	14,594 04
July, 1878, . . . . .	14,281 04	. . . . .	287 50	. . . . .	14,568 54
August, 1878, . . . . .	13,351 18	. . . . .	. . . . .	. . . . .	13,351 18
September, 1878, . . . . .	14,077 53	. . . . .	. . . . .	. . . . .	14,077 53
October, 1878, . . . . .	13,935 53	. . . . .	431 25	. . . . .	14,366 78
November, 1878, . . . . .	12,190 48	. . . . .	. . . . .	. . . . .	12,190 48
December, 1878, . . . . .	13,325 27	. . . . .	438 12	. . . . .	13,763 39
Total, . . . . .	\$155,820 42	. . . . .	\$1,784 37	. . . . .	\$157,554 79

## Summary of Payments.

For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	\$92,066 19
For interest, . . . . .	8,531 32
For dividends, . . . . .	20,000 00
For miscellaneous, . . . . .	5,223 86
For municipal taxes, . . . . .	1,325 00
For State taxes, . . . . .	3,524 87
Total, . . . . .	\$180,671 24

## General Balance Sheet, January 1, 1879.

DR.			
Construction and equipment, . . . . .		\$244,441	56
Bills and accounts receivable, . . . . .		2,399	73
Real estate, . . . . .		64,285	19
Cash, . . . . .		25,855	39
		\$336,981	87
CR.			
Capital stock, . . . . .		\$150,000	00
Mortgage, . . . . .		21,916	68
Bonds, . . . . .		100,000	00
Register account, conductors' deposits, . . . . .		775	00
Dividends unclaimed, . . . . .		1,077	91
Profit and loss, . . . . .		63,212	28
		\$336,981	87

## Stock and Dividends.

Amount of common stock now outstanding, . . . . . 10,000 shares.

Rate and date of cash dividends on stock of original and consolidated companies: January 1, 1878, one dollar per share; July 1, 1878, one dollar per share.

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

Personally appeared before me, Howard A. Stevenson, president, and George Bartalott, treasurer, of the Green and Coates 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. 1878, according to the best of their knowledge and belief.

(Signed,)

HOWARD A. STEVENSON, *President.*  
 GEORGE BARTALOTT, *Treasurer.*

Sworn and subscribed before me, this 27th day of January, A. D. 1879.  
 CHAS. E. PANCOAST,  
*Magistrate of Court No. 13.*

HARRISBURG CITY.

Officers.

NAMES.		Residence.	Salary.
Henry A. Kelker, . . .	President, . . . . .	Harrisburg, . . . . .	None.
Daniel Eppley, . . . .	Vice President, . . . . .	Harrisburg, . . . . .	None.
John A. Smull, . . . .	Secretary, . . . . .	Harrisburg, . . . . .	\$25 00
Rudolph F. Kelker, . .	Treasurer, . . . . .	Harrisburg, . . . . .	850 00
James M. Neely, . . . .	General Superintendent,	Harrisburg, . . . . .	500 00

General offices at 27 South Second street, Harrisburg, second floor.

*Names of Directors.*

*Residences.*

Henry A. Kelker, . . . . .	Harrisburg.
Daniel Eppley, . . . . .	Harrisburg.
William 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 Haehnlén, . . . . .	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, . . . . .		\$50,000	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 franchises, valued, per act of 1873, . . . . .		25	00
Capital stock, par value of each share, . . . . .		25	00
Capital stock, average market value during the year, . . . . .	None sold,	18	00

## Debt.

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? Rent, . . . . .	318 75		
The amount now of floating debt, . . . . .		1,318	75
Floating debt as per last report, . . . . .		\$1,739	45

## Cost of Road and Equipment.

	By last report.		By present report.	
Construction, repairs to road bed and railway, 1878, . . . . .	\$615 20			
Equipment, 1878, horses, \$295; harness, \$132 17; repairs to cars, \$661 88; in all, 1,089 05, . . . . .		\$17,078 60	\$17,688 80	
Total cost, . . . . .		10,886 81	11,975 88	
		\$27,960 41	\$29,664 66	

## Characteristics of Road.

Length of road laid, 10,800 feet, . . . . .	2 miles 240 feet.
Length of track, including sidings, . . . . .	2 miles 540 feet.
Gauge of road, . . . . .	5 feet 2½ inches.
Weight of rail per yard on main track: Part 44 pounds, and part 38 pounds.	
Number of car-houses, shops, and stables: 1 car-house and 2 stables rented from owners, and 1 car-shed owned by company built on leased ground.	
Number of depots: 1 small waiting-room built on leased ground.	
Number of first-class passenger cars: 6 for 1 horse and 1 for 2 horses, and 1 summer car for 2 horses.	
Average value of each, . . . . .	\$300
Number of passengers that may be seated in each car: 14 in 1 horse, and 20 in 2 horse car.	
Number of horses and mules owned by the company, . . . . .	23
Average value of each, including harness, . . . . .	\$75

Value of real estate held, exclusive of roadway, . . . . . 1,500

Average weight in pounds of passenger cars, exclusive of passengers and baggage: 2,600 pounds, and 1 large car 3,600.

Average rate of speed adopted by passenger cars, including stops, miles per hour, . . . . . 4½ miles.

Number of trips each day: 14, (5 cars running.)

How many miles does each horse travel daily? . . . . . 20 miles.

How is track laid, and on what foundation? Part oak and part pine stringers and ties, and gravel and stone foundation.

Average time consumed by cars in passing over the road, . . . . . 1 h. 10 m.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: The railway runs from intersection of Reily and Third streets down Third to Walnut street; out Walnut to Second street; down Second to Vine street; out Vine to Paxton; down Paxton to Hanna street; and from the intersection of Market street and Second street in Market square, out Market street to Meadow Lane, opposite to the depots of the Philadelphia and Reading Railroad Company and Pennsylvania railroad Company.

Monthly Statement of Passengers, all classes, carried in Cars for the Year.

January, 1878, . . . . .	14,365	August, 1878, . . . . .	21,223
February, 1878, . . . . .	12,348	September, 1878, . . . . .	18,408
March, 1878, . . . . .	14,498	October, 1878, . . . . .	18,009
April, 1878, . . . . .	16,178	November, 1878, . . . . .	15,481
May, 1878, . . . . .	18,836	December, 1878, . . . . .	19,114
June, 1878, . . . . .	19,317		
July, 1878, . . . . .	24,330	Total, . . . . .	212,107

The Rate of Fare for Passengers charged.

Single fare, . . . . . 6 cents.

Tickets in packages of 5 sold for, . . . . . 25 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.	
Repairs of road bed and railway, . . . . .	\$615 20
Operating the Road.	
Rents of all kinds, including taxes paid as part of rent, tolls, &c., . . . . .	950 88
On account of horses, . . . . .	295 00
Harness and repairs, . . . . .	132 17
Repairs to cars, . . . . .	661 88
Horse shoeing, . . . . .	388 73
Hay and feed, . . . . .	2,230 55
Office expenses, stationery, and printing tickets and cards, . . . . .	66 52
Salaries, . . . . .	1,287 47
Insurance, . . . . .	24 00
Hostlers, pay-roll, . . . . .	983 06
General expense of stable, . . . . .	113 15
Conductors and drivers, . . . . .	2,741 05
Fuel, oil, and gas, . . . . .	108 50
<b>Total, . . . . .</b>	<b>\$9,982 95</b>

## Receipts.

MONTHS.	From pas- sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1878, . . .	\$790	10	.	.	.	.	\$23	25	\$818	35
February, 1878, . . .	679	15	.	.	.	.	37	75	716	90
March, 1878, . . .	797	41	.	.	.	.	40	00	837	41
April, 1878, . . .	889	80	.	.	.	.	3	25	893	05
May, 1878, . . .	1,035	98	.	.	.	.	660	05	1,696	03
June, 1878, . . .	1,062	48	.	.	.	.	10	75	1,073	23
July, 1878, . . .	1,338	20	.	.	.	.	21	12	1,359	32
August, 1878, . . .	1,167	30	.	.	.	.	6	00	1,173	30
September, 1878, . . .	1,012	44	.	.	.	.	1	50	1,013	94
October, 1878, . . .	990	53	.	.	.	.	36	22	1,026	75
November, 1878, . . .	851	46	.	.	\$1	20	1	75	854	41
December, 1878, . . .	1,051	80	.	.	.	.	.	.	1,051	80
<b>Total, . . . . .</b>	<b>\$11,666</b>	<b>15</b>	.	.	<b>\$1</b>	<b>20</b>	<b>\$341</b>	<b>64</b>	<b>\$12,508</b>	<b>99</b>

## Summary of Payments.

For construction, repairing road bed and railway, . . . . .	\$615	20
For maintaining the road or real estate of the corporation, and op- erating the road, (exclusive of horses,) see construction, . . . . .	9,687	95
For interest, . . . . .	78	80
For new wagon, \$200 70; horses, \$295, . . . . .	495	70
For payments to loan account, . . . . .	600	00
For miscellaneous: Keep no miscellaneous account.		
For municipal taxes: Taxes paid were as part of rent of stables.		
For State taxes, . . . . .	636	97
<b>Total, . . . . .</b>	<b>\$12,114</b>	<b>63</b>

## General Balance Sheet, January 1, 1879.

DR.			
Construction, . . . . .	\$17,688	80	
Equipment, . . . . .	11,975	86	
Real estate purchased for future depot, . . . . .	1,500	00	
			\$31,164 66
Supply of feed and hay on hand, . . . . .			200 00
Cash on hand, December 31, 1878, . . . . .			619 68
Profit, . . . . .			10,484 41
			<b>\$42,468 75</b>
CR.			
Capital stock, . . . . .			\$41,150 00
DEBTS.			
Balance due on vacant lot purchased for future depot, . . . . .			1,000 00
Rent due December 31, 1878, for stables and office, . . . . .			318 75
			<b>\$42,468 75</b>

## Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$41,150 00

STATE OF PENNSYLVANIA, }  
 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 December 31, A. D. 1878, according to the best of their knowledge and belief.

(Signed) HENRY A. KELKER, *President.*  
 RUD. F. KELKER, *Treasurer.*

Sworn and subscribed before me this 15th day of January, A. D. 1879.  
 D. A. KEPNER, *Alderman.*

**HESTONVILLE, MANTUA AND FAIRMOUNT.**

**Officers.**

NAMES.		Residence.	Salary.
Charles H. Lafferty, . . .	President, . . . . .	Philadelphia, . . .	\$2,500 00
Charles Lafferty, . . . .	Vice President.		
R. W. Cline, . . . . .	Secretary and Treasurer,		1,200 00
Frank Lafferty, . . . .	General Manager, . . . . .		1,500 00

General office at 4300 Lancaster avenue, Philadelphia.

*Names of Directors.*

*Residences.*

Charles Lafferty, . . . . .	Philadelphia.
Levi N. Wagner, . . . . .	Philadelphia.
John F. Betz, junior, . . . . .	Philadelphia.
John R. Griffith, . . . . .	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	38
Capital stock, total amount now paid in, . . . . .	299,381	38
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, . . . . .	209,000 00
Total amount now of funded debt, . . . . .	\$334,000 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, &c., . . . . .	40,273 98
The amount now of floating debt, . . . . .	\$201,401 30
Total amount now of floating and funded debt, . . . . .	\$535,401 30
Funded debt as per last report, . . . . .	\$305,000 00
Floating debt as per last report, . . . . .	253,342 47
Total cash realized from capital stock and debt, . . . . .	834,782 66

## Cost of Road and Equipment.

	By last report.	By present report.
Construction, . . . . .	\$402,496 06	\$402,496 06
Equipment, . . . . .	132,785 60	130,976 60
Total cost, . . . . .	\$535,281 66	\$533,472 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 lbs. per yard.
Number of car-houses, shops, and stables, . . . . .	5
Number of depots, . . . . .	2
Number of first-class passenger cars, . . . . .	79
Average value of each, . . . . .	\$600
Number of second-class passenger cars, . . . . .	12
Average value of each, . . . . .	\$250
Number of passengers that may be seated in each car, . . . . .	22
Number of other cars: 4 sweepers, 1 snow plow, 1 truck, . . . . .	6
Number of horses and mules owned by the company, . . . . .	446
Average value of each, including harness, . . . . .	\$90 00
Value of real estate held, exclusive of road way, . . . . .	\$319,111 74
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	4,800



Average rate of speed adopted passenger cars, including stops, (miles per hour,) . . . . . 5

How is track laid, and on what foundation: Yellow pine, on gravel.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Race and Vine street line, from depot, Lancaster avenue, to Haverford avenue, to Thirtieth street, to Fairmount bridge, (lower deck,) to Callowhill, to Hamilton, to Twenty-second, to Race, to Second, to Walnut, to Dock, to Third, to Vine, to Twenty-third, to Callohill, to Twenty-fifth, to Spring Garden, across upper deck of bridge on Spring Garden, to Lancaster avenue, to Belmont avenue, to Elm avenue, back to Belmont avenue, to Lancaster avenue, to depot.

Arch street line, from depot, 2562, Callowhill street, down Biddle to Twenty-fifth, to Spring Garden, to Twentieth, to Arch, to Second, up Arch to Twenty-first, to Callowhill, to depot.

Thirty-fifth street branch.—Double track on Thirty-fifth street, from Spring Garden to Zoological Garden.

Hestonville branch.—Double track on Lancaster avenue and Fifty-second street, from depot to George's Hill.

Monthly Statement of Passengers, all classes, carried in Cars for the Year.

January, 1878, . . . . .	338,220	August, 1878, . . . . .	360,876
February, 1878, . . . . .	310,492	September, 1878, . . . . .	388,249
March, 1878, . . . . .	358,923	October, 1878, . . . . .	412,614
April, 1878, . . . . .	393,658	November, 1878, . . . . .	385,920
May, 1878, . . . . .	427,596	December, 1878, . . . . .	374,942
June, 1878, . . . . .	394,153		
July, 1878, . . . . .	374,443	Total, . . . . .	4,500,088

The Rate of Fare for Passengers Charged.

Single fare, adults 6 cents, minors 4 cents.  
Exchange tickets, . . . . . 9 cents.

## Expenses.

Maintaining the Road or Real Estate of the Corporation,			
Repairs of road bed and railway, . . . . .		\$5,614	29
Repairs of building, . . . . .		494	33
Taxes on real estate, . . . . .		6,436	96
Total, . . . . .		\$12,545	58
Operating the Road.			
On account of horses, . . . . .		\$9,950	00
Harness and repairs, . . . . .		858	64
Repairs to cars, . . . . .		8,109	73
Horse shoeing, . . . . .		6,236	99
Hay and feed and straw, . . . . .		41,658	63
Office expenses, stationery, and depot expenses, . . . . .		11,678	34
Salaries, . . . . .		5,393	40
Insurance, . . . . .		943	25
Included on other account, toll, . . . . .		2,107	20
General expense of stable, . . . . .		20,503	25
Conductors and drivers, . . . . .		72,614	97
Included on other accounts, royalty, . . . . .		2,233	96
Damage for injury of persons, . . . . .		1,390	73
Total, . . . . .		\$196,244	67

## Receipts on Construction and Equipment Account during the Year.

From sale of bonds, . . . . .	\$29,000	00
Other sources: Sale of horses, . . . . .	520	00
Total, . . . . .	\$29,520	00

## Receipts.

MONTHS.	From pas- sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1878, . . . . .	\$18,256	39	\$44	00			\$2,450	33	\$20,750	72
February, 1878, . . . . .	16,634	67	44	00	\$281	04	91	66	17,051	37
March, 1878, . . . . .	19,882	37	44	00	244	99	296	60	19,967	96
April, 1878, . . . . .	21,165	69	32	00	258	07	69	20	21,524	96
May, 1878, . . . . .	23,213	77	37	00	259	97	15	66	23,523	40
June, 1878, . . . . .	21,319	55	32	00	256	30	2,015	79	23,623	64
July, 1878, . . . . .	20,084	80	29	00	257	74			20,371	54
August, 1878, . . . . .	19,503	46	50	00					19,553	46
September, 1878, . . . . .	20,899	84	70	00	615	14	13	88	21,498	96
October, 1878, . . . . .	22,278	74					15,000	00	37,278	74
November, 1878, . . . . .	19,551	00					352	00	19,903	00
December, 1878, . . . . .	19,861	66	30	00	769	29	14,000	00	34,660	95
Total, . . . . .	\$242,151	94	\$412	00	\$2,842	54	\$34,305	12	\$279,711	60

Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road, . . . . .	\$177,540	75
For interest, . . . . .	83,242	65
For new passenger cars and horses, . . . . .	8,661	00
For miscellaneous, . . . . .	58,504	51
For municipal, State, and United States taxes, . . . . .	2,511	40
<b>Total, . . . . .</b>	<b>\$280,460</b>	<b>31</b>

General Balance Sheet, January 1, 1879.

DR.			
Cash, . . . . .		\$4,454	11
Construction, . . . . .		402,496	06
Equipment, . . . . .		180,976	60
Real estate, . . . . .		319,111	74
International exhibition stock, . . . . .		9,810	00
Ground rent, . . . . .		1,000	00
City of Philadelphia, . . . . .		500	00
Real estate improvement, . . . . .		68,875	54
Profit and loss, . . . . .		5,050	23
		<b>\$940,074</b>	<b>28</b>
CR.			
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, . . . . .		209,000	00
Bonds and mortgages on real estate, . . . . .		83,533	32
Bills payable, . . . . .		201,401	30
Hestonville coupons, old account, . . . . .		367	50
Hestonville coupons, new account, . . . . .		90	00
Dividends unclaimed, . . . . .		698	45
State of Pennsylvania, (taxes,) . . . . .		10,209	61
Conductors' deposits, . . . . .		1,954	40
Materials, (bills unpaid,) . . . . .		2,765	84
Race and Vine street coupons, . . . . .		85	00
Loans, . . . . .		5,087	50
		<b>\$940,074</b>	<b>28</b>

Stock and Dividends.

Amount of common stock now outstanding, . . . . . 39,322 shares.

Accidents.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	1	.....	.....	.....	.....	1	1

Statement of Each Accident.

William Collom; fell under wheel of car, at Ninth and Arch streets, while getting off front platform, May 6, 1878; died.

J. Ward; ran against by Hestonville car, March 16, 1878; extent of injuries not known.

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

Personally appeared before me, Chas. H. Lafferty, president, and R. W. Cline, treasurer, of the Hestonville, Mantua, and Fairmount 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. 1878, according to the best of their knowledge and belief.

(Signed)

CHAS. H. LAFFERTY, *President.*

R. W. CLINE, *Treasurer.*

Sworn and subscribed before me, this 29th day of March, A. D. 1879.

THOS. H. CLARKE,

*Magistrate Court, No. 23.*

## LOMBARD AND SOUTH STREETS.

### Officers.

NAMES.		Residence.	Salary.
Moses A. Dropsie, . . .	President, . . . . .	Philadelphia, . . .	\$3,000 00
Aaron Lazarus, . . . .	Secretary and Treasurer,	Philadelphia, . . .	1,500 00

General office at 2509 South street, Philadelphia.

### *Names of Directors.*

### *Residences.*

Moses A. Dropsie, . . . . .	Philadelphia.
Charles C. Mackey, . . . . .	Camden, N. J.
John Q. Adams, . . . . .	Philadelphia.
Mayer Sulzberger, . . . . .	Philadelphia.
Joseph H. Peirsol, . . . . .	Philadelphia.

### Capital Stock.

Capital stock authorized by law, . . . . .	\$500,000 00
Capital stock authorized by votes of company, . . . . .	325,000 00
Capital stock, amount subscribed, . . . . .	325,000 00
Capital stock paid in by last report, . . . . .	195,000 00
Capital stock, total amount now paid in, . . . . .	195,000 00
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

Debt.

Funded Debt.			
First mortgage bonds, (due 1883, bear interest at 7 per cent., which is payable January and July,) . . . . .		\$62,500	00
Total amount now of funded debt, . . . . .		\$62,500	00
Funded debt as per last report, . . . . .		\$62,500	00

Cost of Road and Equipment.

	By last report.		By present report.	
Construction, { This account is not kept separately,	\$271,594	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, . . . . .  $\frac{9}{10}$  miles.
- Gauge of road, . . . . . 5 ft. 2 in.
- Weight of rail per yard, . . . . . 43 lbs.
- Number of car houses, shops, and stables, . . . . . 4
- Number of depots, . . . . . 2
- Number of first-class passenger cars, . . . . . 30
- Average value of each, . . . . . \$500 00
- Number of second-class passenger cars, (one horse,) . . . . . 13
- Average value of each, . . . . . \$400 00
- 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 00
- Value of real estate held, exclusive of roadway, . . . . . \$40,000 00
- Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . . 5
- Number of trips each day, . . . . . 370
- How many miles does each horse travel daily? Some 21 $\frac{1}{4}$ , 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 roads: 61 and 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; 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 street 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, to Twelfth street, to Snyder avenue, and Broad street.

**Monthly Statement of Passengers, all classes, Carried in Cars for the Year.**

November, 1877, . . . . .	124,171	June, 1878, . . . . .	125,724
December, 1877, . . . . .	125,908	July, 1878, . . . . .	133,653
January, 1878, . . . . .	113,015	August, 1878, . . . . .	128,043
February, 1878, . . . . .	88,538	September, 1878, . . . . .	125,867
March, 1878, . . . . .	112,490	October, 1878, . . . . .	122,731
April, 1878, . . . . .	124,120		
May, 1878, . . . . .	135,070	Total, . . . . .	1,459,829

**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.

**Expenses.**

<b>Maintaining the Road or Real Estate of the Corporation.</b>		
Repairs of road bed and railway, . . . . .	\$4,088	34
Repairs of building, . . . . .	197	64
Taxes on real estate, . . . . .	860	85
<b>Total, . . . . .</b>	<b>\$5,146</b>	<b>83</b>
<b>Operating the Road.</b>		
On account of horses, . . . . .	\$3,309	00
Harness and repairs, . . . . .	432	57
Repairs to cars, . . . . .	2,061	53
Horse shoeing, . . . . .	2,823	79
Hay, feed, and straw, . . . . .	17,246	06
Office expenses, stationery, and depot expenses, . . . . .	2,313	37
Salaries, . . . . .	4,500	00
Insurance, . . . . .	1,090	84
Watchmen, switchmen, hostlers, pay-roll, . . . . .	} All included, . . . . .	30,324 91
General expense of stable, . . . . .		
Conductors and drivers, . . . . .		
Fluid, fuel, oil, and gas, . . . . .	407	34
<b>Total, . . . . .</b>	<b>\$64,029</b>	<b>41</b>

Receipts.

MONTHS.	From pas- sengers.		From profit and loss.		Manure.		Other sources.		Total.	
November, 1877,	\$6,089	90	.	.	\$2	36	\$3	00		
December, 1877,	6,203	28	.	.	94	42	1	00		
January, 1878,	5,565	22	.	.	27	72	4	30		
February, 1878,	4,827	27	.	.	.	.	7	50		
March, 1878,	5,504	80	.	.	215	77	6	75		
April, 1878,	6,164	69	.	.	4	00	3	00		
May, 1878,	6,877	17	.	.	283	49	80	40		
June, 1878,	6,580	80	.	.	.	.	.	.		
July, 1878,	6,976	81	.	.	8	79	3	35		
August, 1878,	6,744	78	.	.	180	32	3	85		
September, 1878,	6,560	09	.	.	88	37	2	15		
October, 1878,	6,399	78	.	.	10	83	5	30		
Total, . . .	\$74,494	54	\$415	94	\$901	07	\$70	60	\$75,882	15

Summary of Payments.

For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	\$69,176	24
Interest, . . . . .	4,393	80
New passenger cars and horses: Shown in "Operating Road."		
Miscellaneous, . . . . .	924	41
Municipal taxes, . . . . .	1,715	85
State taxes, . . . . .	723	61
Total, . . . . .	\$76,933	41

General Balance Sheet, November 1, 1878.

DR.			
Materials on hand, estimated, . . . . .		\$1,000	00
		\$1,000	00
CR.			
Capital stock, . . . . .		\$325,000	00
Funded debt, . . . . .		62,500	00
		\$387,500	00

Stock and Dividends.

Amount of common stock now outstanding, . . . . . 12,994 shares.

Accidents.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.	.	.	.	1	.	1	.

Statement of Each Accident.

September 10, 1878. A child aged twenty months was run over, near Front and Pine streets, and killed.

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. 1878, according to the best of their knowledge and belief.

(Signed) MOSES A. DROPSIE, *President.*  
 AARON LAZARUS, *Treasurer.*

Sworn and subscribed before me, this 3d day of January, A. D. 1879.  
 BENJAMIN F. TELLER, *Notary Public.*

MANAYUNK AND ROXBOROUGH INCLINED PLANE AND RAILWAY.

Officers.

NAMES.		Residence.	Salary.
Charles J. Walton,	President, . . . . .	Roxborough, Philadelphia,	None.
W. H. Lewis, . . .	Secretary, . . . . .	Roxborough, Philadelphia,	\$270 00
C. J. McGlinchy, .	Treasurer, . . . . .	Manayunk, Pa., . . . . .	135 00
Albert Tibben, . .	Gen'l Superintendent,	Roxborough, Philadelphia,	720 00

<i>Names of Directors.</i>	<i>Residences.</i>
William Ring, . . . . .	Leverington P. O., Roxborough, Philadelphia.
Michael Righter, . . . . .	Leverington P. O., Roxborough, Philadelphia.
J. Vaughan Merriok, . . . . .	Leverington P. O., Roxborough, Philadelphia.
Samuel S. Keely, . . . . .	Leverington P. O., Roxborough, Philadelphia.
William C. Hamilton, . . . . .	Leverington P. O., Roxborough, Philadelphia.
Benjamin Haney, . . . . .	Leverington P. O., Roxborough, Philadelphia.
Joshua Bond, . . . . .	Barren Hill, Montgomery county, Pa.



Capital Stock.

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.		

Floating Debt.

Debt incurred for any other purpose, and for what: Depot lot, . . . . .	\$3,000	00
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Cost of Road and Equipment.

	By last report.		By present report.	
Construction, . . . . .	\$47,133	58	\$47,133	58
Equipment, . . . . .	12,142	98	12,142	98
Total cost, . . . . .	\$59,276	56	\$59,276	56

Characteristics of Road.

Length of road laid, . . . . .	5½ miles.
Gauge of road, . . . . .	5 ft. 2¾ in.
Weight of rail per yard on main track, . . . . .	48 pounds.
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: 5, 16 each; 2, 24 each; average, . . . . .	18
Number of other cars, . . . . .	1 salt car.
Number of horses and mules owned by the company, . . . . .	25
Average value of each, including harness, . . . . .	\$100 00
Value of real estate held, exclusive of roadway, new, at cost, . . . . .	\$11,054 42
Average weight in lbs. of passenger cars, exclusive of passengers and baggage, . . . . .	3,800
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; 9 trips, of 3 miles each.	
How many miles does each horse travel daily? . . . . .	20

How is track laid, and on what foundation? Yellow pine stringer, white oak, earth and gravel.

Average time consumed by cars in passing over the road: 45 minutes, over route of 4 miles.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Over Ridge Road from Barren Hill, to Wissahickon station on the Reading railroad.

Route is divided into three fares; total number of single fares received during the year, 177,970, exclusive of season tickets issued for local accommodation, and in connection with the Reading Railroad Company to passengers traveling 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, . . . . .		\$650	63
Repairs of building, . . . . .		296	70
Taxes on real estate, . . . . .		103	17
Total, . . . . .		\$1,050	50
Operating the Road.			
On account of horses, . . . . .		532	82
Harness and repairs, . . . . .		94	80
Repairs to cars, . . . . .		372	52
Horse shoeing, . . . . .		348	69
Hay and feed, . . . . .		2,450	33
Office expenses, stationery, and depot expenses, . . . . .		529	28
Insurance, . . . . .		120	00
Watchmen, switchmen, hostlers, pay-roll, . . . . .		4,379	90
General expense of stable, . . . . .		225	01
Fluid, fuel, oil, gas, and salt, . . . . .		110	10
Total, . . . . .		\$10,713	45

Receipts.

MONTHS.	From pas- sengers.		Rent.	Manure.	* Other sources.		Total.
January, 1878, . . . . .	\$923	77		\$41	60		
February, 1878, . . . . .	752	67		42	80		
March, 1878, . . . . .	863	40		41	60		
April, 1878, . . . . .	1,127	51		41	00		
May, 1878, . . . . .	1,017	99		40	00		
June, 1878, . . . . .	1,096	04		35	00		
July, 1878, . . . . .	1,135	92		36	45		
August, 1878, . . . . .	1,128	19		35	55		
September, 1878, . . . . .	1,358	80		37	12		
October, 1878, . . . . .	1,050	07		36	20		
November, 1878, . . . . .	813	80		35	10		
December, 1878, . . . . .	1,108	85		36	25	\$17	37
Total, . . . . .	\$12,377	01		\$458	67	\$17	37

\* Hay scales for the year.

Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road, . . . . .	\$10,610	28
Interest, . . . . .	276	87
Payments to loan account, . . . . .	2,225	00
Miscellaneous: Water rent, . . . . .	16	50
Municipal taxes, . . . . .	108	17
State taxes, . . . . .		
<b>Total, . . . . .</b>	<b>\$18,231</b>	<b>82</b>
Balance new depot, . . . . .	\$1,969 66	
Total amount of surplus fund: Profit and loss, . . . . .	394 44	10
	<b>\$2,364</b>	

General Balance Sheet, January 1, 1879.

<b>DR.</b>			
To running expenses, 1878, . . . . .	\$9,906	47	
To balance to credit of profit and loss, . . . . .	2,364	10	
	<b>\$12,270</b>	<b>57</b>	
To new depot, . . . . .	\$1,969	66	
To balance, . . . . .	394	44	
	<b>\$2,364</b>	<b>10</b>	
<b>Unsettled Accounts.</b>			
Cash on hand, . . . . .	\$105	08	
Feed on hand and supplies, . . . . .	289	86	
New depot, . . . . .	3,000	00	
	<b>\$3,394</b>	<b>44</b>	
<b>CR.</b>			
By passenger receipts, 1878, . . . . .	\$12,270	57	
	<b>\$12,270</b>	<b>57</b>	
Profit and loss, . . . . .	\$2,364	10	
	<b>\$2,364</b>	<b>10</b>	
<b>Unsettled Accounts.</b>			
Profit and loss, . . . . .	\$394	44	
Mortgage, depot lot, . . . . .	3,000	00	
	<b>\$3,394</b>	<b>44</b>	

Stock and Dividends.

Amount of common stock now outstanding: 2,389 shares, at \$25 each, \$58,475:

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

Personally appeared before me, Charles J. Walton, president, and Cornelius J. McGlinchy, treasurer, of the Manayunk and Roxborough Inclined Plane and 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. 1878, according to the best of their knowledge and belief.

(Signed)

C. J. WALTON, *President.*

C. J. McGLINCHY, *Treasurer.*

Sworn and subscribed before me, this 23d day of January, A. D. 1879.

ALFRED SNYDER,

*Magistrate Court No. 20, Philadelphia.*

PEOPLE'S.

Officers.

NAMES.		Residence.	Salary.	
John L. Lawson, .	President, . . . . .	Philadelphia, . . . .	\$1,800	00
Thomas S. Harris, .	Secretary and Treasurer, . .	Philadelphia, . . . .	1,200	00
Wm. H. Bennett, .	General Superintendent, . .	. . . . .	780	00

<i>Names of Directors.</i>	<i>Residences.</i>
John L. Lawson, . . . . .	Philadelphia.
William B. Mann, . . . . .	Philadelphia.
Curwen Stoddart, junior, . . . . .	Philadelphia.
James C. Collins, . . . . .	Philadelphia.
Lee Roy Kramer, . . . . .	Philadelphia.

Capital Stock.

Capital stock authorized by law, . . . . .	\$500,000	00
Capital stock, amount subscribed, . . . . .	292,325	00
Capital stock, paid in by last report, . . . . .	93,525	82
Capital stock, total amount now paid in, . . . . .	93,544	00
Capital stock, number of shares issued, . . . . .	11,693	
Capital stock, amount paid in on each share, . . . . .	8	00
Capital stock, par value of each share, . . . . .	25	00

Debt.

Funded Debt.		
First mortgage bonds, (due 1903, bear interest at 7 per cent.,) amount,	\$100,000	00
Total amount now of funded debt, . . . . .	\$100,000	00
Floating Debt.		
The amount now of floating debt, . . . . .	29,210	00
Total amount now of floating and funded debt, . . . . .	\$129,210	00
Funded debt as per last report, . . . . .	\$100,000	00
Floating debt as per last report, . . . . .	17,866	48

Cost of Road and Equipment.

	By last report.	By present report.
Construction and equipment, . . . . .	\$205,491 84	\$206,054 84

Charateristics of Road.

Length of road laid, about, . . . . .	6½ miles.
Gauge of road, . . . . .	5 ft. 2 inches.
Weight of rail per yard on main track, . . . . .	43 pounds.
Number of car-houses, shops, and stables, . . . . .	1
Number of depots, . . . . .	1
Number of first-class passenger cars, . . . . .	22
Average value of each, . . . . .	\$500
Number of passengers that may be seated in each car, . . . . .	20
Number of horses and mules owned by the company, . . . . .	121
Average value of each, including harness, . . . . .	\$75
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 miles.
Number of trips each day, . . . . .	13
How many miles does each horse travel daily? . . . . .	20 miles.
How is track laid, and on what foundation? White pine stringers and cross-ties.	
Average time consumed by cars in passing over the road, . . . . .	69 minutes.

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, on York avenue to Callowhill street, and return by Callowhill street to the Schuylkill. Crosses all the roads running north and south in the city.

Monthly Statement of Passengers, all classes, Carried in Cars for the Year.

January, 1878, . . . . .	75,811	August, 1878, . . . . .	130,673
February, 1878, . . . . .	66,670	September, 1878, . . . . .	104,221
March, 1878, . . . . .	79,556	October, 1878, . . . . .	91,443
April, 1878, . . . . .	86,288	November, 1878, . . . . .	78,706
May, 1878, . . . . .	93,627	December, 1878, . . . . .	81,281
June, 1878, . . . . .	99,501	Total, . . . . .	1,117,634
July, 1878, . . . . .	129,867		

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: In pay-roll and general expenses.	
Taxes on real estate, . . . . .	\$271 77
Operating the Road.	
On account of horses, . . . . .	\$2,355 00
Harness and repairs, . . . . .	368 06
Repairs to cars, . . . . .	1,400 94
Horse-shoeing, . . . . .	2,138 02
Hay and feed, . . . . .	9,363 30
Office expenses, stationery, and depot expenses, . . . . .	2,097 80
Salaries, . . . . .	3,780 00
Insurance, . . . . .	250 00
Watchmen, switchmen, hostlers, pay-roll, general expense of stable, conductors, and drivers, . . . . .	27,340 23
Fluid, fuel, oil, and gas, . . . . .	734 53
Damage for injury of persons, . . . . .	895 00
Total, . . . . .	\$50,222 90

Receipts on Construction and Equipment Account during the Year.

From stockholders, . . . . .	\$18 18
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Receipts.

MONTHS.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1878, . . . . .	\$3,852 17	\$41 66			\$3,893 83
February, 1878, . . . . .	3,333 10	41 66			3,374 76
March, 1878, . . . . .	4,007 17	41 66	\$156 25		4,205 08
April, 1878, . . . . .	4,400 86	41 66			4,442 52
May, 1878, . . . . .	4,812 18	41 66	153 00		5,006 84
June, 1878, . . . . .	5,065 77	41 66			5,107 43
July, 1878, . . . . .	6,747 79	41 66	141 75		6,931 20
August, 1878, . . . . .	6,946 99	86 83			6,963 82
September, 1878, . . . . .	5,495 61	36 83	141 16	\$18 18	5,691 78
October, 1878, . . . . .	4,726 11	36 83			4,762 94
November, 1878, . . . . .	4,083 44	36 83	140 00		4,260 27
December, 1878, . . . . .	4,137 29	86 83		11,343 52	16,517 64
Total, . . . . .	\$57,608 48	\$475 77	\$732 16	\$11,361 70	\$70,178 11

Summary of Payments.

For construction, . . . . .	\$562	50
For maintaining the road or real estate of the corporation, and operating the road, . . . . .	50,494	67
Interest, . . . . .	8,906	77
Miscellaneous, . . . . .	5,882	22
Municipal taxes, . . . . .	750	00
State taxes, . . . . .	812	99
Total, . . . . .	\$66,909	15
Cash on hand, . . . . .	\$3,438	96

General Balance Sheet, January 1, 1879.

DR.			
Construction and equipment, . . . . .	\$203,054	34	
Cash, . . . . .	3,438	96	
Profit and loss, including all material on hand January 1, . . . . .	13,160	70	
	\$222,654	00	
CR.			
Capital stock, . . . . .	\$98,444	00	
Funded debt, . . . . .	100,000	00	
Floating debt, . . . . .	29,210	00	
	\$222,654	00	

Stock and Dividends.

Amount of common stock now outstanding, shares, . . . . . 11,693

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. 1878, according to the best of their knowledge and belief.

(Signed,)

JOHN L. LAWSON, *President.*

THOMAS S. HARRIS, *Treasurer.*

Sworn and subscribed before, me this 28th day of January, A. D. 1879.

BENJ. C. SATTERTHWAITE, *Notary Public.*

## PEOPLE'S.

## Officers.

NAMES.		Residence.	Salary.
William Mathews, . . .	President, . . . . .	Scranton, . . . . .	\$1,200 00
Alfred Hand, . . . . }	Secretary, } . . . . .	. . . . .	100 00
	Treasurer, } . . . . .		

<i>Names.</i>	<i>Residences.</i>
William Mathews, . . . . .	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, total 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, . . . . .	20 00

## Debt.

Funded Debt.	
First mortgage bonds, (due 1888, bear interest at 7 per cent., which is payable semi-annually, 1st January and 1st July,) amount, . . . .	\$20,000 00
Total amount now of funded debt, . . . . .	\$20,000 00
Floating Debt.	
Total amount now of floating and funded debt, . . . . .	\$20,000 00
Floating debt as per last report, . . . . . \$10,000	



**Cost of Road and Equipment**

	By last report.		By present report.	
Construction, . . . . .	\$182,168	92	\$157,101	39
Equipment, . . . . .	26,564	85		
Add real estate now paid for, . . . . .			5,000	00
<b>Total cost, . . . . .</b>	<b>\$158,728</b>	<b>77</b>	<b>\$162,101</b>	<b>39</b>

NOTE.—1878, construction and equipment kept as one account.

**Characteristics of Road.**

Length of road laid, . . . . .	9½ miles.
Length of double track, including sidings, . . . . .	1,600 feet.
Gauge of road, . . . . .	4 feet 8½ inches.
Weight of rail per yard on main track, . . . . .	25 lbs.
Number of car-houses, shops, and stables, . . . . .	3
Number of depots, . . . . .	1
Number of first-class passenger cars, . . . . .	9
Average value of each, . . . . .	\$500 00
Number of second-class passenger cars, . . . . .	9
Average value of each, . . . . .	\$100 00
Number of passengers that may seated in each car, . . . . .	24 and 14
Number of other cars, . . . . .	2
Number of horses and mules owned by the company, . . . . .	35
Average value of each, including harness, . . . . .	\$80 00
Value of real estate held exclusive of roadway, . . . . .	\$15,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	3,400, 2,400
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	6 miles.
Number of trips each day, . . . . .	16
How many miles does each horse travel daily, . . . . .	15
How is track laid, and on what foundation: Stringers and ties.	
Average time consumed by cars in passing over the road, . . . . .	30 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Same as before.

**Monthly Statement of Passengers, all classes, carried in Cars for the Year.**

November, 1877, . . . . .	19,834	June, 1878, . . . . .	18,210
December, 1877, . . . . .	23,567	July, 1878, . . . . .	22,251
January, 1878, . . . . .	22,550	August, 1878, . . . . .	18,320
February, 1878, . . . . .	18,180	September, 1878, . . . . .	18,375
March, 1878, . . . . .	18,100	October, 1878, . . . . .	19,850
April, 1878, . . . . .	18,150		
May, 1878, . . . . .	17,776	<b>Total, . . . . .</b>	<b>285,168</b>

## The Rate of Fare for Passengers charged.

Single fare, . . . . . 5, 6, and 10 cts.  
 Tickets in packages sold for 3, 4, and 5 for 25, and 15 for \$1 00.

## Expenses.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road bed and railway, . . . . .		\$3,244	18
Repairs of building, . . . . .		91	62
<b>Total, . . . . .</b>		<b>\$3,335</b>	<b>80</b>
Operating the Road.			
On account of horses, . . . . .		\$400	00
Harness and repairs, . . . . .		118	59
Repairs to cars, . . . . .		370	96
Horse shoeing, . . . . .		565	78
Hay and feed, . . . . .		3,031	94
Office expenses, stationery, and depot expenses, . . . . .		234	19
Salaries, . . . . .		1,400	00
Insurance, . . . . .		283	75
Watchmen, switchmen, hostlers, pay-roll, . . . . .		1,897	64
General expense of stable, . . . . .		275	69
Conductors and drivers, . . . . .		4,385	43
Fluid, fuel, oil, and gas, . . . . .		138	01
<b>Total, . . . . .</b>		<b>\$16,432</b>	<b>78</b>

## Receipts on Construction and Equipment Account during the Year.

From sale of bonds, . . . . . \$17,750 00

## Receipts.

MONTHS.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
November, 1877,	\$1,388 40			\$2 00	\$1,390 40
December, 1877,	1,649 71		\$3 00	147 50	1,800 21
January, 1878,	1,578 54		16 00	82 50	1,677 04
February, 1878,	1,272 82		9 00	55 00	1,336 82
March, 1878, . . .	1,255 91		10 00	147 50	1,413 41
April, 1878, . . .	1,275 70		9 00	421 89	1,706 59
May, 1878, . . . .	1,223 90		6 00	13 69	1,243 59
June, 1878, . . . .	1,313 66		2 00	42 17	1,357 83
July, 1878, . . . .	1,553 06		9 00	186 67	1,748 73
August, 1878, . . .	1,408 22		5 25	3 50	1,416 97
September, 1878,	1,449 69			194 50	1,644 19
October, 1878, . .	1,375 14			195 88	1,570 52
<b>Total, . . . . .</b>	<b>\$16,744 55</b>		<b>\$69 25</b>	<b>\$1,492 30</b>	<b>\$18,306 10</b>

Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road, . . . . .	\$16,432	73
Interest, . . . . .	1,278	31
New passenger cars and horses, . . . . .	4,047	55
Payments to loan account, . . . . .	18,000	00
Payments made to surplus fund, . . . . .	306	92
Municipal taxes, . . . . .	514	55
State taxes, . . . . .	476	04
Total, . . . . .	\$86,056	10
Total amount of surplus fund, . . . . .	\$988	55

General Balance Sheet, November 1, 1878.

DR.			
Construction account, . . . . .	\$157,101	39	
Real estate account, balance, . . . . .	5,000	00	
Expense account, . . . . .	6,847	58	
Individual account, . . . . .	62	48	
Cash, . . . . .	988	55	
	\$170,000	00	
CR.			
Capital stock, . . . . .	\$150,000	00	
Bond account, . . . . .	20,000	00	
	\$170,000	00	

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

Personally appeared before me, William Matthews, president, and Alfred Hand, treasurer, of the Peoples' Street Railway Company, 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 condition and affairs of said company, for the financial year ending October 31, A. D. 1878, according to the best of their knowledge and belief.

(Signed) WILLIAM MATTHEWS, *President.*  
 ALFRED HAND, *Treasurer.*

Sworn and subscribed before me, this 13th day of December, A. D. 1879.  
 G. F. BENTLEY, *Notary Public.*

## PHILADELPHIA AND DARBY.

### Officers.

NAMES.	Residences.	Salary.
A. L. Bonnaffon, . . . . .	Philadelphia, . . . . .	None.
William W. Colket, . . . . .	Philadelphia, . . . . .	None.

General office at 4130 Chestnut street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Collins W. Walton, . . . . .	Philadelphia.
C. B. Mench, . . . . .	Philadelphia.
H. L. Child, . . . . .	Philadelphia.
C. Colket, . . . . .	Philadelphia.
John Mariner, . . . . .	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.

<i>Funded Debt.</i>			
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
<i>Floating Debt.</i>			
Total amount now of floating and funded debt, . . . . .	\$100,000		00
Funded debt as per last report, . . . . .	\$100,000		00
Total cash realized from capital stock and debt: All books and papers of the company, except minute book, were made way with by the late president, S. Gross Frey.			

### 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 lbs.
Number of car-houses, shops, and stables, . . . . .	3
Number of depots, . . . . .	1
Average rate of speed adopted by passenger cars, including stops, miles per hour, . . . . .	6

Number of trips each day, . . . . . 5  
 How many miles does each horse travel daily, . . . . . 20  
 How is track laid, and on what foundation? White pine stringers on cross-ties.

Average time consumed by cars in passing over the road, 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 plank road to Woodland avenue; thence along Woodland avenue 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.

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

Personally appeared before me, A. L. Bonnaffon, president, and William 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 December 31, 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 27th day of January, A. D. 1879.

J. MORRIS HARDING, *Notary Public.*

**PHILADELPHIA AND GRAYS FERRY.**

**Officers.**

NAMES.		Residence.	Salary.	
Matthew Brooks, .	President, . . . . .	No. 703 Corinthian avenue, city.	\$2,000	00
J. Crawford Dawes,	Secretary and Treasurer,	1225 Monterey street, city,	1,000	00
Patrick Lovett, . .	General Superintendent,	777 North Twenty-fourth street, city, . . . . .	1,000	00

- General office at Thirty-sixth and Grays Ferry road.

<i>Names of Directors.</i>	<i>Residences.</i>
Henry Bumm, . . . . .	S. W. cor. Girard avenue and Fifteenth st., city.
J. Hicks Conrad, . . . . .	No. 314½ Walnut street, city.
William Dulles, . . . . .	No. 262 South Sixteenth street, city.
Oliver Hopkinson, . . . . .	No. 1424 Spruce street, city.
James McManes, . . . . .	No. 609 Walnut street, city.
Thomas R. Woodhouse, . . . . .	No. 912 Spruce street, city.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$1,000,000 00
Capital stock, amount subscribed, . . . . .	308,750 00
Capital stock paid in by last report, . . . . .	308,750 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, . . . . .	30 00

**Debt.**

Funded debt as per last report, . . . . .	\$34,000 00
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**Cost of Road and Equipment.**

	<i>By last report.</i>	<i>By present report.</i>
Construction and equipment, . . . . .	\$243,989 74	\$243,916 66

**Characteristics of Road.**

Length of road laid, . . . . .	10⅓ miles.
Length of double track, including sidings, . . . . .	2½ miles.
Gauge of road, . . . . .	5 ft. 2 in.
Weight of rail per yard on main track, . . . . .	44 pounds.
Number of car-houses, shops, and stables, . . . . .	3
Number of depots, . . . . .	1
Number of first-class passenger cars, . . . . .	28
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, . . . . .	180
Average value of each, including harness, . . . . .	\$75 00
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 street, and Grays Ferry road, to terminus.

Monthly Statement of Passengers, all classes, carried in cars for the Year.

January, 1878, . . . . .	174,957	August, 1878, . . . . .	165,046
February, 1878, . . . . .	156,429	September, 1878, . . . . .	175,150
March, 1878, . . . . .	178,068	October, 1878, . . . . .	196,775
April, 1878, . . . . .	192,873	November, 1878, . . . . .	179,514
May, 1878, . . . . .	209,373	December, 1878, . . . . .	185,176
June, 1878, . . . . .	189,491		
July, 1878, . . . . .	180,300	Total, . . . . .	2,183,172

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, . . . . .	\$3,216	30
Repairs of building: Included in miscellaneous. . . . .		
Taxes on real estate, . . . . .	436	16
<b>Total, . . . . .</b>	<b>\$3,652</b>	<b>46</b>
Operating the Road.		
On account of horses, . . . . .	\$4,822	50
Harness and repairs, . . . . .	1,169	06
Repairs to cars, . . . . .	3,659	52
Horse-shoeing, . . . . .	2,845	27
Hay and feed, . . . . .	16,069	90
Office expenses, stationery, and depot expenses, . . . . .	369	81
Salaries, . . . . .	4,000	00
Insurance: Included in miscellaneous. . . . .		
Watchmen, switchmen, hostlers, pay-roll, . . . . .	10,843	70
General expense of stable, . . . . .	1,534	35
Conductors and drivers, . . . . .	27,112	76
Fluid, fuel, oil, and gas, . . . . .	570	87
Damage for injury of persons, . . . . .	664	00
<b>Total, . . . . .</b>	<b>\$73,661</b>	<b>74</b>

Receipts.

MONTHS.	From pas- sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1878, . . . . .	\$9,556	34					\$36	14		
February, 1878, . . . . .	8,345	24			\$255	00	75	00		
March, 1878, . . . . .	9,497	27						55		
April, 1878, . . . . .	10,596	68								
May, 1878, . . . . .	11,241	76			260	50	73	08		
June, 1878, . . . . .	10,276	93	\$250	00			75	00		
July, 1878, . . . . .	9,698	61								
August, 1878, . . . . .	8,814	47			352	62	25	00		
September, 1878, . . . . .	9,482	80								
October, 1878, . . . . .	10,596	87								
November, 1878, . . . . .	9,708	16			338	42				
December, 1878, . . . . .	9,944	04	250	00			91	00		
<b>Total, . . . . .</b>	<b>\$117,759</b>	<b>17</b>	<b>\$500</b>	<b>00</b>	<b>\$1,206</b>	<b>54</b>	<b>\$375</b>	<b>77</b>	<b>\$119,841</b>	<b>48</b>

## Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road, . . . . .	\$77,314	20
For dividends, . . . . .	40,364	52
For new passenger cars and horses: Included in operating the road.		
For miscellaneous, . . . . .	3,098	09
For municipal taxes, . . . . .	1,237	54
For State taxes, . . . . .	2,872	65
Total, . . . . .	\$124,887	00

## General Balance Sheet, January 1, 1879.

DR.			
Road and equipments, . . . . .	\$243,916	68	
Schuylkill River passenger railway stock, . . . . .	49,050	00	
Cash, . . . . .	20,174	58	
Over-issued stock, . . . . .	10,000	00	
	\$323,141	24	
CR.			
Capital stock, . . . . .	\$309,207	00	
Dividends Nos. 9, 10, 13, 15, . . . . .	45	87	
Profit and loss, . . . . .	13,888	37	
	\$323,141	24	

## Stock and Dividends.

Amount of common stock now outstanding, . . . . . 12,350 shares.

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

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 December 31, A. D. 1878, according to the best of their knowledge and belief.

(Signed)

MATTHEW BROOKS, *President.*

J. CRAWFORD DAWES, *Treasurer.*

Sworn and subscribed before me, this 27th day of January, A. D. 1879.

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. Bottorf, . . . . .	General Manager, . . . . .	Philadelphia, . . . . .	1,500	00
	General Superintendent,			

General office at 4130 Chestnut street, Philadelphia.

*Names of Directors.*

*Residences.*

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 as authorized by law, . . . . .	\$1,000,000	00
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, par value of each share, . . . . .	50	00
Capital stock, average market value during the year, . . . . .	64	00

**Debt.**

Funded Debt.			
First mortgage bonds, (due January 1, 1881, bear interest at six per cent., which is payable January 1 and July 1, each year) amount, . . . . .	\$200,000	00	
Debenture bonds, (due March 1, 1895, bear interest at seven per cent., which is payable March 1 and September 1,) amount, . . . . .	100,000	00	
Total amount now of funded debt, . . . . .	\$300,000	00	
Funded debt as per last report, . . . . .	\$300,000	00	
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
Total cost, . . . . .	\$826,861	33	\$826,861	33

## Characteristics of Road.

Length of road laid, { Main line, . . . . .	7 miles 363 ft.
{ Darby railroad, . . . . .	9 $\frac{62}{100}$ 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, steel, . . . . .	78 and 47 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 00
Number of second-class passenger cars: 4 snow sweepers, 5 snow plows.	
Number of passengers that may be seated in each car, . . . . .	20
Number of other cars: 1 salt car.	
Number of horses owned by the company, . . . . .	688
Average value of each, including harness, . . . . .	\$125
Value of real estate held, exclusive of roadway, . . . . .	302,650
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	4,800 pounds.
Average rate of speed adopted by passenger cars, includ- ing 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 line leaves Chestnut street at Woodland avenue, along said avenue to Darby road, along Darby road to Darby; and from Chestnut street north on Thirty-second street to Lancaster avenue, along Lancaster avenue to Belmont avenue, and along Belmont avenue to Fairmount Park.

Monthly Statement of Passengers, all Classes, carried in Cars for the Year.

January, 1878, . . . . .	649,323	August, 1878, . . . . .	590,016
February, 1878, . . . . .	594,880	September, 1878, . . . . .	670,619
March, 1878, . . . . .	671,569	October, 1878, . . . . .	753,400
April, 1878, . . . . .	707,140	November, 1878, . . . . .	686,816
May, 1878, . . . . .	746,892	December, 1878, . . . . .	692,805
June, 1878, . . . . .	671,999		
July, 1878, . . . . .	626,665	Total, . . . . .	8,062,114

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, . . . . .	\$11,945	78
Repairs of building, . . . . .	2,854	22
Taxes on real estate, . . . . .	5,878	42
<b>Total, . . . . .</b>	<b>\$20,678</b>	<b>37</b>
Operating the Road.		
On account of horses, . . . . .	12,956	25
Harness and repairs, . . . . .	2,570	15
Repairs to cars, . . . . .	15,694	72
Horse shoeing and blacksmithing, . . . . .	14,066	88
Hay and feed: Hay, \$20,042 20; oats, \$99 10; corn, \$32,287 59; bran, \$3,812 04, . . . . .	56,240	93
Office expenses, stationery, depot expenses, punch royalty, and miscellaneous, . . . . .	8,997	55
Salaries: Included in wages, . . . . .		
Insurance, . . . . .	2,480	40
Watchmen, switchmen, hostlers, pay-roll, . . . . .	154,016	33
General expenses of stable, \$1,884 70; straw, \$801 52, . . . . .	2,686	22
Conductors and drivers, included in pay-roll engine and mill, . . . . .	2,025	72
Fluid, fuel, oil, and gas, . . . . .	5,506	50
Damage for injury to persons, . . . . .	322	00
<b>Total, . . . . .</b>	<b>\$277,563</b>	<b>65</b>

Receipts.

MONTHS.	From Pas-sengers.		Rent.		Manure.		Other sources.		Total.
January, 1878, . . . . .	\$35,769	35					\$153	08	
February, 1878, . . . . .	32,702	12	\$400	00					
March, 1878, . . . . .	36,929	21							
April, 1878, . . . . .	39,153	79							
May, 1878, . . . . .	41,718	17			\$409	50	76	54	
June, 1878, . . . . .	37,154	45			1,337	18			
July, 1878, . . . . .	34,258	96			391	65	76	54	
August, 1878, . . . . .	32,199	19							
September, 1878, . . . . .	37,228	77					19	84	
October, 1878, . . . . .	41,673	28					72	72	
November, 1878, . . . . .	37,829	17							
December, 1878, . . . . .	38,181	76	13	00	1,969	16			
<b>Total, . . . . .</b>	<b>\$444,798</b>	<b>19</b>	<b>\$413</b>	<b>00</b>	<b>\$4,107</b>	<b>49</b>	<b>\$398</b>	<b>22</b>	<b>\$449,716 90</b>

Summary of Payments.

Maintaining the road or real estate of the corporation, and operating the road, . . . . .	\$298,242	02
Interest, . . . . .	28,653	33
Dividends, . . . . .	88,000	00
Miscellaneous. Ground rents, . . . . .	2,460	00
Municipal taxes, . . . . .	11,140	20
State taxes, . . . . .	7,310	18
<b>Total, . . . . .</b>	<b>\$433,805</b>	<b>73</b>

General Balance Sheet, January 1, 1879.

DR.			
Construction, . . . . .		\$689,489	98
Equipment, . . . . .		187,571	40
Bills receivable, . . . . .		179	00
Cash, . . . . .		75,558	62
		<b>\$902,598</b>	<b>95</b>
CR.			
Capital stock, . . . . .		\$475,000	00
Mortgage bonds, . . . . .		200,000	00
Debenture bonds, . . . . .		100,000	00
Mortgage bonds Darby railroad, . . . . .		43,000	00
Unpaid dividends Darby railroad, . . . . .		8,000	00
Unclaimed dividends, . . . . .		275	00
Unclaimed interest, . . . . .		439	50
Profit and loss, . . . . .		75,884	45
		<b>\$902,598</b>	<b>95</b>

Stock and Dividends.

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

Accidents.

PASSENGERS.		EMPLOYERS.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
				1		1	

Statement of Each Accident.

March 5, 1878. Martha Kershaw, an old lady, was run over by car No. 55, at Sixty-eighth street and Darby road, between seven and eight o'clock in the evening, and died in a few minutes. The night was cloudy and very dark.

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

Personally appeared before me, C. Colket, president, and William 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. 1878, according to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*

WILLIAM W. COLKET, *Treasurer.*

Sworn and subscribed before me, this 27th day of January, A. D. 1879.

J. R. MASSEY, *Notary Public.*

**PITTSBURGH, ALLEGHENY, AND MANCHESTER.**

**Officers.**

NAMES.		Residence.	Salary.
W. J. Kountz, . . .	President, . . . . .	Allegheny City, . .	\$2,000 00
Charles Seibert, . .	Secretary and Treasurer, .	Allegheny City, . .	400 00

General office and corner of Federal and Robinson streets, Allegheny City, Pa.

*Names of Directors.*

*Residences.*

W. J. Kountz, . . . . .	Allegheny City.
Charles E. Speer, . . . . .	Pittsburgh.
R. C. Gray, . . . . .	Allegheny City.
A. Ackley, . . . . .	Allegheny City.
R. S. Hays, . . . . .	Allegheny City.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$300,000 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, . . . . .	56 00

## Debt.

Funded Debt.		
First mortgage bonds, (due 1891, bear interest at eight 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
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	00
Floating debt as per last report, . . . . .	5,000	00

## Cost of Road and Equipment.

	By last report.		By present report.	
Construction, . . . . .	\$206,050	69	\$206,050	69
Equipment, . . . . .	72,969	80	73,619	80
Total cost, . . . . .	\$279,020	49	\$279,670	49

## Characteristics of Road.

Length of road laid, about . . . . .	4 $\frac{1}{2}$ 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 pounds.
Number of car-houses, shops, and stables: 3 car houses; 2 stables.	
Number of depots, . . . . .	3
Number of first-class passenger cars, . . . . .	37
Average value of each, . . . . .	\$800 00
Number of passengers that may be seated in each car, . . . . .	22
Number of other cars, . . . . .	1 salt car.
Number of horses and mules owned by the company, . . . . .	226
Average value of each, including harness, . . . . .	\$130 00
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? . . . . .	17
How is track laid, and on what foundation? Pine stringers, street foundation.	

Average time consumed by cars in passing over the road :

40, 60, 70, and 80 minutes, 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; thence along Federal to Ohio street, along West Ohio street and Western avenue to Bidwell street, along same to Pennsylvania avenue, along said avenue to Beaver avenue, and along same to car-house, corner of Strawberry lane. Rebecca street branch leaves main line, corner of Federal and Lacock streets; along Lacock to Craig, along Craig to Rebecca street, along Rebecca to Beaver avenue, along same to car-house, corner of Walnut street. Troy Hill branch leaves main line, corner of Federal and Ohio streets, thence along East Ohio street, to car-house, near Chestnut street.

**Monthly Statement of Passengers, all classes, Carried in Cars for the Year.**

November, 1877, . . . . .	210,551	June, 1878, . . . . .	205,010
December, 1877, . . . . .	222,964	July, 1878, . . . . .	203,278
January, 1878, . . . . .	209,217	August, 1878, . . . . .	193,518
February, 1878, . . . . .	184,737	September, 1878, . . . . .	275,250
March, 1878, . . . . .	203,139	October, 1878, . . . . .	230,362
April, 1878, . . . . .	206,530		
May, 1878, . . . . .	223,350	Total, . . . . .	2,572,906

**The Rate of Fare for Passengers Charged.**

Single fare, . . . . .	6 cents.
Tickets in packages of five sold for . . . . .	25 cents.

**Expenses.**

<b>Maintaining the Road or Real Estate of the Corporation.</b>	
Repairs of road-bed and railway, . . . . .	\$8,677 27
Repairs of building, . . . . .	262 91
Taxes on real estate, . . . . .	1,443 65
<b>Total, . . . . .</b>	<b>\$10,383 83</b>
<b>Operating the Road.</b>	
On account of horses, . . . . .	\$3,397 00
Harness and repairs, . . . . .	655 46
Repairs to cars, . . . . .	3,544 40
Horse shoeing, . . . . .	4,953 26
Hay and feed, . . . . .	16,344 74
Office expenses, stationery, and depot expenses, and rent, . . . . .	1,290 32
Insurance, . . . . .	548 10
Watchmen, switchmen, hostlers, pay-roll, and salaries, . . . . .	18,545 12
General expense of stable, . . . . .	287 54
Conductors and drivers, . . . . .	31,167 76
Fluid, fuel, oil, and gas, . . . . .	189 69
Damage for injury of persons, . . . . .	678 76
<b>Total, . . . . .</b>	<b>\$81,602 15</b>

## Receipts.

MONTHS.	From Passengers.	Rent.	Manure.	Other sources.	Total.
November, 1877,	\$11,296	55			\$11,296 55
December, 1877,	11,948	17			11,948 17
January, 1878,	11,154	59	\$128	75 885 00	11,313 34
February, 1878,	9,876	19	17	50	9,893 69
March, 1878,	11,160	89			11,160 89
April, 1878,	11,090	15	17	50	11,107 65
May, 1878,	12,036	55			12,036 55
June, 1878,	11,025	58			11,025 58
July, 1878,	10,914	79	17	50 25 00	10,957 29
August, 1878,	10,473	48	62	50	10,535 98
September, 1878,	15,088	55			15,088 55
October, 1878,	12,462	38			12,462 38
Total, . . .	\$138,527	87	\$238	75 860 00	\$138,826 62

## Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road, . . . . .	\$91,985	98
Interest, . . . . .	8,400	00
Dividends, . . . . .	24,000	00
Bridge toll, . . . . .	5,272	00
Payments made to profit and loss account, . . . . .	4,791	44
Municipal taxes, . . . . .	2,117	67
State taxes, . . . . .	2,259	53
Total, . . . . .	\$138,826	62

## General Balance Sheet, November 1, 1878.

DR.			
Construction, . . . . .	\$206,050	69	
Equipment, . . . . .	73,619	80	
Real estate and buildings, . . . . .	114,706	35	
Bills receivable, . . . . .	1,101	60	
Driver's change, . . . . .	91	00	
Cash on hand, . . . . .	7,198	81	
Profit and loss, . . . . .	2,231	75	
	\$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: January 1, 1878, \$1 per share, \$6,000; April 1, 1878, \$1 share, \$6,000; July 1, 1878, \$1 per share, \$6,000; October 1, 1878, \$1 per share, \$6,000; \$24,000. Equal to eight per cent. per annum, from October 31, 1877, to October 31, 1878.



Accidents.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.	.	.	.	1	1	1	1

Statement of Each Accident.

November 5, 1877. Herbert Bigley, aged seven years, had his right leg crushed by car No. 34, at the corner of Beaver avenue and Nixon street; caused by trying to jump from one car on to another while they were passing each other.

September 26, 1878. William D. Evans, aged three years, had his left leg crushed by car No. 32, and died October 1, 1878; caused by his foot slipping while running to the side of car to touch it while it was in motion.

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

Personally appeared before me, Charles E. Speer, president *pro tem.*, and Charles 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. 1878, according to the best of their knowledge and belief.

(Signed) CHAS. E. SPEER, *President pro tem.*  
 CHAS. SEIBERT, *Treasurer.*

Sworn and subscribed before me, this 18th day of December, A. D. 1878.  
 AUGUST AMMON, *Notary Public.*

PITTSBURGH AND BIRMINGHAM.

Officers.

NAMES.		Residence.	Salary.	
M. W. Beltzhoover, . . .	President, . . . . .	Pittsburgh, Pa., . .	\$750	00
W. W. Patrick, . . . . .	Secretary, . . . . .	Pittsburgh, Pa., . .		
John G. Holmes, . . . . .	Treasurer, . . . . .	Pittsburgh, Pa., . .		

<i>Names of Directors.</i>	<i>Residences.</i>
M. W. Beltzhoover, . . . . .	Pittsburgh, Pa.
A. Nimick, . . . . .	Pittsburgh, Pa.
J. McD. Crossan, . . . . .	Pittsburgh, Pa.
William M. Hersh, . . . . .	Pittsburgh, Pa.
W. W. Patrick, . . . . .	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 1st January and 1st July,) amount, . . . . .		\$40,000	00
Total amount now of funded debt, . . . . .		\$40,000	00
Floating Debt.			
Total amount now of floating and funded debt, . . . . .		\$40,000	00
Funded debt as per last report, . . . . .		\$40,000	00

#### Cost of Road and Equipment.

	By last report.		By present report.	
Construction, . . . . .	\$106,234	00	\$106,234	00
Equipment, . . . . .	21,000	00	22,316	98
Total cost, . . . . .	\$127,234	00	\$130,550	98

#### Characteristics of Road.

Length of road laid, . . . . .	3 $\frac{1}{4}$ miles.
Length of double track, including sidings, (no sidings,) . . . . .	3 $\frac{1}{4}$ miles.
Gauge of road, . . . . .	5 $\frac{2}{3}$ feet.
Weight of rail per yard on main track, . . . . .	45 lbs.
Number of car-houses, shops, and stables, . . . . .	1 each.
Number of depots, . . . . .	1
Number of first-class passenger cars, . . . . .	18
Average value of each, . . . . .	\$650
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.  
 Number of horses and mules owned by the company, . . . . . 117  
 Average value of each, including harness, . . . . . \$80  
 Value of real estate held, exclusive of roadway, . . . . . \$52,381 67  
 Average weight in lbs. of passenger cars, exclusive of passengers and baggage, . . . . . 4,000  
 Average rate of speed adopted by passenger cars, including stops, (miles per hour) . . . . . 5  
 Number of trips each day, . . . . . 9  
 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 Liberty street, from Union depot to Smithfield street; along Smithfield street to and across Monongahela bridge to Carson street; along Carson street to South Side terminus.

**Monthly Statement of Passengers, all classes, Carried in Cars for the Year.**

November, 1877, . . . . .	97,968	June, 1878, . . . . .	113,413
December, 1877, . . . . .	117,761	July, 1878, . . . . .	129,266
January, 1878, . . . . .	109,961	August, 1878, . . . . .	121,684
February, 1878, . . . . .	101,648	September, 1878, . . . . .	132,238
March, 1878, . . . . .	116,917	October, 1878, . . . . .	125,269
April, 1878, . . . . .	115,925		
May, 1878, . . . . .	118,979	Total, . . . . .	1,401,029

**The Rate of Fare for Passengers Charged.**

Single fare, . . . . . 5 cents.  
 Tickets in packages of 100 sold for, . . . . . \$5 00

**Expenses.**

<b>Maintaining the Road or Real Estate of the Corporation.</b>	
Change of track, . . . . .	\$3,348 97
Repairs of road bed and railway, . . . . .	4,467 15
Repairs of building, . . . . .	274 94
Taxes on real estate, . . . . .	538 86
<b>Total, . . . . .</b>	<b>\$8,649 92</b>
<b>Operating the Road.</b>	
Bridge toll, . . . . .	\$1,833 85
On account of horses, . . . . .	2,787 50
Harness and repairs, . . . . .	187 30
Repairs to cars, . . . . .	2,647 03
Horse shoeing and general blacksmithing, . . . . .	2,403 68
Hay and feed, . . . . .	8,702 80
Office expenses, stationery, depot expenses, and general expense account, . . . . .	1,938 65
Salaries, . . . . .	3,890 00
Insurance, . . . . .	540 00
Watchmen, switchmen, hostlers, pay-roll, and general stable expense, . . . . .	7,249 88
Conductors and drivers, . . . . .	17,805 80
Fluid, fuel, oil, and gas, . . . . .	720 98
<b>Total, . . . . .</b>	<b>\$50,207 45</b>

## Receipts.

MONTHS.	From pas- sengers.		Rent.		Manure.		Other sources.		Total.	
November, 1877,	\$4,808	15								
December, 1877,	5,845	75								
January, 1878, . .	5,691	95								
February, 1878, . .	5,065	25								
March, 1878, . . .	5,669	90								
April, 1878, . . .	5,667	70								
May, 1878, . . . .	5,940	15								
June, 1878, . . . .	5,622	90								
July, 1878, . . . .	6,224	35								
August, 1878, . . .	6,037	75								
September, 1878,	6,397	45								
October, 1878, . . .	6,423	45								
Total, . . . . .	\$69,394	65							\$69,345	65

## Summary of Payments.

For construction,	\$2,000	00
For maintaining the road or real estate of the corporation, and operating the road,	58,857	37
For interest,	2,920	00
For new passenger cars and horses,	1,316	98
For municipal taxes,	507	00
For State taxes,	933	36
Total, . . . . .	\$66,534	56

## General Balance Sheet, November 1, 1878.

DR.			
Change account,		\$80	00
Monongahela Water Company,		250	00
Real estate,		52,381	67
Construction,		108,234	00
Equipment,		22,316	98
Bank account,		5,568	87
Profit and loss,		1,168	53
Total, . . . . .		\$190,000	00
CR.			
By bonds unpaid,		\$40,000	00
By capital paid up,		150,000	00
Total, . . . . .		\$190,000	00

## Accidents.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	1				1		2

Statement of Each Accident.

On December 8, 1877. Michael Matthews; approached the car, from the side-walk, in a very drunken condition, and when near the car he fell, his right arm coming immediately in front of the wheel, was run over; he was taken to the hospital, and his arm amputated shortly afterward.

On August 30, 1878. A stranger; got on front end of car, at south end of Monongahela bridge, to go to Union depot; appeared much fatigued from long tramping, and was supposed to be partly sleeping; when the car was at Second avenue, city, he fell from the platform, and one foot was run over; he was taken to the hospital.

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. 1878, according to the best of their knowledge and belief.

(Signed)

M. W. BELTZHOOVER, *President.*

JNO. G. HOLMES, *Treasurer.*

Sworn and subscribed before me this 28th day of December, A. D. 1878.

WILLIAM LITTLE, *Notary Public.*

PITTSBURGH, OAKLAND AND EAST LIBERTY.

Officers.

NAMES.		Residence.	Salary.	
D. W. C. Bidwell,	President and Treasurer,	Pittsburgh, . . . .	\$1,500	00
Harvey N. Rowe,	Secretary, . . . . .	Pittsburgh, . . . .	800	00
Oscar A. Tanner, . .	General Superintendent,	Pittsburgh, . . . .	1,200	00

General office at No. 148 Water street, Pittsburgh.

*Names of Directors.*

*Residences.*

Henry Lloyd, . . . . .	Pittsburgh, Pa.
* Isaac Jones, . . . . .	Pittsburgh, Pa.
D. W. C. Bidwell, . . . . .	Pittsburgh, Pa.
Stewart McKee, . . . . .	Pittsburgh, Pa.
Simon Johnston, . . . . .	Pittsburgh, Pa.
Wilson A. Shaw, . . . . .	Pittsburgh, Pa.
Harvey N. Rowe, . . . . .	Pittsburgh, Pa.

\* Since deceased ; vacancy.

**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.**

<b>Funded Debt.</b>		
First mortgage bonds, (due January 1, 1884, bear interest at seven per cent.,) amount, . . . . .	\$45,000	00
Total amount now of funded debt, . . . . .	\$45,000	00
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$24,818	61
Debt incurred for any other purpose, and for what : \$8,000 to compromise judgment in favor of former stockholder for material, &c.; \$5,844 28 for advances to pay accrued coupons, . . . . .	13,844	28
The amount now of floating debt, . . . . .	38,662	89
Total amount now of floating and funded debt, . . . . .	\$83,662	89
Funded debt as per last report, . . . . .	\$45,000	00
Floating debt as per last report, . . . . .	42,054	98
* Total cash realized from capital stock and debt.		

\* This 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, . . . . .	53,404	30	53,679	30
Total cost, . . . . .	\$179,196	98	\$179,471	98

Characteristics of Road.

Length of road laid, . . . . .	6 miles.
Length of double track, including sidings, . . . . .	4½ miles.
Gauge of road, . . . . .	5 feet 2 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 engine-house, 1 shop.	
Number of depots, . . . . .	2
Number of first-class passenger cars, . . . . .	26
Number of passengers that may be seated in each car, . . . . .	18
Number of other cars: 1 dummy engine, 1 salt car, 1 snow plow, 1 snow sweeper.	
Number of horses and mules owned by the company, . . . . .	125
Average value of each, including harness, . . . . .	\$125
Cost value of real estate held exclusive of roadway, . . . . .	38,576 67
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	3,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	5
Number of trips each day, . . . . .	6 and 10
How many miles does each horse travel daily? . . . . .	15 to 25
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, Denniston, and Penn avenues, 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, 1878, . . . . .	75,245	August, 1878, . . . . .	87,674
February, 1878, . . . . .	69,854	September, 1878, . . . . .	89,535
March, 1878, . . . . .	82,939	October, 1878, . . . . .	80,007
April, 1878, . . . . .	84,832	November, 1877, . . . . .	73,872
May, 1878, . . . . .	91,525	December, 1877, . . . . .	80,841
June, 1878, . . . . .	92,738		
July, 1878, . . . . .	97,787	Total, . . . . .	1,006,849

The Rate of Fare for Passengers Charged.

Single fares: 6 cents, 8 cents, 10 cents, 12 cents. Tickets in packages of 5 sold for 25 cents; 15 for \$1; 14 for \$1; 12 for \$1. Children's tickets, 25 for \$1; in packages of 16 for \$1.

## Expenses.

Maintaining the Road or Real Estate of the Corporation.	
Repairs of road bed and railway, . . . . .	\$1,996 65
Repairs of building, . . . . .	247 04
Taxes on real estate, . . . . .	1,074 49
<b>Total, . . . . .</b>	<b>\$3,317 18</b>
Operating the Road.	
On account of horses, . . . . .	1,919 53
Harness and repairs, . . . . .	419 93
Repairs to cars, . . . . .	1,990 08
Horse shoeing, . . . . .	2,155 18
Hay and feed, . . . . .	11,023 83
Office expenses, stationery, and depot expenses, . . . . .	6,700 41
Salaries, . . . . .	4,524 00
Insurance, . . . . .	835 00
Watchmen, switchmen, hostlers, pay-roll: Included in office and depot expenses and general expense of stable. . . . .	6,842 85
General expense of stable, . . . . .	18,364 15
Conductors and drivers, . . . . .	
Fluid, fuel, oil, and gas: In expenses. . . . .	
Damage for injury of persons: Paid to compromise for injury to Skirball child, run over by car in June, 1876, . . . . .	400 00
<b>Total, . . . . .</b>	<b>\$55,164 90</b>

## Receipts.

MONTHS.	From Pas- sengers.	* Rent.	Manure.	† Other sources.	Total.
January, 1878, . . . . .	\$5,056 34				
February, 1878, . . . . .	4,703 17				
March, 1878, . . . . .	5,592 56				
April, 1878, . . . . .	5,768 63				
May, 1878, . . . . .	6,265 78				
June, 1878, . . . . .	6,333 26				
July, 1878, . . . . .	6,668 27				
August, 1878, . . . . .	5,952 33		\$150 00		
September, 1878, . . . . .	6,078 78				
October, 1878, . . . . .	5,327 65				
November, 1878, . . . . .	4,917 13				
December, 1878, . . . . .	5,356 16				
<b>Total, . . . . .</b>	<b>\$68,020 04</b>		<b>\$150 00</b>		<b>\$68,170 04</b>

\* Rent paid, \$66 57; rent received, \$610 00. Balance to expense, \$56 57.

† Cash received from sale of horses, old iron, &c., credited to respective account.

## Summary of Payments.

For maintaining the road or real estate of the corporation, and operating the road, . . . . .	\$58,482 08
For interest, . . . . .	5,933 64
For payments to loan account, . . . . .	3,500 00
For municipal taxes, . . . . .	1,025 56
For State and county taxes, . . . . .	48 98
<b>Total, . . . . .</b>	<b>\$68,990 21</b>



General Balance Sheet, January 1, 1879.

DR.			
Construction account, . . . . .		\$125,792-	68
Equipment account, . . . . .		53,679	80
Real estate, . . . . .		38,576	67
Sundry accounts, . . . . .		1,358	78
Cash on hand, . . . . .		2,750	69
Deficit, . . . . .		11,508	77
		\$233,662	89
CR.			
Capital stock, . . . . .		\$150,000	00
Mortgage bonds due January 1, 1884, . . . . .		45,000	00
Bills payable, . . . . .		32,500	00
Due for advances to pay accrued coupons, . . . . .		5,844	28
Due for supplies, . . . . .		818	61
		\$233,662	89

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

Personally appeared before me, D. W. C. Bidwell president and treasurer 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, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending Deceember 31, A. D. 1878, according to the best of his knowledge and belief.

(Signed) D. W. C. BIDWELL, *President.*

Sworn and subscribed before me, this 29th day of January, A. D. 1879.

C. E. MILLIKIN, *Alderman.*

PITTSTON.

Officers.

NAMES.		Residence.	Salary.
Robert Thompson, . . . . .	President, . . . . .	Pittston, . . . . .	None.
William Allen, . . . . .	Secretary, . . . . .	Pittston, . . . . .	None.
M. W. Morris, . . . . .	Treasurer, . . . . .	Pittston, . . . . .	None.

*Names of Directors.*

*Residences.*

Robert Thompson, . . . . .	Pittston.
William Allen, . . . . .	Pittston.
Michael W. Morris, . . . . .	Pittston.
Solomon Sturmer, . . . . .	Pittston.
Cyrus K. Campbell, . . . . .	Pittston.
James J. Bryden, . . . . .	Pittston.
Paul Bohan, . . . . .	Pittston.
Mark McDonald, . . . . .	Pittston.
William Law, . . . . .	Pittston.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$25,000	00
Capital stock authorized by votes of company, . . . . .	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, . . . . .	18,362	50
Capital stock, number of shares issued, . . . . .	732	
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 market value.		

**Debt.**

<b>Funded Debt.</b>			
First mortgage bonds, (due February 1, 1885, bear interest at seven per cent., which is payable semi-annually, February 1 and August 1,) amount, . . . . .		\$5,500	00
Total amount now of funded debt, . . . . .		\$5,500	00
<b>Floating Debt.</b>			
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$400	00	
Debt incurred for any other purpose, and for what: Costs, . . . . .	60	00	
The amount now of floating debt, . . . . .		460	00
Total amount now of floating and funded debt, . . . . .		\$5,960	00
Funded debt as per last report, . . . . .	\$5,500	00	
Floating debt as per last report, . . . . .	400	00	
Total cash realized from capital stock and debt, . . . . .		\$50	00

**Cost of Road and Equipment.**

	By last report.		By present report.	
Construction, . . . . .	\$23,850	00	\$23,850	00
Equipment, . . . . .	2,400	00	2,400	00
Total cost, . . . . .	\$26,250	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 $\frac{1}{2}$ 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, . . . . .	\$500
Number of passengers that may be seated in each car, . . . . .	16 and 24
Average weight in pounds 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 depot at the junction of the Lehigh Valley, and Lackawanna and Bloomsburg railroad; thence along and on Main street to the old Tompkins' mill pond, at the forks of the plank road, and the back road to Wilkes-Barre, (distance, two miles.)

**Monthly Statement of Passengers, all classes, Carried in Cars for the Year.**

January, 1878, . . . . .	} \$443 33	September, 1878, . . . . .	\$33 50
February, 1878, . . . . .		October, 1878, . . . . .	30 34
March, 1878, . . . . .		November, 1878, . . . . .	28 82
April, 1878, . . . . .		December, 1878, . . . . .	37 57
July, 1878, . . . . .	29 59	Total, . . . . .	\$645 34
August, 1878, . . . . .	44 19		

**The Rate of Fare for Passengers Charged.**

Single fare, . . . . . 5 cents.

**Expenses.**

Road is leased for fifty per cent. of nett receipts.

**Receipts on Construction and Equipment Account During the Year.**

From stockholders, . . . . .		\$50	00
From other sources, {	Sale of iron, . . . . . \$107 20		
	* For rents, . . . . . 645 34	752	54
Total, . . . . .		\$802	54

\* The above, \$645 34, was the rental received for the use of the road.

## Summary of Payments.

For maintaining the road or real estate of the corporation, and repairs of cars, . . . . .	\$355	78
For interest, . . . . .	327	74
For miscellaneous, . . . . .	120	34
Total, . . . . .	\$803	86

## General Balance Sheet, January 1, 1879.

DR.			
For repairs of road, . . . . .	\$231	93	
For repairs, and painting of cars, . . . . .	123	85	
For interest on loans, . . . . .	327	74	
Miscellaneous, . . . . .	120	34	
	\$803	86	
CR.			
By rental of road, . . . . .	\$645	31	
By sale of old iron, . . . . .	107	20	
By sale of stock, and interest thereon, . . . . .	51	32	
	\$803	86	

## Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$18,362 50

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

Personally appeared before me, 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 December 31, A. D. 1878, according to the best of their knowledge and belief.

(Signed)

ROBERT THOMPSON, *President.*  
 M. W. MORRIS, *Treasurer.*

Sworn and subscribed before me, this 24th day of January, A. D. 1879.

C. S. STARK, *Notary Public.*

**READING CITY.**

**Officers.**

NAMES.		Residence.	Salary.
B. F. Owen, . . . . .	President, . . . . .	545 Centre ave., Reading,	None.
James L. Douglas, . . . . .	Vice President, . . . . .	211 S. Fifth st., Reading, .	None.
Henry A. Muhlenberg, } . . . . .	Secretary, . . . . .	Fourth and Walnut sts.,	None.
	Treasurer, . . . . .	Reading, . . . . .	
John A. Rigg, . . . . .	General Supt., . . . . .	Sixth and Robeson streets,	\$600

*Names of Directors.*

*Residences.*

B. F. Owen, president, . . . . .	545 Centre avenue, Reading.
James L. Douglas, vice president, . . . . .	211 South Fifth street, Reading.
Henry A. Muhlenberg, secretary and treasurer, . . . . .	200 North Fourth street, Reading.
Henry Hartman, . . . . .	53 South Sixth street, Reading.
William A. Smaller, . . . . .	215 North Sixth street, Reading.
John McKnight, . . . . .	225 Penn street.
Albert Thalheimer, . . . . .	135 North Eighth street, Reading.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$50,000	00
Capital stock authorized by votes of company, . . . . .	41,550	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, . . . . .	25	00

**Debt.**

**Floating Debt.**

Debt incurred for any other purpose, and for what : Balance for operating expenses due on December 31, 1878, . . . . .	\$187	07	
The amount now of floating debt, . . . . .			\$187 07
Total amount now of floating and funded debt, . . . . .			\$187 07
Total cash realized from capital stock and debt, . . . . .			\$412 89

**Cost of Road and Equipment.**

	By last report.		By present report.	
Construction, . . . . .	\$30,023	55	\$30,244	75
Equipment, . . . . .	16,978	39	16,978	39
Total cost, . . . . .	\$47,001	94	\$47,223	14

Characteristics of Road.

Length of road laid, . . . . .	2½ miles.
Length of double track, including sidings: No double track; sidings every two squares.	
Gauge of road, . . . . .	5 ft. 2 inches.
Weight of rail per yard on main track, . . . . .	45 lbs.
Number of car-houses, shops, and stables: 1 stable, 1 car-house, and 1 depot and car-house.	
Number of depots: One depot and car-house combined.	
Number of first-class passenger cars, . . . . .	10
Average value of each: Cost \$800; value about . . . . .	450 per car.
Number of passengers that may be seated in each car, . . . . .	20
Number of other cars, . . . . .	1 repair truck.
Number of horses and mules owned by the company, . . . . .	22
Average value of each, including harness, about . . . . .	\$100
Value of real estate held, exclusive of roadway, . . . . .	\$1,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	5
Number of trips each day, . . . . .	14
How many miles does each horse travel daily? . . . . .	35
How is track laid and on what foundation: Track is laid on limestone spalls, with pine timber 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; thence runs down Sixth to Canal street; and has attached to it, as part of the railway, a branch extending from Sixth street to the depot of the Philadelphia and Reading railroad, in the city of Reading.	

Monthly Statement of Passengers, all classes, carried in Cars for the Year.

January, 1878, . . . . .	10,151	August, 1878, . . . . .	19,940
February, 1878, . . . . .	7,229	September, 1878, . . . . .	17,759
March, 1878, . . . . .	11,680	October, 1878, . . . . .	16,672
April, 1878, . . . . .	18,690	November, 1878, . . . . .	11,276
May, 1878, . . . . .	18,800	December, 1878, . . . . .	11,140
June, 1878, . . . . .	17,076		
July, 1878, . . . . .	20,187	Total, . . . . .	176,120

The Rate of Fare for Passengers Charged.

Single fare, . . . . .	5 cents.
Tickets in packages of 5 sold for, . . . . .	25 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road bed and railway, . . . . .		\$221	20
Repairs of buildings, . . . . .		339	74
Taxes on real estate, . . . . .		98	32
<b>Total, . . . . .</b>		<b>\$659</b>	<b>26</b>
Operating the Road.			
On account of horses, . . . . .		430	00
Harness and repairs, . . . . .		69	70
Horse shoeing, all descriptions of blacksmith's work, . . . . .		272	74
Hay and feed, . . . . .		2,469	40
Salaries, . . . . .		625	00
Insurance, . . . . .		133	25
Watchmen, switchmen, hostlers, pay-roll, . . . . .	} Pay-rolls for the year,	3,331	16
General expense of stable, . . . . .			
Conductors and drivers, . . . . .			
Fluid, fuel, oil, and gas, . . . . .		20	10
All other payments, . . . . .		1,529	57
<b>Total payments during 1878, . . . . .</b>		<b>\$9,540</b>	<b>18</b>

Receipts on Construction and Equipment Account During the Year.

Sale of horses, . . . . .	\$73 50
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Receipts.

MONTHS.	From pas- sengers.	Rent.	Manure.	† Other sources.	Total.
January, 1878, . . . . .	\$533 02	*\$169 35			
February, 1878, . . . . .	455 09				
March, 1878, . . . . .	636 86			\$102 50	
April, 1878, . . . . .	750 28				
May, 1878, . . . . .	978 63			15 00	
June, 1878, . . . . .	926 37				
July, 1878, . . . . .	1,011 18				
August, 1878, . . . . .	979 01				
September, 1878, . . . . .	959 16				
October, 1878, . . . . .	851 10				
November, 1878, . . . . .	699 00			156 00	
December, 1878, . . . . .	668 08			† 63 60	
<b>Total, . . . . .</b>	<b>\$9,347 78</b>	<b>*\$169 35</b>		<b>\$437 10</b>	<b>\$9,954 23</b>

\* Balance from 1877.

† Horses sold.

‡ Costs in law suit returned.

Summary of Payments.

For construction, . . . . .	\$221	20
For maintaining the road or real estate of the corporation, and opera- ting the road, . . . . .	7,779	98
For new passenger cars and horses, . . . . .	430	00
Expenses of patent right case, . . . . .	\$442 19	
Car-house rebuilt, . . . . .	339 74	
For municipal taxes, . . . . .	98	32
For State taxes, . . . . .	228	75
United States taxes, . . . . .		
<b>Total, . . . . .</b>	<b>\$9,540</b>	<b>18</b>
Total amount of surplus fund: Balance December 31, 1874, . . . . .	414	05
<b>Total, . . . . .</b>	<b>\$9,954</b>	<b>23</b>

## General Balance Sheet, January 1, 1879.

DR.			
Construction account, . . . . .		\$30,244	75
Equipment account, . . . . .		16,978	39
Real estate: One acre of ground in city of Reading, held for purpose of erecting permanent stables for the company, . . . . .		1,000	00
Total, . . . . .		\$48,223	14
<p>The materials on hand consist principally of supplies for the stable. During the year 1878 there was expended for hardware, \$244 02, and railway supplies, \$330 86. Total, \$574 88, exclusive of supplies for the stable, at present on hand, of which no inventory was made on December 31, 1878.</p> <p>The amount owed to the company on January 1, 1879, was trifling.</p> <p>There was no balance to the credit of profit and loss on December 31, 1878, owing to the payment at the following sums during the year: Construction account, paying, \$221 20; new horses purchased, \$430; new car-house, (the old one having been blown down by storms of October 23,) \$339 74; expenses of patent right case brought by J. B. Proctor against the company, in the United States courts in Philadelphia, for infringement of patent on car pole. Verdict against company, \$250 00. Costs, \$137 43. Attorney fees, \$65; \$442 19. Total, \$1,433 13. Balance in hand of treasurer December 31, 1878, \$414 05.</p>			
CR.			
Capital stock, 831 shares, at \$50 per share, . . . . .		\$41,550	00
<p>The funded debt of the company has all been paid off.</p> <p>There is no floating debt incurred for construction, equipment, or the purchase of property. The only floating debt owed by the company on December 31, 1878, consisted in unpaid bills to the amount of \$601 12, of which amount \$282 98 was for operating expenses, and \$318 14 for new car-house. The floating debt on December 31, \$601 12, less cash in hands of treasurer was \$187 07.</p> <p>There no other debts due by the corporations, 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. The extraordinary payments over and above the ordinary operating expenses of the road mentioned at the bottom of debtor side of general balance sheet absorbed about \$1,500 actual profit made by the company during the year 1878.</p>			

## Stock and Dividends.

Amount of common stock now outstanding: 831 shares, at the par of \$50 per share.

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

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. 1878, according to the best of their knowledge and belief.

(Signed)

B. F. OWEN, *President.*

HENRY A. MUHLENBERG, *Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1879.

JEFFERSON SNYDER, *Notary Public.*

RIDGE AVENUE.

Officers.

NAMES.		Residence.	Salary.
E. B. Edwards, . . . .	President, . . . . .	Philadelphia, . .	\$6,000 00
John Lambert, . . . .	Vice President, . . . . .	Philadelphia, . .	No salary
William S. Blight, . .	Secretary and Treasurer, .	Philadelphia, . .	\$2,500 00
William Myers, . . . .	General Superintendent,	Philadelphia, . .	\$120 per month.

General office at Ridge and Susquehanna avenues, Philadelphia.

Names of Directors.

Residences.

William S. Grant, . . . . .	Philadelphia.
William T. Carter, . . . . .	Philadelphia.
Henry Norris, . . . . .	Philadelphia.
Charles Thomson Jones, . . . . .	Philadelphia.
R. A. F. Penrose, M. D., . . . . .	Philadelphia.

Capital Stock.

Capital stock authorized by law, . . . . .	\$750,000	00
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, . . . . .	57	50

Debt.

Funded Debt.			
First mortgage bonds, (due 1880, bear interest at six per cent., which is payable January and July,) amount, . . . . .	\$13,900	00	
First mortgage bonds, (due 1880, bear interest at seven per cent., which is payable January and July,) amount, . . . . .	44,500	00	
Total amount now of funded debt, . . . . .	\$58,400	00	
Floating Debt.			
Total amount now of floating and funded debt, . . . . .	58,400	00	
Funded debt as per last report, . . . . .	\$58,400	00	
Floating debt as per last report, . . . . .	\$20,000	00	

## Cost of Road and Equipment.

	By last report.		By present report.	
Construction, . . . . .	\$436,677	34	\$378,277	34
Lot, . . . . .	50,088	45	50,086	45
Equipment, (new depot,) . . . . .	127,500	88	128,400	93
Total cost, . . . . .	\$614,264	67	\$556,764	72

## 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, . . . . .	2
Number of first-class passenger cars, . . . . .	53
Average value of each, . . . . .	\$500
Number of passengers that may be seated in each car, . . . . .	20
Number of horses and mules owned by the company, . . . . .	292
Average value of each, including harness, . . . . .	\$60
Value of real estate held, exclusive of roadway, (assessed value,) . . . . .	\$72,000
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
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; gravel and stone.	
Average time consumed by cars in passing over the road, . . . . .	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, and Germantown on Arch street.

## Monthly Statement of Passengers, all Classes, carried in Cars for the Year.

January, 1878, . . . . .	306,320	August, 1878, . . . . .	332,301
February, 1878, . . . . .	276,876	September, 1878, . . . . .	332,054
March, 1878, . . . . .	333,618	October, 1878, . . . . .	338,511
April, 1878, . . . . .	372,896	November, 1878, . . . . .	346,111
May, 1878, . . . . .	414,503	December, 1878, . . . . .	333,283
June, 1878, . . . . .	391,280		
July, 1878, . . . . .	388,500	Total, . . . . .	4,316,253

The Rate of Fare for Passengers Charged.

Single fare, . . . . .	6 cents.
Exchange, . . . . .	9 cents.
Children, . . . . .	4 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, . . . . .	\$6,814	54
Repairs of building, . . . . .	1,348	00
Taxes on real estate and cars, . . . . .	8,949	34
<b>Total, . . . . .</b>	<b>\$17,111</b>	<b>88</b>
Operating the Road.		
On account of horses, . . . . .	\$6,148	00
Harness and repairs, . . . . .	1,281	52
Repairs to cars, . . . . .	6,994	18
Horse shoeing, . . . . .	5,666	21
Hay and feed, stable account, . . . . .	39,285	21
Office expenses, stationery, and depot expenses, } Expense account, . . . . .	13,114	04
Salaries, . . . . .	711	59
Insurance, . . . . .		
Watchmen, switchmen, pay-roll, } Running expenses, . . . . .	60,481	88
Conductors and drivers, . . . . .		
Fluid, fuel, oil, and gas, . . . . .	860	11
Damage for injury of persons, . . . . .		
<b>Total, . . . . .</b>	<b>\$134,542</b>	<b>69</b>

Receipts on Construction and Equipment account during the Year.

The "old depot" property, Twenty-third and Ridge avenue, was sold May 16, 1878 for, (credited to construction account,) . . . . .	\$60,000	00
Less expense of sale, . . . . .	1,600	00
	<b>*\$58,400</b>	<b>00</b>

\* This is the amount of the outstanding bonds of this company due January 1, 1880, and is held by the Philadelphia Trust and Safe Deposit Company for their payment at maturity.

Receipts

MONTHS.	From Pas- sengers.		Rent.	Manure.	Other sources.	Total.
January, 1878, . . . . .	\$17,005	77				
February, 1878, . . . . .	15,255	17				
March, 1878, . . . . .	18,462	54				
April, 1878, . . . . .	20,519	91				
May, 1878, . . . . .	22,840	97				
June, 1878, . . . . .	21,509	31				
July, 1878, . . . . .	21,312	38				
August, 1878, . . . . .	21,071	57				
September, 1878, . . . . .	21,194	12				
October, 1878, . . . . .	21,454	87				
November, 1878, . . . . .	19,317	35				
December, 1878, . . . . .	19,298	97				
<b>Total, . . . . .</b>	<b>\$239,242</b>	<b>93</b>				<b>\$239,242 93</b>

## Summary of Payments.

For construction, . . . . .	\$900	05
For maintaining the road or real estate of the corporation, and operating the road, . . . . .	151,654	57
For interest, . . . . .	4,418	11
For dividends, . . . . .	60,000	00
For payments to loan account, . . . . .	20,000	00
For municipal and State taxes, . . . . .	15,763	88
Total, . . . . .	\$252,734	61

## General Balance Sheet. January 1, 1879.

DR.		
Construction, . . . . .	\$378,277	34
Dauphin street lot, . . . . .	50,086	45
New depot, . . . . .	128,400	93
Philadelphia Trust and Safe Deposit Company, . . . . .	58,400	00
Cash, . . . . .	28,192	66
	\$643,357	38
CR.		
Capital stock, . . . . .	\$420,000	00
Bonds, (due January 1, 1880,) . . . . .	58,400	00
Profit and loss, . . . . .	164,957	38
	\$643,357	38

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. 1878, according to the best of their knowledge and belief.

(Signed)

E. B. EDWARDS, *President.*

WILLIAM J. BLIGHT, *Treasurer.*

Sworn and subscribed before me this 17th day of January, A. D. 1879.

J. R. MASSEY, *Notary Public.*

**SECOND AND THIRD STREET.**

**Officers.**

NAMES.		Residence.	Salary.	
Alexander M. Fox, . . . . .	President, . . . . .	1415 N. Broad street,	\$5,000	00
Charles D. Matlack, . . . . .	Secretary, . . . . .	708 N. Eighth street,	2,250	00
E. Mitchell Cornell, . . . . .	Treasurer, . . . . .	809 N. Eighth street,	3,000	00
George W. Thorne, . . . . .	Solicitor, . . . . .	618 Vine street,	300	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

General office at 2453 Frankford road.

<i>Names of Directors.</i>	<i>Residences.</i>
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.

**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, . . . . .	671,578	25
Capital stock, total amount now paid in, . . . . .	771,078	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, . . . . .	76	00

**Debt.**

<b>Funded Debt.</b>			
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, . . . . .	\$9,800	00	
<b>Floating Debt.</b>			
Total amount now of floating and funded debt, . . . . .	\$9,800	00	
Funded debt as per last report, . . . . .	\$98,500		

## Cost of Road and Equipment.

	By last report.		By present report.	
Construction, . . . . .	\$849,372	55	\$849,737	36

## Characteristics of Road.

Length of road laid, . . . . .	37 miles.
Length of double track, including sidings, . . . . .	4½ miles.
Gauge of road, . . . . .	5 feet 2¼ inches.
Weight of rail per yard on main track, . . . . .	43 to 55 lbs.
Number of car-houses, shops, and stables, . . . . .	7
Number of depots, . . . . .	2
Number of first-class passenger cars, . . . . .	100
Average value of each, . . . . .	\$600 00
Number of one-horse passenger cars, . . . . .	9
Average value of each, . . . . .	\$300 00
Number of passengers that may be seated in each car, . . . . .	22
Number of other cars, . . . . .	11
Number of horses and mules owned by the company, . . . . .	626
Average value of each, including harness, . . . . .	\$65 00
Value of real estate held exclusive of roadway, . . . . .	\$100,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	6
Number of trips each day, . . . . .	628
How many miles does each horse travel daily? . . . . .	21
How is track laid, and on what foundation? . . . . .	Wooden stringers, tram-rail, 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 street 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 the said pike to the place of beginning; also, commencing on Bridge street, in Bridesburg, thence along Bridge street to Richmond street, along Richmond street to the Frankford road, along Frankford road to Maiden street, along Maiden street to Delaware avenue, along Delaware avenue to 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 street, 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, 1878, . . . . .	647,375	August, 1878, . . . . .	771,486
February, 1878, . . . . .	587,563	September, 1878, . . . . .	743,002
March, 1878, . . . . .	879,386	October, 1878, . . . . .	755,690
April, 1878, . . . . .	708,025	November, 1878, . . . . .	687,846
May, 1878, . . . . .	749,858	December, 1878, . . . . .	695,802
June, 1878, . . . . .	713,021		
July, 1878, . . . . .	751,406	Total, . . . . .	8,490,460

The Rate of Fare for Passengers Charged.

Single fare: 6, 4½, and 4 cents.

Expenses.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway, . . . . .	\$15,688	42
Repairs of building, . . . . .	2,039	40
Taxes on real estate, . . . . .	2,469	80
<b>Total, . . . . .</b>	<b>\$20,197</b>	<b>62</b>
Operating the Road.		
On account of horses, . . . . .	\$10,670	50
Harness and repairs, . . . . .	2,782	57
Repairs to cars, . . . . .	14,663	09
Horse-shoeing, . . . . .	9,326	78
Hay and feed, . . . . .	48,004	21
Straw, . . . . .	2,491	31
Office expenses, stationery, depot, and miscellaneous expenses, . . . . .	9,777	87
Salaries, . . . . .	14,145	00
Insurance, . . . . .	1,989	75
Watchmen, switchmen, hostlers, pay-roll, . . . . .	42,595	48
General expense of stable, . . . . .	1,793	80
Conductors, drivers, and receivers, . . . . .	121,493	65
Fluid, fuel, oil, and gas, . . . . .	1,472	68
Damage for injury of persons, . . . . .	1,157	95
<b>Total, . . . . .</b>	<b>\$282,364</b>	<b>59</b>

## Receipts.

MONTHS.	From pas- sengers.		Rent.		Manure.		Other sources.		Total.
January, 1878, . . .	\$36,306	91			\$587	30			
February, 1878, . .	33,072	26			508	23			
March, 1878, . . .	38,258	16			482	14			
April, 1878, . . . .	39,815	22			483	19			
May, 1878, . . . . .	42,090	45			478	49			
June, 1878, . . . . .	40,185	21			422	50			
July, 1878, . . . . .	42,153	05			482	50			
August, 1878, . . . .	43,381	03			443	50			
September, 1878, . .	41,766	26			559	00			
October, 1878, . . . .	42,525	02			463	00			
November, 1878, . .	35,576	52			466	25			
December, 1878, . .	38,962	24			466	25			
Total, . . . . .	\$477,092	33			\$5,812	35			\$482,904 08

## Summary of Payments.

For construction, . . . . .	\$364	81
For maintaining the road or real estate of the corporation, and operat- ing the road, . . . . .	302,562	21
For interest, . . . . .	6,506	40
For dividends, . . . . .	105,615	00
For miscellaneous, . . . . .	2,406	81
For municipal taxes, . . . . .	9,037	41
For State taxes, . . . . .	10,858	40
Total, . . . . .	\$437,351	04

## General Balance Sheet, January 1, 1879.

DR.		
Construction, . . . . .	\$849,737	36
Supplies, . . . . .	22,183	50
Individual ledger balances, (collectible,) . . . . .	2,781	50
Cash on hand, . . . . .	33,582	17
	\$908,284	53
CR.		
Capital stock, . . . . .	\$771,076	25
Funded debt, . . . . .	9,800	00
Blanket money, . . . . .	217	50
Unpaid dividends, . . . . .	1,165	75
Earnings appropriated to construction, . . . . .	103,841	53
Earnings appropriated to supplies, . . . . .	22,183	50
	\$908,284	53

## Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$1,060,200 00

Rate and date of all cash dividends on stock of original and consoli-  
dated companies: January 14, 2½ per cent.; April 1, 2½ per cent.; July 8,  
2½ per cent.; October 14, 2½ per cent.



Statement of Each Accident.

February 24, 1878. William Sutton, junior, ran into car while in motion, between the horses and the dasher, by which he lost an arm. The other accidents were of a trifling character.

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 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 December 31, A. D. 1878, according to the best of their knowledge and belief.

(Signed)

ALEXANDER M. FOX, *President.*

E. MITCHELL CORNELL, *Treasurer.*

Sworn and affirmed and subscribed before me, this 31st day of January, A. D. 1879.

J. GORDON SHOWAKER, *Notary Public.*

SEVENTEENTH AND NINETEENTH STREETS.

Officers.

NAMES.		Residence.	Salary.
Joe. E. Gillingham, .	President, . . . . .	Villa Nova, Pa., . . .	\$2,500 00
B. F. Hart, . . . . .	Vice President, . . . . .	Philadelphia, . . . . .	
Richard Torpin, jr., .	Secretary and Treasurer, .	Philadelphia, . . . . .	500 00

General office at Seventeenth and Berks streets, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
B. F. Hart, . . . . .	Philadelphia.
D. R. Garrison, . . . . .	Philadelphia.
F. C. Gillingham, . . . . .	Philadelphia.
R. J. Watson, . . . . .	Philadelphia.
Doctor C. N. Peirce, . . . . .	Philadelphia.

## Capital Stock.

Capital stock authorized by law, . . . . .	\$500,000	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, . . . . .	\$65,000	00
Mortgage on real estate, depot property, Seventeenth and Berks streets, (due January, 1878, bear interest at 6 per cent., which is payable January and July,) amount, . . . . .	28,500	00
Mortgage 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, . . . . . \$11,880 00		
The amount now of floating debt, . . . . .	11,880	00
Total amount now of floating and funded debt, . . . . .	\$111,180	00
Funded debt as per last report, . . . . . \$99,500 00		
Floating debt as per last report, . . . . . 14,800 00		
Total cash realized from capital stock and debt, . . . . .	\$361,180	00

## Cost of Road and Equipment.

	By last report.		By present report.	
Construction, . . . . .	\$150,091	85	\$156,199	61
Equipment, estimated value, . . . . .	68,220	10	67,222	00
Total cost, . . . . .	\$218,311	95	\$223,421	61

## Characteristics of Road.

Length of road laid, . . . . .	7½ miles.
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, . . . . .	40
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.

LEG. Doc.] SEVENTEENTH AND NINETEENTH STREETS. 799

Number of horses and mules owned by the company, . . . 344  
 Average value of each, including harness, . . . . . \$85  
 Value of real estate held exclusive of roadway, estimated value, . . . . . \$179,823 61  
 Average weight in pounds of passenger cars, exclusive of passenger 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, . . . . . 17  
 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 21 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Seventeenth street to Reed, to Nineteenth, to Norris, to Seventeenth, to Berks street.

Monthly Statement of Passengers, all classes, carried in Cars for the year.

January, 1878, . . . . .	190,232	August, 1878, . . . . .	157,362
February, 1878, . . . . .	173,467	September, 1878, . . . . .	180,440
March, 1878, . . . . .	193,134	October, 1878, . . . . .	203,516
April, 1878, . . . . .	202,331	November, 1878, . . . . .	192,323
May, 1878, . . . . .	209,401	December, 1878, . . . . .	205,676
June, 1878, . . . . .	188,136		
July, 1878, . . . . .	164,215	Total, . . . . .	2,260,233

The Rate of Fare for Passengers Charged.

Single fare: Adults, 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, . . . . .	\$6,153	40
Repairs of building, . . . . .	508	48
Taxes on real estate, dividends, and license on cars, . . . . .	10,822	03
Total, . . . . .	\$17,483	91
Operating the Road.		
On account of horses, . . . . .	\$5,506	00
Harness and repairs, . . . . .	1,116	98
Repairs to cars, . . . . .	3,578	58
Horse shoeing and blacksmithing, . . . . .	6,736	49
Hay and feed and straw, . . . . .	26,733	38
Office expenses, stationery, and depot expenses, . . . . .	11,631	55
Salaries, . . . . .	3,000	00
Insurance, . . . . .	1,080	00
Watchmen, switchmen, hostlers, pay-roll, and stable expenses, . . . . .	14,071	89
Conductors and drivers, . . . . .	49,789	94
Fluid, fuel, oil, and gas, . . . . .	1,273	00
Damage for injury of persons, . . . . .	89	00
Total, . . . . .	\$124,556	81

## Receipts.

MONTHS.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1878, . . .	\$9,939 38		\$207 33	\$5,023 66	\$15,170 37
February, 1878, . . .	8,999 56		210 33	4,580 29	13,790 18
March, 1878, . . .	10,077 88		213 50	5,124 43	15,415 81
April, 1878, . . .	10,539 68		212 00	9,571 29	20,322 97
May, 1878, . . .	10,825 25		210 33	5,556 29	16,591 97
June, 1878, . . .	9,692 02		213 33	1,608 12	11,513 47
July, 1878, . . .	8,252 65		211 33	4,568 01	13,031 99
August, 1878, . . .	7,915 53		208 00	4,331 98	12,455 51
September, 1878, . . .	9,338 58		206 66	4,953 28	14,498 52
October, 1878, . . .	10,549 83		207 33	5,711 46	16,468 62
November, 1878, . . .	10,028 85		214 66	6,305 09	16,548 60
December, 1878, . . .	10,759 41		224 26	2,085 60	13,069 27
Total, . . . . .	\$116,918 62		\$2,539 06	\$59,419 50	\$178,877 18

## Summary of Payments.

For construction, . . . . .	\$6,107 76
For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	131,218 69
Interest, . . . . .	7,511 45
Dividends, . . . . .	20,000 00
Payments to loan account, . . . . .	2,620 00
Municipal taxes, . . . . .	4,217 80
State taxes, . . . . .	6,604 23
Total, . . . . .	\$178,279 93

## General Balance Sheet, January 1, 1879.

DR.		
Construction account, . . . . .	\$156,199	61
Equipments, estimated value, . . . . .	67,222	00
Real estate, depots, stables, &c., estimated value, . . . . .	179,823	61
Materials on hand, estimated value, . . . . .	2,337	72
Cash on hand, . . . . .	1,801	27
	\$407,384	21
CR.		
Capital stock, . . . . .	\$250,000	00
Bonds, . . . . .	65,000	00
Mortgages and loans, . . . . .	46,180	00
Accounts due, . . . . .	3,629	77
Stock account, . . . . .	42,574	44
	\$407,384	21

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

Personally appeared before me, Joseph E. Gillingham, president, and Richard Torpin, junior, treasurer, of the Seventeenth and Nineteenth 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. 1878, according to the best of their knowledge and belief.

(Signed)

J. E. GILLINGHAM, *President.*

RICHARD TORPIN, Junior, *Treasurer.*

Sworn and subscribed before me, this 22d day of January, A. D. 1879.

W. W. DOUGHERTY, *Notary Public.*

**SCHUYLKILL RIVER.**

**Officers.**

NAMES.		Residence.	Salary.
Oliver Hopkinson, . . .	President, . . . . .	No. 1424 Spruce st., 86th street and Grays Ferry Road, . . .	None.
J. Crawford Dawes, . . .	Secretary, . . . . .		None.

*Names of Directors.*

*Residences.*

Thomas R. Woodhouse, . . . . .	No. 910 Spruce street.
Matthew Brooks, . . . . .	No. 703 Corinthian avenue.
William Penn Chandler, . . . . .	No. 2110 Spruce street.
J. Hicks Conrad, . . . . .	No. 814½ Walnut street.
Edgar E. Petit, . . . . .	No. 138 South Sixth street.
Samuel W. Woodhouse, . . . . .	No. 2016 North Twenty-second 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.	

**Cost of Road and Equipment.**

	By last report.	By present report.
Construction and equipment, . . . . .	\$47,463 54	\$47,463 54

**Characteristics of Road.**

Length of road laid, . . . . .	3 <sup>886</sup> / <sub>1000</sub> miles.
Length of double track, including sidings, . . . . .	<sup>3</sup> / <sub>8</sub> miles.

51 RAILROAD REP.

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 Grays 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.**

The Schuylkill River Passenger railway is operated by the Philadelphia and Grays 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, the lessees paying to the lessors fifty cents a share, per annum, consideration.

**General Balance Sheet, January 1, 1879.**

DR.		
Road and equipment, . . . . .	\$47,468	54
Balance of cash paid over to the Philadelphia and Grays Ferry Company at time of lease, . . . . .	2,536	46
	\$50,000	00
CR.		
Capital stock, . . . . .	\$50,000	00
	\$50,000	00

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

Personally appeared before me, Oliver 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 of December, A. D. 1878, according to the best of their knowledge and belief.

(Signed)

O. HOPKINSON, *President.*

J. CRAWFORD DAWES, *Secretary.*

Sworn and subscribed before me, this 21st day of January, A. D. 1879.

JAMES P. PETIT, *Notary Public.*

**SOUTH SIDE.**

**Officers.**

NAMES.		Residence.	Salary.
D. Z. Brickell, . . . . .	President, . . . . .	Pittsburgh, Pa.,	None.
D. J. Thomas, . . . . .	Secretary and Treasurer,	Pittsburgh, Pa.,	None.
A. J. McKinley, . . . . .	General Superintendent,	Pittsburgh, Pa.,	\$832 00

General offices 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. Auginbaugh, . . . . .	Pittsburgh, Pa.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$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, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00
Capital stock, average market value during the year, . . . . .	5	00

**Debt.**

<b>Funded Debt.</b>			
First mortgage bonds, (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, . . . . .	21,650	00	
Total amount now of funded debt, . . . . .	\$23,067	17	
<b>Floating Debt.</b>			
Debt incurred for any other purpose, and for what: Interest, \$4,167 00			
The amount now of floating debt, . . . . .	439	97	
Total amount now of floating and funded debt, . . . . .	\$23,507	14	
Funded debt as per last report, . . . . .	\$16,948	00	
Floating debt as per last report, . . . . .	3,580	20	

## 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 rack, including sidings: All double track.	
Gauge of road, . . . . .	5 feet 2 inches.
Weight of rail per yard on main track: Part 27 and 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 horses and mules owned by the company, . . . . .	82
Average value of each, including harness, . . . . .	\$50 00
Value of real estate held, exclusive of roadway, . . . . .	\$10,000 00
Average weight in pounds 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 trips.
How many miles does each horse travel daily? . . . . .	16 $\frac{1}{2}$ to 22 miles.
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: Down Sarah to Seventeenth, thence to Washington, down Washington to Tenth, down Tenth to bridge over Monongahela, across bridge to Second avenue, down Second avenue to Grant street, up Grant to Fourth avenue, connecting with Central Passenger Railway, down Fourth avenue to Market street.

## Monthly Statement of Passengers, all Classes, carried in Cars for the Year.

January, 1878, . . . . .	34,617	August, 1878, . . . . .	36,591
February, 1878, . . . . .	33,936	September, 1878, . . . . .	39,293
March, 1878, . . . . .	36,265	October, 1878, . . . . .	43,544
April, 1878, . . . . .	39,915	November, 1878, . . . . .	39,393
May, 1878, . . . . .	39,087	December, 1878, . . . . .	38,224
June, 1878, . . . . .	37,728		
July 1878, . . . . .	38,702	Total, . . . . .	455,300



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, . . . . .		\$1,563	70
Repairs of building, . . . . .		400	00
Taxes on real estate, . . . . .		10	85
<b>Total, . . . . .</b>		<b>\$1,974</b>	<b>55</b>
Operating the Road.			
On account of horses, . . . . .		1,425	50
Harness and repairs, . . . . .		107	12
Repairs to cars, . . . . .		1,057	84
Horse-shoeing, . . . . .		1,176	01
Hay and feed, . . . . .		5,787	53
Office expenses, stationery, and depot expenses, including rent Fourth avenue, . . . . .		600	00
Salaries, . . . . .		1,082	00
Insurance, . . . . .		124	00
Watchmen, switchmen, hostlers, pay-roll, . . . . .		2,409	00
General expense of stable, . . . . .		982	91
Conductors and drivers, . . . . .		5,671	98
Fluid, fuel, oil, and gas, . . . . .		58	15
<b>Total, . . . . .</b>		<b>\$22,356</b>	<b>59</b>

Receipts.

MONTHS.	From pas- sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1878, . . . . .	\$1,730	86			\$8	00	\$11	35	\$1,750	21
February, 1878, . . . . .	1,696	84			5	00	15	00	1,716	84
March, 1878, . . . . .	1,813	29	\$6	50	11	00	92	55	1,923	34
April, 1878, . . . . .	1,995	78	6	50	8	00	48	75	2,059	03
May, 1878, . . . . .	1,954	39	6	50	9	00	9	35	1,979	24
June, 1878, . . . . .	1,888	43	6	50			10	00	1,902	83
July, 1878, . . . . .	1,835	12	6	50			5	00	1,846	62
August, 1878, . . . . .	1,829	55	2	00			72	43	1,903	96
September, 1878, . . . . .	1,964	68	5	00	8	00	47	80	2,025	48
October, 1878, . . . . .	2,177	23			5	00	17	50	2,199	73
November, 1878, . . . . .	1,969	98					8	80	1,978	73
December, 1878, . . . . .	1,911	21			6	00	15	18	1,932	89
<b>Total, . . . . .</b>									<b>\$23,218</b>	<b>52</b>

Summary of Payments.

For maintaining the road or real estate of the corporation, and operat- ing the road, . . . . .	\$22,356	59
For interest, . . . . .	113	86
For municipal taxes, . . . . .	219	50
For State taxes, . . . . .	202	14
<b>Total, . . . . .</b>	<b>\$22,891</b>	<b>59</b>

## General Balance Sheet, January 1, 1879.

DR.			
Repairs, harness, . . . . .		\$59	25
City tax, . . . . .		10	85
Insurance, . . . . .		114	00
Fuel and oil, . . . . .		28	04
Blacksmith, . . . . .		184	23
Joseph McNeely, . . . . .		25	00
James McNeely, . . . . .		28	00
John Welsh, . . . . .		7	50
Thomas Kelly, . . . . .		18	00
Feed, . . . . .	4,198	47	
Expense, . . . . .	1,023	92	
Salaries, . . . . .	840	00	
Cash, . . . . .	1,489	83	
State tax, . . . . .	202	14	
Wages, drivers, . . . . .	3,916	56	
Wages, hostlers, . . . . .	1,472	00	
Wages, street hands, . . . . .	507	75	
Wages, blacksmith, . . . . .	488	75	
Horse account, . . . . .	1,249	50	
Repairs, cars, . . . . .	720	69	
Rent, Fourth avenue, . . . . .	400	00	
Treasurer's account, . . . . .	1,298	08	
Repairs, road, . . . . .	225	56	
		\$18,508	22
CR.			
Manure, . . . . .		\$56	00
Rent, house, Thirtieth street, . . . . .		45	50
Car receipts, . . . . .	15,528	54	
Profit and loss, . . . . .	2,507	66	
Fisher, Thomas & Co., . . . . .	25	16	
H. Lloyd, Son & Co., . . . . .	19	18	
Central Passenger Railway Company, . . . . .	200	00	
S. Severance, . . . . .	21	00	
Dilworth, Porter & Co., . . . . .	5	25	
Atwood & McCaffrey, . . . . .	12	10	
Old metal account, . . . . .	53	05	
Culmer Spring Company, . . . . .	21	00	
Cavitt & Pollock, . . . . .	13	78	
		\$18,508	22

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 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)

D. Z. BRICKELL, *President.*

D. J. THOMAS, *Treasurer.*

Sworn and subscribed before me this 7th day of February, A. D. 1879.

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.*

J. Lantz, . . . . .	Stroudsburg.
Thomas A. Bell, . . . . .	Stroudsburg.
P. S. Postens, . . . . .	Stroudsburg.
J. Hauser, . . . . .	Stroudsburg.
S. Fetherman, . . . . .	Stroudsburg.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$20,000	00
Capital stock authorized by votes of company, . . . . .	5,600	00
Capital stock, amount subscribed, . . . . .	25,600	00
Capital stock, paid in by last report, . . . . .	25,600	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

**Cost of Road and Equipment.**

	By last report.		By present report.	
Construction, . . . . .	\$15,033	97	\$15,033	97
Equipment, . . . . .	9,090	87	9,090	87
Total cost, . . . . .	\$24,124	84	\$24,124	84

**Characteristics of Road.**

Length of road laid, . . . . .	1 $\frac{3}{4}$ miles.
Length of double track, including sidings, . . . . .	1 $\frac{1}{4}$ miles.
Gauge of road, . . . . .	4 ft. 8 inches.
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

Number of second-class passenger cars, . . . . .	1
Average value of each, . . . . .	\$500
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, . . . . .	\$125
Value of real estate held, exclusive of roadway, . . . .	\$3,000
Average weight in lbs. of passenger cars, exclusive of pass- engers and baggage, . . . . .	3,000 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	6
Number of trips each day, . . . . .	5
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.

**Monthly Statement of Passengers, all classes, Carried in Cars for the Year.**

January, 1878, . . . . .	1,354	June, 1878, . . . . .	1,639
February, 1878, . . . . .	1,203	July, 1878, . . . . .	2,480
March, 1878, . . . . .	1,395		
April, 1878, . . . . .	1,373	Total, . . . . .	11,015
May, 1878, . . . . .	1,571		

**The Rate of Fare for Passengers Charged.**

Single fare, . . . . .	7 cents.
Tickets in packages of five sold for, . . . . .	25 cents.

**Expenses.**

<b>Maintaining the Road or Real Estate of the Corporation.</b>			
Repairs of road bed and railway, . . . . .	\$77	45	
Repairs of building, . . . . .	9	50	
<b>Total, . . . . .</b>	<b>\$86</b>	<b>95</b>	
<b>Operating the Road.</b>			
On account of horses, . . . . .	} \$185	65	
Harness and repairs, . . . . .			
Repairs to cars, . . . . .			
Horse shoeing, . . . . .			
Hay and feed, . . . . .	318	52	
Salaries, . . . . .	380	50	
<b>Total, . . . . .</b>	<b>\$884</b>	<b>67</b>	

Receipts.

MONTHS.	From pas- sengers.		Rent.	† Manure.	Other sources.		Total.	
January, 1878, . . . . .	\$84	30	.	.	\$124	94	\$209	24
February, 1878, . . . . .	77	29	.	.	115	85	192	64
March, 1878, . . . . .	132	90	.	.	127	61	260	51
April, 1878, . . . . .	88	63	.	.	127	55	214	18
May, 1878, . . . . .	100	58	.	.	116	72	217	25
June, 1878, . . . . .	103	90	.	.	114	05	217	95
July, 1878, . . . . .	157	95	.	.	99	81	257	76
* August, 1878, . . . . .	.	.	.	.	150	00	150	00
September, 1878, . . . . .	.	.	.	.	150	00	150	00
October, 1878, . . . . .	.	.	.	.	150	00	150	00
November, 1878, . . . . .	.	.	.	.	150	00	150	00
December, 1878, . . . . .	.	.	.	.	150	00	150	00
<b>Total, . . . . .</b>	<b>\$743</b>	<b>50</b>	.	.	<b>\$1,576</b>	<b>08</b>	<b>\$2,319</b>	<b>58</b>

\* Operated under contract with J. Hauser, he taking total receipts of road, and paying \$150 per month.  
 † Exchanged for straw.

Summary of Payments.

For maintaining the road or real estate of the corporation, and operat- ing the road, . . . . .	\$1,084	90
For dividends, . . . . .	1,922	75
Municipal taxes, . . . . .	9	50
<b>Total, . . . . .</b>	<b>\$3,017</b>	<b>15</b>

General Balance Sheet, January 1, 1879.

DR.		CR.	
Construction account, . . . . .	\$15,033		97
Real estate, . . . . .	4,125		18
Rolling stock, . . . . .	4,965		69
Improvement account, . . . . .	986		90
Individual account, . . . . .	575		29
Cash, . . . . .	561		48
Profit and loss, . . . . .	244		74
		\$26,493	25
Capital stock, . . . . .	\$25,600		00
Unpaid dividends, . . . . .	883		25
		\$26,493	25

Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$25,600  
 Rate and date of all cash dividends on stock of original and consolidated  
 companies: June, 3½ per cent.; December, 3½ per cent.

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

Personally appeared before me, Jackson Lantz, president, and Thos. A.

Bell, treasurer, of the Stroudsburg 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. 1878, according to the best of their knowledge and belief.

(Signed)

JACKSON LANTZ, *President.*THOS. A. BELL, *Treasurer.*

Sworn and subscribed before me, this 26th day of February, A. D. 1879.

E. A. BELL, *Notary Public.*

### THIRTEENTH AND FIFTEENTH STREETS.

#### Officers.

NAMES.		Residence.	Salary.	
Thomas W. Ackley,	President,	Philadelphia,	\$1,800	00
D. Boyer Brown,	Secretary and Treasurer,	Philadelphia,	1,200	00
W. P. Cooper,	General Superintendent,	Philadelphia,	1,200	00

General office at 1017 South Broad street, Philadelphia.

#### Names of Directors.

	Residences.
S. J. Megargee,	Philadelphia.
Henry L. Hornberger,	Philadelphia.
Robert Cresswell,	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,	40	00

#### Debt.

Funded Debt.			
First mortgage bonds, (due October 1, 1903. bear interest at seven per cent., which is payable April 1 and October 1,) amount,	\$100,000	00	
Total amount now of funded debt,	\$100,000	00	
Funded debt as per last report,	\$100,000	00	

Cost of Road and Equipment.

	By last report.	By present report.
Construction and equipment, . . . . .	\$322,060 42	\$324,544 38

Characteristics of Road.

Length of road laid, . . . . .	12 miles.
Length of double track, including sidings, . . . . .	½ 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, each, . . . . .	2
Number of depots, . . . . .	2
Number of first-class passenger cars, . . . . .	33
Average value of each, . . . . .	\$600
Number of second-class passenger cars, . . . . .	17
Average value of each, . . . . .	\$300
Number of passengers that may be seated in each car, . . . . .	20
Number of one-horse cars, . . . . .	13
Number of horses owned by the company, . . . . .	339
Average value of each, including harness, . . . . .	\$75
Value of real estate held exclusive of roadway, assessed about, . . . . .	\$105,000
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	5½
Number of trips each day, . . . . .	352
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 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 tracks, with turn-outs, from Reading railroad crossing to German-town avenue; on Dauphin street, from Broad to Thirteenth street; on Cumberland, from Thirteenth to Fifteenth street; on Thirteenth street, from Cumberland to Carpenter; on Locust street, from Thirteenth to Fifteenth; on South Broad street, double track form 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, 1878, . . . . .	341,807	August, 1878, . . . . .	325,108
February, 1878, . . . . .	302,348	September, 1878, . . . . .	377,285
March, 1878, . . . . .	358,688	October, 1878, . . . . .	435,904
April, 1878, . . . . .	413,511	November, 1878, . . . . .	400,061
May, 1878, . . . . .	408,987	December, 1878, . . . . .	409,810
June, 1878, . . . . .	369,383		
July, 1878, . . . . .	326,089	Total, . . . . .	4,468,911

## 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, . . . . .	\$6,442	99
Taxes on real estate, . . . . .	2,306	83
<b>Total, . . . . .</b>	<b>\$8,749</b>	<b>82</b>
Operating the Road.		
On account of horses, . . . . .	17,269	25
Harness and repairs, . . . . .	1,894	76
Repairs to cars, . . . . .	10,919	07
Horse shoeing, . . . . .	5,506	73
Hay and feed, . . . . .	33,639	34
Office expenses, stationery, and depot expenses, . . . . .	32,127	44
Salaries, . . . . .	4,200	00
Insurance, . . . . .	808	29
Watchmen, switchmen, hostlers, pay-roll, and general expense of stable; included in depot expenses. . . . .		
Conductors and drivers, . . . . .	53,403	10
Fluid, fuel, oil, and gas; included in depot expenses. . . . .		
Damage for injury of persons, . . . . .	180	00
<b>Total, . . . . .</b>	<b>\$159,947</b>	<b>98</b>

## Receipts.

MONTHS.	From pas- sengers.		Rent.		Manure.		Other sources.		Total.
January, 1878, . . . . .	\$18,636	29			\$85	00			
February, 1878, . . . . .	16,566	67			92	00			
March, 1878, . . . . .	19,561	11			468	25			
April, 1878, . . . . .	22,564	70			230	87			
May, 1878, . . . . .	22,316	15			225	55			
June, 1878, . . . . .	20,146	59			120	75			
July, 1878, . . . . .	17,771	90			144	37			
August, 1878, . . . . .	17,720	68			279	18			
September, 1878, . . . . .	20,580	42			197	62			
October, 1878, . . . . .	23,792	19			210	00			
November, 1878, . . . . .	21,827	64			327	51			
December, 1878, . . . . .	22,669	30	\$984	82	223	00			
<b>Total, . . . . .</b>	<b>\$244,153</b>	<b>64</b>	<b>\$984</b>	<b>82</b>	<b>\$2,604</b>	<b>10</b>			<b>\$247,742 56</b>



Summary of Payments.

For construction, . . . . .	\$3,483	96
For maintaining the road or real estate of the corporation, and operating the road, . . . . .	168,697	80
For interest, . . . . .	7,478	89
For dividends, . . . . .	55,000	00
For miscellaneous, . . . . .	1,603	88
For municipal taxes, . . . . .	1,884	48
For State taxes, . . . . .	4,170	73
<b>Total, . . . . .</b>	<b>\$242,319</b>	<b>69</b>

General Balance Sheet, January 1, 1879.

DR.			
Construction, equipment, and real estate, . . . . .	\$429,544	38	
Cash on hand for cash disbursements, . . . . .	12,063	28	
Sinking fund to meet issue of bonds, . . . . .	7,228	96	
CR.			
Capital stock, \$1,000,000; amount paid in, . . . . .	\$394,529	44	
Funded debt, . . . . .	100,000	00	
Profit and loss, . . . . .	11,475	72	

Stock and Dividends.

Amount of common stock now outstanding, . . . . . 20,000 shares.  
 Rate and date of all cash dividends on stock: January 1, 1878, \$1 25 per share; July 1, 1878, \$1 25 per share.

Accidents.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
				1		1	

Statement of Each Accident.

March 3, 1878. Michael Haggerty, aged about four years, ran under the horses, and was killed by the car running over the child.

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. 1878, according to the best of their knowledge and belief.

(Signed)

THOS. W. ACKLEY, *President.*

D. BOYER BROWN, *Treasurer.*

Sworn and subscribed before me, this 23d day of January, A. D. 1879.

WM. A. THORP, *Magistrate.*

UNION.

Officers.

NAMES.		Residence.	Salary.
William V. McGrath, . . . . .	President, . . . . .	Philadelphia, . . . . .	\$10,000 00
Jacob E. Ridgway, . . . . .	Vice President, . . . . .	Philadelphia, . . . . .	
Charles Welsh, . . . . .	Secretary and Treasurer, . . . . .	Philadelphia, . . . . .	2,000 00
Gonsalvo Richardson, . . . . .	General Superintendent, . . . . .	Philadelphia, . . . . .	2,000 00

General offices at Twenty-third and Brown streets.

<i>Names of Directors.</i>	<i>Residences.</i>
Jacob E. Ridgway, . . . . .	Philadelphia.
William Elliott, . . . . .	Philadelphia.
U. 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 ; 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.**

<b>Funded Debt.</b>			
First mortgage bonds, (due 1884, bear interest at six per cent.,) which is payable January 1 and July,) amount, . . . . .	\$300,000		00
Debenture bonds, (due 1881, bear interest at seven per cent., which is payable April 1 and October 1,) amount, . . . . .	200,000		00
<b>Total amount now of funded debt, . . . . .</b>	<b>\$500,000</b>		<b>00</b>
<b>Floating Debt.</b>			
Purchase of property, mortgage on real estate, . . . . .	\$55,000		00
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$555,000</b>		<b>00</b>
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		

**Cost of Road and Equipment.**

	By last report.		By present report.	
Construction, . . . . .	\$678,541	74	\$678,541	74
Equipment, . . . . .	333,468	04	334,468	04
<b>Total cost, . . . . .</b>	<b>\$1,012,009</b>	<b>78</b>	<b>\$1,013,009</b>	<b>78</b>

**Characteristics of Road.**

Length of road laid, . . . . .	41 miles.
Gauge of road, . . . . .	5 ft. 2 in.
Weight of rail per yard on main track, . . . . .	43 and 53 lbs.
Number of car-houses, shops, and stables, . . . . .	7
Number of depots, . . . . .	4
Number of first-class passenger cars, . . . . .	101
Average value of each, . . . . .	\$700 00
Number of second-class passenger cars, . . . . .	53
Average value of each, . . . . .	\$400 00
Number of passengers that may be seated in each car, . . . . .	20
Number of other cars, . . . . .	9
Number of horses and mules owned by the company, . . . . .	912
Average value of each, including harness, . . . . .	\$100 00
Value of real estate held, exclusive of roadway, . . . . .	\$405,659 41
Average weight in pounds 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, . . . . .	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, Passayunk avenue, Ellsworth, and Broad streets; returns via Broad, Christian, Ninth, Spring Garden, Seventh, Oxford, Fourth, Norris, Memphis, York, Cedar, and Somerset streets, to Richmond. One line runs from Twenty-third and Columbia avenue, to Front and Market streets, via Columbia avenue, Franklin, Seventh, Market to Front; returns via Market, Ninth, Spring Garden, Seventh, Columbia avenue, and Twenty-third streets. One line runs on Jefferson street, from Twenty-fourth to Franklin, to 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. Also, the Poplar and Spring Garden street line runs from the park, on Brown street, Twenty-third, Wallace, Twenty-second, Spring Garden, Seventh, Poplar, Twenty-third, and Brown streets.

**Monthly Statement of Passengers, all classes, Carried in Cars for the Year.**

January, 1878, . . . . .	774,629	August, 1878, . . . . .	855,750
February, 1878, . . . . .	704,308	September, 1878, . . . . .	903,504
March, 1878, . . . . .	820,621	October, 1878, . . . . .	955,021
April, 1878, . . . . .	891,486	November, 1878, . . . . .	879,767
May, 1878, . . . . .	982,155	December, 1878, . . . . .	885,623
June, 1878, . . . . .	896,804		
July, 1878, . . . . .	889,532	Total, . . . . .	10,389,200

**The Rate of Fare for Passengers Charged.**

Single fare, . . . . . 6 cents.

**Expenses.**

<b>Maintaining the Road or Real Estate of the Corporation.</b>		
Repairs of road-bed and railway, . . . . .	\$23,027	11
Repairs of building, . . . . .	605	24
Taxes on real estate, . . . . .	5,567	83
<b>Total, . . . . .</b>	<b>\$29,200</b>	<b>18</b>
<b>Operating the Road.</b>		
On account of horses, . . . . .	15,661	25
Harness and repairs: Included in general expense. . . . .		
Repairs to cars, . . . . .	12,967	54
Horse-shoeing, . . . . .	16,199	25
Hay and feed, . . . . .	90,045	55
Office expenses, stationery, and depot expenses, . . . . .	14,622	92
Salaries, . . . . .	14,000	00
Insurance, . . . . .	2,000	07
Watchmen, switchmen, hostlers, pay-roll, . . . . .	55,965	24
General expense of stable: Included in above item. . . . .		
Conductors and drivers, . . . . .	143,719	49
Fluid, fuel oil, and gas, . . . . .	4,855	72
Damage for injury of persons, . . . . .	7,848	06
<b>Total, . . . . .</b>	<b>\$407,085</b>	<b>27</b>

Receipts.

MONTHS.	From pas- sengers.		Rent.	Manure.		Other sources.		Total.	
January, 1878, .	\$47,978	09	. . . . .	\$353	08	\$1,410	00	\$49,741	17
February, 1878, .	43,410	43	. . . . .	878	74	. . . . .	. . . . .	44,289	17
March, 1878, . .	49,630	00	. . . . .	854	41	. . . . .	. . . . .	49,984	41
April, 1878, . . .	53,614	50	. . . . .	983	54	. . . . .	. . . . .	54,598	04
May, 1878, . . . .	55,847	78	. . . . .	851	00	. . . . .	. . . . .	56,198	78
June, 1878, . . . .	53,886	51	. . . . .	359	41	. . . . .	. . . . .	54,245	92
July, 1878, . . . .	53,906	81	. . . . .	480	30	1,762	50	56,149	61
August, 1878, . . .	52,285	08	. . . . .	885	00	. . . . .	. . . . .	53,170	08
September, 1878, .	54,833	66	. . . . .	858	25	. . . . .	. . . . .	55,191	91
October, 1878, . .	57,673	43	. . . . .	871	91	. . . . .	. . . . .	58,545	34
November, 1878, .	52,183	26	. . . . .	856	74	. . . . .	. . . . .	52,540	00
December, 1878, .	54,233	56	. . . . .	353	58	. . . . .	. . . . .	54,587	14
Total, . . . . .	\$629,483	11	. . . . .	\$6,585	96	\$3,172	50	\$639,241	57

Summary of Payments.

For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	\$407,085	27
Interest, . . . . .	87,700	25
Dividends, . . . . .	112,500	00
New passenger cars and horses, . . . . .	536	46
Payments: Real estate, . . . . .	10,000	00
Miscellaneous: Equipment, . . . . .	1,000	00
Municipal taxes: License, . . . . .	4,775	00
State taxes, . . . . .	18,045	91
Total, . . . . .	\$591,642	89

## General Balance Sheet, January 1, 1879.

DR.			
Cash on hand January 1, 1878, . . . . .		\$27,685	29
Passengers, cash, . . . . .		536,225	76
Passengers, tickets, . . . . .		93,257	35
Manure, . . . . .		6,585	98
Contingent fund, . . . . .		3,172	50
		<b>\$666,926</b>	<b>86</b>
CR.			
Conductors and drivers, . . . . .		\$143,719	49
Wages, . . . . .		55,965	24
Blacksmith, . . . . .		16,199	25
Horses, . . . . .		15,661	25
Bran, . . . . .		5,748	17
Hay, . . . . .		33,715	35
Straw, . . . . .		2,480	42
Corn, . . . . .		48,101	61
Expense, . . . . .		11,761	76
License, . . . . .		4,775	00
Taxes, . . . . .		23,613	74
Real estate, . . . . .		10,000	00
Interest, . . . . .		37,700	25
Repairs to road, . . . . .		23,027	11
Repairs to cars, . . . . .		12,967	54
Repairs to real estate, . . . . .		605	24
Dividend, . . . . .		112,500	00
Insurance, . . . . .		2,000	07
Light and fuel, . . . . .		4,855	72
Damages, . . . . .		7,848	06
Salaries, . . . . .		14,000	00
Printing, . . . . .		2,861	16
Profit and loss, . . . . .		536	46
Equipment, . . . . .		1,000	00
Cash on hand December 31, 1878, . . . . .		75,283	97
		<b>\$666,926</b>	<b>86</b>

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

Personally appeared before me, William V. McGrath, president, and Charles 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. 1879, according to the best of their knowledge and belief.

(Signed)

WILLIAM V. McGRATH, *President.*

CHARLES WELSH, *Treasurer.*

Sworn and subscribed before me this 21st day of January, A. D. 1879.

J. R. MASSEY, *Notary Public.*

**WEST PHILADELPHIA.**

**Officers.**

NAMES.		Residence.	Salary.
Samuel Baugh, . . . . .	President, . . . . .	2025 Chestnut street, . . . . .	\$4,500 00
Samuel R. Reed, . . . . .	Secretary, . . . . .	10 South 40th street, . . . . .	2,000 00
D. W. Dickson, . . . . .	Treasurer, . . . . .	3803 Locust street, . . . . .	2,200 00
M. English, . . . . .	General Superintendent, . . . . .	36 North 40th street, . . . . .	2,200 00

*Names of Directors.*

*Residences.*

Samuel Baugh, . . . . .	2025 Chestnut street.
John F. Gross, . . . . .	65th and Hamilton streets.
William M. Wright, . . . . .	18th, north of Wallace street.
James Rhoads, . . . . .	72d and Haverford streets.
William J. Swain, . . . . .	1518 North Broad street.
Charles M. Swain, . . . . .	4500 Spruce street.
Charles Lennig, . . . . .	233 South 18th street.
William Dulles, . . . . .	262 South 16th street.
Charles H. Godfrey, . . . . .	Wallingford, Pa.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$750,000	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, . . . . .	59	00

**Debt.**

Funded Debt.			
First mortgage bonds, (due April 1, 1906, bear interest at 6 per cent., which is payable in gold,) amount, . . . . .		\$246,000	00
Total amount now of funded debt, . . . . .		\$246,000	00
Floating Debt.			
Funded debt as per last report, . . . . .	\$250,000	00	
Floating debt as per last report, . . . . .	35,182	50	
Total cash realized from capital stock and debt, . . . . .		\$646,000	00

## Cost of Road and Equipment.

	By last report.		By present report.	
Construction and equipment, . . . . .	\$839,047	93	\$839,933	93
Total cost, . . . . .	\$839,047	93	\$839,933	93

## Characteristics of Road.

Length of road laid, . . . . .	19 miles.
Length of double track, including sidings, . . . . .	7 miles.
Gauge of road, . . . . .	5 feet 2½ inches.
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, . . . . .	104
Average value of each, . . . . .	\$800 00
Number of second-class passenger cars, summer, . . . . .	8
Average value of each, . . . . .	\$400 00
Number of passengers that may be seated in each car: Summer, 60; other, 22.	
Number of other cars: 4 track sweepers, 2 track cleaners, 1 truck.	
Number of horses owned by the company, . . . . .	701
Average value of each, including harness, . . . . .	\$100 00
Value of real estate held, exclusive of roadway, . . . . .	\$304,210 50
Average weight in lbs. of passenger cars, exclusive of pas- sengers and baggage, . . . . .	5,000
Average rate of speed adopted by passenger cars, includ- ing stops, (miles per hour,) . . . . .	6
Number of trips each day: Centennial via Baring street, 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, and gravel foundation.	
Average time consumed by cars in passing over the road: Centennial 109 minutes; main, 83 minutes; rural, 142 minutes.	

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 Barring street, to Thirty-third, to Arch, to Thirty-second street, to Market street, to Front street; returning via Market street to Thirty-second street, to Arch street, to Thirty-third, to Baring, to Forty-first street, to Elm ave-



nue, to concourse. Mantua branch, from depot, to Forty-first and Haverford street, via Baring to Thirty-third, to Arch street, to Thirty-second and Market, to Front street; returning by the same route. Haddington line, from Sixty-seventh and Haverford avenue, via Haverford avenue, Sixty-fifth, Vine, Haverford avenue, Forty-first and 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 street, to Front street; returning the same.

Monthly Statement of Passengers, all classes, carried in Cars for the Year.

November, 1877, . . . . .	745,598	July, 1878, . . . . .	734,691
December, 1877, . . . . .	767,560	August, 1878, . . . . .	735,242
January, 1878, . . . . .	653,905	September, 1878, . . . . .	761,786
February, 1878, . . . . .	591,506	October, 1878, . . . . .	804,444
March, 1878, . . . . .	697,618	November, 1878, . . . . .	724,941
April, 1878, . . . . .	734,737	December, 1878, . . . . .	786,316
May, 1878, . . . . .	788,878		
June, 1878, . . . . .	782,206	Total, . . . . .	10,207,428

The Rate of Fare for Passengers Charged.

Single fare, . . . . .	6 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, . . . . .	\$15,573	77
Repairs of building, . . . . .	1,783	81
Taxes on real estate, . . . . .	3,272	08
<b>Total, . . . . .</b>	<b>\$20,629</b>	<b>61</b>
Operating the Road.		
On account of horses, . . . . .	\$17,513	50
Harness and repairs, . . . . .	2,839	43
Repairs to cars: { Steam, . . . . .	4,832	14
{ Horse, . . . . .	14,894	25
Horse shoeing, and other blacksmithing, . . . . .	17,514	46
Hay and feed, . . . . .	87,517	71
Office expenses, stationery, and depot expenses, . . . . .	29,421	10
Salaries, . . . . .	17,043	56
Insurance, . . . . .	2,668	75
Watchmen, switchmen, hostlers, pay-roll, . . . . .	47,577	18
General expense of stable, included in above items, . . . . .		
Conductors and drivers, . . . . .	130,820	92
Fluid, fuel, oil, and gas, . . . . .	9,773	39
Damage for injury of persons, . . . . .	9,876	79
<b>Total, . . . . .</b>	<b>\$392,293</b>	<b>16</b>

Receipts on Construction and Equipment Account during the Year.

From other sources: Sale of horses, . . . . .	\$6,177 00
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## Receipts.

MONTHS.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
November, 1877,	\$37,229 94				
December, 1877,	38,378 02				
January, 1878, .	32,695 24				
February, 1878,	29,575 30				
March, 1878, . .	34,880 90				
April, 1878, . . .	36,786 87				
May, 1878, . . . .	39,343 90				
June, 1878, . . . .	36,610 29				
July, 1878, . . . .	36,794 57				
August, 1878, . . .	36,762 08				
September, 1878,	38,089 32				
October, 1878, . .	40,222 21				
November, 1878,	36,247 05				
December, 1878,	36,815 81				
Total, . . . . .	\$510,321 50	\$1,346 00	\$4,000 00	\$6,330 25	\$521,997 75

## Summary of Payments.

For construction, . . . . .	\$1,600 00
For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	395,409 27
For interest and ground rents, . . . . .	19,215 84
For new passenger cars and horses, items included in operating the road, . . . . .	17,513 50
For miscellaneous, including notes fraudulently issued by John S. Morton, . . . . .	52,987 24
For municipal, including city tax on dividends of 1877, . . . . .	10,469 43
State taxes, . . . . .	3,878 39
Total, . . . . .	\$501,023 67

## General Balance Sheet, January 1, 1879.

DR.			
Construction and equipment, . . . . .	\$839,933	93	
Supplies, . . . . .	5,221	59	
Government bonds, cost, . . . . .	37,034	37	
Stocks, . . . . .	165	00	
Cash, . . . . .	19,388	80	
Bills receivable, . . . . .	300	00	
Open accounts, . . . . .	590	50	
	\$902,633	69	
CR.			
Capital stock, . . . . .	\$400,000	00	
Bonds, . . . . .	246,000	00	
Mortgage, . . . . .	4,000	00	
Unclaimed dividends, . . . . .	20	00	
Profit and loss, . . . . .	252,613	69	
	\$902,633	69	

The matter of over-issue of stock being still in litigation, the balances appearing on the old ledger to construction and equipment and profit and loss accounts have not yet been altered.

**Stock and Dividends.**

Amount of common stock now outstanding: As authorized by law, 8,000 shares.

NOTE.—The corporation has never authorized the issue of more than 8,000 shares, has never received consideration for more than 8,000, and has never issued more. Certificates of stock to the amount of 11,401 shares additional were issued by the former president, treasurer, and secretary, who affixed the corporate seal thereto. These are in the hands of the various parties who claim to own them, the rights of the latter are being contested in court. No value was ever received by the company for said stock, the shares having been circulated fraudulently for the private purposes of the president, treasurer, and secretary, and without the knowledge of the corporation.

**Accidents.**

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
2	1	.....	.....	.....	.....	2	1

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

Personally appeared before me, Samuel Baugh, president, and D. W. Dickson, treasurer, of the West Philadelphia 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 fourteen months ending December 31, A. D. 1878, according to the best of their knowledge and belief.

(Signed)

SAM. BAUGH, *President.*

D. W. DICKSON, *Treasurer.*

Affirmed and subscribed before me, this 28th day of January, A. D. 1879.

GEO. G. PIERIE, *Notary Public.*

**WILKES-BARRE AND KINGSTON.**

**Officers.**

NAMES.		Residence.	Salary.
William J. Harvey,	President,	Wilkes-Barre,	None.
A. J. Davis,	Secretary and Treasurer,	Wilkes-Barre,	None.
William J. Harvey,	General Superintendent,	Wilkes-Barre,	None.

General office at Wilkes-Barre.

<i>Names of Directors.</i>	<i>Residences.</i>
W. S. Hillard,	Wilkes-Barre.
R. J. Flick.	Wilkes-Barre.
J. C. Phelps,	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

**Cost of Road and Equipment.**

	By last report.		By present report.	
Construction,	\$81,088	51	\$81,088	51
Equipment,	18,744	86	18,744	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 00
Number of second-class passenger cars, . . . . .	2
Average value of each, . . . . .	\$400 00
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 00
Value of real estate held, exclusive of road-way, . . .	\$10,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	3,500 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	6
Number of trips each day, . . . . .	66
How many miles does each horse travel daily? . . . . .	25
How is track laid, and on what foundation? Oak ties and stringers.	

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, 1878, . . . . .	15,630	August, 1878, . . . . .	14,330
February, 1878, . . . . .	13,150	September, 1878, . . . . .	15,220
March, 1878, . . . . .	14,430	October, 1878, . . . . .	13,430
April, 1878, . . . . .	14,780	November, 1878, . . . . .	14,890
May, 1878, . . . . .	14,520	December, 1877, . . . . .	15,210
June, 1878, . . . . .	14,880		
July, 1878, . . . . .	18,250	Total, . . . . .	178,720

The Rate of Fare for Passengers Charged.

Single fare, . . . . .	10 and 5 cents.
Tickets in packages of 20 sold for . . . . .	\$1 00

## Expenses.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road-bed and railway, . . . . .	\$722	00
Taxes on real estate, . . . . .	100	00
<b>Total, . . . . .</b>	<b>\$822</b>	<b>00</b>
Operating the Road.		
On account of horses, . . . . .	408	00
Harness and repairs, . . . . .	126	00
Repairs to cars, . . . . .	225	75
Horse shoeing, . . . . .	168	00
Hay and feed, . . . . .	3,288	10
Office expenses, stationery, and depot expenses, . . . . .	210	00
Salaries, . . . . .	1,550	00
Insurance, . . . . .	99	50
Watchmen, switchmen, hostlers, pay-roll, . . . . .	550	00
General expense of stable, . . . . .	104	00
Conductors and drivers, . . . . .	2,505	81
Fluid, fuel, oil, and gas, . . . . .	78	25
<b>Total, . . . . .</b>	<b>\$10,135</b>	<b>41</b>

## Receipts.

MONTHS.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1878, . . . . .	\$1,214	40			
February, 1878, . . . . .	593	89			
March, 1878, . . . . .	1,090	13			
April, 1878, . . . . .	951	20			
May, 1878, . . . . .	960	50			
June, 1878, . . . . .	994	45			
July, 1878, . . . . .	1,869	85			
August, 1878, . . . . .	961	89			
September, 1878, . . . . .	1,129	73			
October, 1878, . . . . .	1,050	50			
November, 1878, . . . . .	1,029	35			
December, 1878, . . . . .	1,164	26			
<b>Total, . . . . .</b>	<b>\$13,409</b>	<b>65</b>		<b>\$719 21</b>	<b>\$14,128 86</b>

## Summary of Payments.

For maintaining the road or real estate of the corporation, and op- erating the road, . . . . .	\$10,135	41
For dividends, . . . . .	3,000	00
For miscellaneous, . . . . .	485	72
For municipal taxes, . . . . .	93	98
For State taxes, . . . . .	413	75
<b>Total, . . . . .</b>	<b>\$14,128</b>	<b>86</b>

General Balance Sheet, January 1, 1879.

DR.			
Real estate, . . . . .		\$9,784	32
Personal property, . . . . .		12,014	85
Construction, . . . . .		83,679	82
Cash, . . . . .		4,569	59
Expenses, . . . . .		165,876	75
Interest, . . . . .		2,005	60
Dividends, . . . . .		45,000	00
Bills receivable, . . . . .		852	50
		<b>\$323,783</b>	<b>33</b>
CR.			
Capital stock, . . . . .		\$100,000	00
Earnings, . . . . .		223,783	33
		<b>\$323,783</b>	<b>33</b>

Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$100,000  
 Rate and date of all cash dividends on stock of original and consolidated companies : January 15, 1878, 3 per cent.

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

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. 1878, according to the best of their knowledge and belief.

(Signed) WM. J. HARVEY, *President.*  
 A. J. DAVIS, *Treasurer.*

Sworn and subscribed before me this 13th day of January, A. D. 1879.  
 W. S. PARSONS, *Notary Public.*

WILLIAMSPORT.

Officers.

NAMES.		Residence.	Salary.
Peter Herdic, . . . . .	President, . . . . .	Williamsport, Pa.	
H. Hinckley, . . . . .	Secretary and Treasurer, . . . . .	Williamsport, Pa.	

Road is leased for a term of five years, from January 1, 1878, to A. B. Middaugh.

<i>Names of Directors.</i>	<i>Residences.</i>
Peter Herdic, . . . . .	Williamsport, Pa.
H. E. Taylor, . . . . .	Williamsport, Pa.
Theodore Hill, . . . . .	Williamsport, Pa.
H. Hinckley, . . . . .	Williamsport, Pa.

This report embraces the operations of the road for the two months ending December 31, 1877. The balance of the year is covered by report of A. B. Middaugh, lessee.

#### 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.

<i>Floating Debt.</i>			
The amount now of floating debt, . . . . .		\$182	50
Total amount now of floating and funded debt, . . . . .		\$182	50
Floating debt as per last report, . . . . .		\$966	94

#### Cost of Road and Equipment.

	By last report.		By present report.	
Construction, . . . . .	\$29,647	65	\$29,647	65
Equipment, . . . . .	18,186	12	12,161	12
Total cost, . . . . .	\$42,833	77	\$41,808	77

#### Characteristics of Road.

Length of road laid, . . . . .	2 miles, 794 ft.
Length of double track, including sidings, . . . . .	500 feet.
Gauge of road, . . . . .	4 ft. 8½ inches.
Weight of rail per yard on main track, . . . . .	16 pounds.
Number of first-class passenger cars, . . . . .	5 1-horse cars.
Average value of each, about . . . . .	\$400
Number of second-class passenger cars: Four old 2-horse cars, out of use.	



Average value of each, about . . . . .	\$50
Number of passengers that may be seated in each car, . .	16
Average weight in lbs. of passenger cars, exclusive of pas- sengers and baggage, . . . . .	2,830 lbs.
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, near railroad crossing; thence up Third street to Pine; thence up Pine to Fourth; thence up Fourth to the intersection of Philadelphia and Erie rail- road; 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 for the Year.**

November, 1877, . . . . . 14,072 || December, 1877, . . . . . 13,642

**The Rate of Fare for Passengers charged.**

Single fare, . . . . .	5 cents.
Tickets in packages of 20 sold for . . . . .	\$1

**Expenses.**

<b>Maintaining the Road or Real Estate of the Corporation.</b>	
Repairs of road bed and railway, . . . . .	\$2 50
<b>Total, . . . . .</b>	<b>\$2 50</b>
<b>Operating the Road.</b>	
On account of horses, . . . . .	\$25 00
Repairs to cars, . . . . .	151 15
Horse shoeing, . . . . .	50 80
Hay and feed, . . . . .	228 14
Salaries, . . . . .	500 00
General expense of stable, including rent of same, . . . . .	143 60
Conductors and drivers, . . . . .	239 25
Fluid, fuel, oil, and gas, . . . . .	17 21
Damage for injury of persons, . . . . .	25 00
<b>Total, . . . . .</b>	<b>\$1,332 65</b>

Receipts.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.	
November, 1877,	\$703	60								
December, 1877,	682	12								
January, 1878, . . . . .			\$116	66						
February, 1878, . . . . .			116	66						
March, 1878, . . . . .			116	66						
April, 1878, . . . . .			116	66						
May, 1878, . . . . .			116	66						
June, 1878, . . . . .			116	67						
July, 1878, . . . . .			116	67						
August, 1878, . . . . .			116	67						
September, 1878, . . . . .			116	67						
October, 1878, . . . . .			116	67						
Total, . . . . .	\$1,385	72	\$1,166	65						

Summary of Payments.

For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	\$1,382	65
For municipal taxes, . . . . .	23	01
For State taxes, . . . . .	44	85
Total, . . . . .	\$1,450	51

General Balance Sheet, January 1, 1879.

DR.			
Construction, . . . . .		\$29,647	65
Equipment, . . . . .		12,161	12
Personal accounts, . . . . .		2,522	24
		\$44,331	01
CR.			
Capital stock, . . . . .		\$40,600	00
Bills payable, . . . . .		182	50
Profit and loss, . . . . .		3,548	51
		\$44,331	01

Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$40,600 00

Accidents.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
. . . . .	1	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	1

Statement of Each Accident.

November 27, 1877. A. J. Hartranft; in attempting to get on one of our cars slipped, and injured his wrist; he claimed that the driver of the car did not allow him sufficient time, and was, in consequence, the cause of the accident; settled, by paying Mr. Hartranft twenty-five dollars.

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

Personally appeared before me, H. Hinckley, Treasurer of the Williamsport 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, declares 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. 1878, according to the best of his knowledge and belief.

(Signed)

H. HINCKLEY, *Treasurer.*

Sworn and subscribed before me, this 20th day of January, A. D. 1879.

A J DIETRICK,

*City Recorder of the city of Williamsport.*

LESSEE'S REPORT.

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 lbs.
Number of second-class passenger cars, . . . . .	5 one horse.
Average value of each, about . . . . .	\$400 00
Number of passengers that may seated in each car, . . . . .	16
Number of other cars, . . . . .	4 two horse.
Number of horses and mules owned by the lessee, . . . . .	16
Average value of each, including harness, . . . . .	\$85 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	2,830 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	5 miles.
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. E. depot, and extending out Campbell street to Fourth street.

**Monthly Statement of Passengers, all classes, carried in Cars for the Year.**

January, 1878, . . . . .	13,798	July, 1878, . . . . .	19,087
February, 1878, . . . . .	8,458	August, 1878, . . . . .	18,243
March, 1878, . . . . .	12,587	September, 1878, . . . . .	16,816
April, 1878, . . . . .	13,996	October, 1878, . . . . .	14,318
May, 1878, . . . . .	15,306		
June, 1878, . . . . .	19,394	<b>Total, . . . . .</b>	<b>151,963</b>

**The Rate of Fares for Passengers Charged.**

Single fare, . . . . .	5 cents.
Tickets in packages of 20 sold for, . . . . .	\$1 00

**Expenses.**

<b>Maintaining the Road or Real Estate of the Corporation.</b>			
Repairs of road bed and railway, . . . . .		\$300	44
<b>Total, . . . . .</b>		<b>\$300</b>	<b>44</b>
<b>Operating the Road.</b>			
On account of horses, . . . . .		1,242	50
Harness and repairs, . . . . .		127	35
Repairs to cars, . . . . .		98	34
Horse-shoeing, . . . . .		165	48
Hay and feed, . . . . .		1,615	98
Office expenses, stationery, and depot expenses, . . . . .		72	40
Salaries, . . . . .		1,250	00
General expense of stable, . . . . .		830	22
Conductors and drivers, . . . . .		1,561	08
Fluid, fuel, oil, and gas, . . . . .		68	28
Rent, including road, cars, depot, and stable, . . . . .		1,666	67
<b>Total, . . . . .</b>		<b>\$8,998</b>	<b>74</b>

**Receipts.**

MONTHS.	From pas- sengers.		Rent.	Manure.	Other sources.	Total.
January, 1878, . . . . .	\$689	91				
February, 1878, . . . . .	422	94				
March, 1878, . . . . .	629	35				
April, 1878, . . . . .	699	84				
May, 1878, . . . . .	765	30				
June, 1878, . . . . .	969	70				
July, 1878, . . . . .	951	85				
August, 1878, . . . . .	912	19				
September, 1878, . . . . .	840	80				
October, 1878, . . . . .	715	91				
<b>Total, . . . . .</b>	<b>\$7,597</b>	<b>79</b>				

Summary of Payments.

For maintaining the road or real estate of the lessee, and operating the road, . . . . .	\$8,998	74
State taxes, . . . . .	33	34
Total, . . . . .	\$9,032	08

General Balance Sheet, January 1, 1879.

DR.			
Cash, . . . . .		\$453	13
Inventory, . . . . .		1,328	30
Profit and loss, . . . . .		8	46
		\$2,289	89
CR.			
A. B. Middaugh, . . . . .		\$1,897	72
Williamsport Passenger Railway Company, . . . . .		366	67
Personal account, . . . . .		25	50
		\$2,289	89

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

Personally appeared before me, A. B. Middaugh, lessee of the Williamsport Passenger Railway Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared, 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 ten months ending October 31, A. D. 1878, according to the best of his knowledge and belief.

(Signed,)

A. B. MIDDAGUH, *Lessee.*

Sworn and subscribed before, me this 22d day of January, A. D. 1879.

H. HINCKLEY, *Notary Public.*



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**REPORTS OF CANAL COMPANIES.**

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# REPORTS OF CANAL COMPANIES.

## DELAWARE DIVISION.

### Officers.

NAMES.		Residence.	Salary.	
Joshua W. Woolston,	President, . . . . .	Philadelphia, . .	\$2,500	00
Ezra G. Giles, . . . . .	Secretary and Treasurer,	Philadelphia, . .	700	00

General office at 303 Walnut street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
J. W. Woolston, . . . . .	Philadelphia.
I. V. Williamson, . . . . .	Philadelphia.
H. Pratt McKean, . . . . .	Philadelphia.
A. E. Borie, . . . . .	Philadelphia.
J. B. Moorhead, . . . . .	Philadelphia.
S. Fisher Corlies, . . . . .	Philadelphia.
Edward Roberts, junior, . . . . .	Philadelphia.
Thomas McKean, . . . . .	Philadelphia.
E. W. Clark, . . . . .	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, . . . . .	20	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

## Cost of Canal and Fixtures.

Cost of canal and fixtures, . . . . . \$2,433,350 00

## 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 aqueducts, . . . . .	10
Number of lineal feet of aqueduct superstructure, . .	641
Number of boats owned and run by private parties, about	800
Average tonnage of boats, . . . . .	96
Navigation opened, . . . . .	March 20.
Navigation closed, . . . . .	December 14.
Feet of lockage on main line of canal, . . . . .	165 $\frac{55}{100}$ feet.
Value of real estate held by the company, exclusive of canal, estimated at . . . . .	\$5,000 00
Are the locks of wood, cut stone, or composite? . . . }	Various.
Give the number of each kind, . . . . . }	

## Summary of Expenses.

For dividends, (one only,) . . . . .	\$65,334 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, 1866, at a stipulated rent per annum, we cannot give tonnage, rate of tolls, or receipts and expenditures, those items being entirely under the control of said lessees.

General Balance Sheet, January 1, 1879.

DR.			
Canal, . . . . .		\$2,433,350	00
Bills receivable, . . . . .		12,564	40
Reserved fund to meet bonds past due, . . . . .		117,126	92
Cash, . . . . .		1,746	27
		\$2,564,787	59
CR.			
Stock, . . . . .		\$1,633,350	00
Bonds, . . . . .		800,000	00
Profit and loss, . . . . .		131,437	59
		\$2,564,787	59

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

Personally appeared before me, Joshua W. Woolston, president, and Ezra 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. 1878, according to the best of their knowledge and belief.

(Signed)

J. W. WOOLSTON, *President.*

E. G. GILES, *Treasurer.*

Affirmed and subscribed before me, this 11th day of January, A. D. 1879.

WM. M. McKNIGHT, *Notary Public.*

DELAWARE AND HUDSON.

Officers.

NAMES.		Residence.	Salary.	
Thomas Dickson, . . . . .	President, . . . . .	Scranton, Pa., . . . . .	\$20,000	00
Robert M. Olyphant, . . . . .	Assistant President, . . . . .	New York, . . . . .	8,500	00
George S. Haight, . . . . .	Secretary, . . . . .	New York, . . . . .	2,700	00
James C. Hartt, . . . . .	Treasurer, . . . . .	Montclair, N. Y., . . . . .	7,650	00
Coe F. Young, . . . . .	General Manager, . . . . .	Honesdale, Pa., . . . . .	8,500	00
Rollin Manville, . . . . .	Railroad Superintendent, . . . . .	Carbondale, Pa., . . . . .	4,500	00
Asher M. Atkinson, . . . . .	Canal Superintendent, . . . . .	Honesdale, Pa., . . . . .	3,150	00

General offices at 21 Cortlandt street, New York.

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas Dickson, . . . . .	Seranton, Pa.
Abiel A. Low, . . . . .	Brooklyn, New York.
James M. Halsted, . . . . .	New York.
Le Grand B. Cannon, . . . . .	New York.
Robert Lenox Kennedy, . . . . .	New York.
James R. Taylor, . . . . .	Brooklyn, New York.
John Jacob Astor, . . . . .	New York.
J. Pierpont Morgan, . . . . .	New York.
George Cabot Ward, . . . . .	New York.
Robert S. Hone, . . . . .	New York.
Levi P. Morton, . . . . .	New York.
James Roosevelt, . . . . .	Hyde Park, New York.
Thomas Cornell, . . . . .	Rondout, New York.

#### Capital Stock.

Capital stock authorized by law, . . . . .	Unlimited.		
Capital stock authorized by votes of company, . . . . .		\$20,000,000	00
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.			
First 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,) amount, . . . . .		6,482,000	00
Mortgage bonds, (due in 1894, bear interest at 7 per cent., which is payable April and October,) amount, . . . . .		4,856,000	00
Mortgage bonds, (due in 1917, bear interest at 7 per cent., which is payable March and September,) amount, . . . . .		2,450,000	00
Total amount now of funded debt, . . . . .		\$17,288,000	00
Special loan due in 1880, . . . . .		1,045,000	00
The amount now of floating debt—See balance sheet.			
Total amount now of special and funded debt, . . . . .		\$18,333,000	00

#### Cost of Canal and Fixtures.

Cost of canal and fixtures, . . . . .	\$6,839,210	49
Cost of canal boats, . . . . .	498,324	29
	\$6,837,534	78

#### Characteristics of Canal.

Length of main line of canal, from Honesdale, Pennsylvania, to Eddyville, New York, . . . . .	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 6 ascending 15½ feet wide.

Number of basins: About one eighth whole length the canal.

Number of lock-houses, 92; store-houses, 13; other houses, 30; total, . . . . . 135

Number of locks: Lift, 107; stop, 21; guard, 2; weigh, 2; total, . . . . . 132

Number of waste-ways, . . . . . 110

Number of overflows, (including those of reservoirs,) . . . . . 10

Number of lineal feet of overflows, . . . . . 300

Number of bridges, . . . . . 136

Number of culverts, (including wood trunk ones,) . . . . . 31

Number of dams, (including reservoir dams,) . . . . . 40

Number of aqueducts, . . . . . 22

Number of lineal feet of aqueduct superstructure, about, . . . . . 2,000

Number of miles of slack water, . . . . . 3

Number of boats owned by the company, . . . . . 852

Number of boats owned and run by private parties, . . . . . 96

Average tonnage of boats, gross tons, . . . . . 128

Navigation opened, . . . . . April 11.

Navigation closed, . . . . . December 6.

Feet of lockage on main line of canal: 1,028, exclusive of 58 feet ascending the summit.

Value of real estate held by the company, exclusive of canal, and used for reservoir purposes, . . . . . \$51,962 83

Are the locks of wood, cut stone, or composite? Both.

Give the number of each kind: 12 cut stone and 95 composite lift, 1 stone and 1 composite guard, 2 stone weigh locks.

Doings of the Year in Transportation.

Number of tons of 2,000 pounds of through freight for the year on main canal: Not kept separately.

Gross amount of tonnage for the year, including branches and leased canals, . . . . . 1,361,005

The Amount of Freight, specifying the Quantity in Tons of 2,000 Pounds.

	Amount in tons.
Lumber, . . . . .	25,328
Anthracite coal, . . . . .	1,180,698
Bituminous coal, . . . . .	304
Other iron or castings, . . . . .	2,485
Lime and limestone, . . . . .	7,012
Agricultural products, . . . . .	1,235
Manufactures and merchandise, . . . . .	103,949
Other articles, . . . . .	89,994
<b>Total, . . . . .</b>	<b>1,361,005</b>

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

	Per mile.	60 miles.	108 miles.
For lumber, per 1,000 feet board measure, (hemlock,) . . . . .	1½ cents.	60 cents.	\$1 00
For lumber, per 1,000 feet board measure, (pine, and other lumber,) . . . . .	1½ cents.	60 cents.	1 00
Shingles, per 1,000, . . . . .	35 cents.	Rate.	50
Anthracite coal per ton, . . . . .	1½ cents.	Rate.	Rate.
Bituminous coal per ton, . . . . .	1 cents.	50 cents.	60

**Expenses.**

Aqueducts, &c., . . . . .	\$112,965	97
<b>Operating the Canal.</b>		
Collectors and weighmasters, &c., . . . . .	81,970	30
Total, . . . . .	\$194,936	27

**Receipts.\***

Total, . . . . .	\$39,099	69
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\* 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, . . . . .	\$194,936	27
For interest, . . . . .	1,840,956	41
Municipal and State taxes, . . . . .	199,471	97
Total, . . . . .	\$1,735,364	65

General Balance Sheet, January 1, 1879.

DR.			
Canal, . . . . .		\$6,339,210	49
Railroad and equipment, . . . . .		6,196,765	52
Real estate, . . . . .		8,643,783	10
Mine improvements, . . . . .		2,404,962	89
Mine fixtures, . . . . .		274,113	97
Boats, barges, and steamboats, . . . . .		667,641	68
Coal-yards and fixtures, . . . . .		210,142	41
Cherry Valley and Sharon railroad, . . . . .		305,991	18
Lackawanna and Susquehanna railroad, . . . . .		1,022,293	15
New York and Canada railroad, . . . . .		3,597,074	48
Telegraph lines, . . . . .		14,734	80
Lackawanna Palace Car Company, . . . . .		54,675	36
Coal on hand December 31, 1878, . . . . .		672,784	61
Supplies on hand at machine shops, . . . . .		958,667	29
Advances to leased lines, . . . . .		439,020	51
Miscellaneous assets, . . . . .		4,295,445	18
Advances on coal, . . . . .		617,246	56
Cash, customers accounts, bills receivable, . . . . .	\$2,314,268	10	
Less payable, . . . . .	1,277,008	35	
		1,037,261	75
General profit and loss, . . . . .		587,185	07
		<u>\$38,333,000</u>	00
CR.			
Capital stock, . . . . .		\$20,000,000	00
Funded debt:			
Bonds, 1884, . . . . .	\$3,500,000		
Bonds, 1891, . . . . .	5,000,000		
Bonds, 1877-1891, . . . . .	1,482,000		
Bonds, 1894, . . . . .	4,856,000		
Bonds, 1917, . . . . .	2,450,000		
		17,288,000	00
Loan, 1880, . . . . .		1,045,000	00
		<u>\$38,333,000</u>	00

Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$20,000,000

STATE OF NEW YORK, }  
 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. 1878, according to the best of their knowledge and belief.

(Signed)

THOMAS DICKSON, *President.*

J. C. HARTT, *Treasurer.*

Sworn and subscribed before me, this 11th day of February, A. D. 1879.

JOHN A. PATTISON,

*Commissioner for the State of Pennsylvania.*

## LEHIGH COAL AND NAVIGATION.

## Officers.

NAMES.		Residences.	Salary.
E. W. Clark, . . .	President, . . . . .	Philadelphia, . . . .	\$12,000 00
S. Shepherd, . . .	Secretary and Treasurer, . . .	Philadelphia, . . . .	4,700 00

General offices at Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Francois R. Cope, . . . . .	Philadelphia.
Francois C. Yarnall, . . . . .	Philadelphia.
Fisher Hazard, . . . . .	Mauch Chunk.
Charles Parrish, . . . . .	Wilkes-Barre.
Charles Wheeler, . . . . .	Philadelphia.
Gheorge Whitney, . . . . .	Philadelphia.
John Leisenring, . . . . .	Mauch Chunk.
James M. Willcox, . . . . .	Philadelphia.
Edward Lewis, . . . . .	Philadelphia.
T. Charlton Henry, . . . . .	Philadelphia.
John Brown, . . . . .	Easton.

## Capital Stock.

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, . . . . .	11,193,550	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, . . . . .		17 50

## Debt.

Funded Debt.		
Bonds due, 1877, extended, six per cent., . . . . .	\$576,800 00	
Convertible bonds, due 1882, six per cent., . . . . .	41,550 00	
Mortgage bonds, due 1884, six per cent., . . . . .	5,381,840 84	
Greenwood mortgage bonds, due 1882, seven per cent., . . . . .	140,000 00	
Greenwood mortgage bonds, due 1892, seven per cent., . . . . .	685,000 00	
Mortgage bonds, due 1897, six per cent., . . . . .	2,000,000 00	
Gold mortgage bonds, due 1897, six per cent., . . . . .	4,653,000 00	
Consolidated mortgage bonds, due 1911, seven per cent., . . . . .	1,298,000 00	
Scrip certificates, due 1911, seven per cent., . . . . .	8,750 00	
Scrip certificates, due 1883, six per cent., . . . . .	65,334 00	
		\$14,848,274 84
Funded debt as per last report, . . . . .		\$14,779,140 81



Cost of Canal and Fixtures.

Cost of Lehigh canal and fixtures, . . . . .	\$4,455,000	00
Re-valued in 1872 at, . . . . .	3,000,000	00

Characteristics of Canal.

Length of main line of canal, from Coal Port to Easton, . . . . .	48 miles.
Length of main line of canal in Pennsylvania, . . . . .	48 miles.
Canal leased by the company, viz : Delaware division, . . . . .	60 miles.
Width of canal at top water line, . . . . .	60 to 100 feet.
Width of canal on bottom : 45 feet and upward.	
Depth of water, . . . . .	6 feet.
Length and breadth of locks : 100 feet long, and 22 feet wide.	
Number of basins, . . . . .	5
Number of lock-houses, 43 ; other houses, 2 ; total, . . . . .	45
Number of locks : Lift, 49 ; stop, 2 ; guard, 5 ; weigh, 1 ; total, . . . . .	57
Number of waste-ways, . . . . .	4
Number of over-flows, . . . . .	36
Number of lineal feet of over-flows, . . . . .	3,600
Number of bridges, . . . . .	10
Number of culverts, . . . . .	21
Number of dams, . . . . .	9
Number of aqueducts, . . . . .	4
Number of lineal feet of aqueduct superstructure, . . . . .	285
Number of miles of slack-water : 36 miles canal, 12 miles pools.	
Number of boats owned by the company, . . . . .	282
Number of boats owned and run by private parties, . . . . .	578
Average tonnage of boats, . . . . .	96
Navigation opened, . . . . .	April 1, 1878.
Navigation closed, . . . . .	Dec. 14, 1878.
Feet of lockage on main line of canal, . . . . .	375
Value of real estate held by the company, exclusive of canal, but on its line, . . . . .	\$200,000 00
Are the locks of wood, cut stone, or composite? Mostly stone, lined with wood.	

Doings of the Year in Transportation.

Number of tons of 2,000 lbs. of through freight for the year on main canal : Not reported separately.	
Gross amount of tonnage for the year, including branches and leased canals, . . . . .	702,228, <sup>244</sup> / <sub>1000</sub>

The Amount of Freight Specifying the Quantity in Tons of 2,000 pounds.

	Amount in tons.
Lumber, . . . . .	26,950 <sup>1</sup> / <sub>2</sub>
Anthracite coal, . . . . .	464,058 <sup>2</sup> / <sub>3</sub>
Bituminous coal, . . . . .	254 <sup>1</sup> / <sub>2</sub>
Pig iron, . . . . .	29,837 <sup>1</sup> / <sub>2</sub>
Other iron or castings, . . . . .	1,652 <sup>1</sup> / <sub>2</sub>
Iron and other ores, . . . . .	64,239 <sup>1</sup> / <sub>2</sub>
Lime and limestone, . . . . .	75,643 <sup>1</sup> / <sub>2</sub>
Agricultural products, . . . . .	14,949 <sup>1</sup> / <sub>2</sub>
Manufactures and merchandise, . . . . .	3,761 <sup>1</sup> / <sub>2</sub>
Live stock, and other articles, . . . . .	20,883 <sup>1</sup> / <sub>2</sub>
<b>Total, . . . . .</b>	<b>702,228<sup>1</sup>/<sub>2</sub></b>

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 <sup>1</sup> / <sub>2</sub> cents.
Shingles, per 1,000, . . . . .	4 mills.
Anthracite coal per ton, . . . . .	<sup>1</sup> / <sub>2</sub> to 1 <sup>1</sup> / <sub>2</sub> cent.
Bituminous coal per ton, . . . . .	8 mills.

**Expenses.**

Maintaining the Canal or Real Estate of the Corporation.

	Maintenance of Lehigh canal.		Maintenance of Delaware Div- ision canal.		Total.
Aqueducts and culverts, . . . . .	\$173	52	\$19,640	17	\$19,813 69
Boats and flats, . . . . .	787	65	527	86	1,315 51
Bridges, . . . . .	2,210	31	1,519	23	3,729 54
Canal bed and banks, . . . . .	9,484	53	21,003	53	30,488 06
Dams and cribs, . . . . .	1,044	66	483	58	1,528 24
Shipping packets, . . . . .	11,061	52			11,061 52
Horses and horse keep, . . . . .	2,434	19	785	81	3,220 00
Locks and houses, . . . . .	6,071	58	2,812	28	8,883 86
Steamboats and dredge boats, . . . . .	2,153	17	1,473	99	3,627 16
Superintendence and engineering, . . . . .	2,275	01	2,502	98	4,777 99
Tools and tool repairs, . . . . .	378	21	303	54	681 75
Waste weirs and sluices, . . . . .	4	50	397	38	401 88
Water wheels, . . . . .			520	38	520 38
Quarry expenses, . . . . .			724	00	724 00
<b>Totals, . . . . .</b>	<b>\$38,078</b>	<b>85</b>	<b>\$52,694</b>	<b>73</b>	<b>\$90,773 58</b>
<b>Operating the Canal.</b>					
Collectors and weighmasters, . . . . .	\$6,488	50	\$2,594	10	\$9,082 60
Rent, Delaware division, . . . . .			182,168	00	182,168 00
Labor, shipping coal, . . . . .	15,479	56			15,479 56
Lock-keepers, . . . . .	13,972	23	6,773	10	20,745 33
Office expenses, rents, and furniture, . . . . .	861	92	491	96	1,353 88
Superintendence, . . . . .	1,106	45	1,067	02	2,193 47
<b>Total, . . . . .</b>	<b>\$37,908</b>	<b>66</b>	<b>\$193,114</b>	<b>18</b>	<b>\$231,022 84</b>

Receipts.

From tolls on coal, . . . . .	\$228,510	75
From tolls on lumber, . . . . .	} 24,880	14
From tolls on iron, . . . . .		
From tolls on miscellaneous freight, . . . . .		
Other sources, rents, &c., and rent of leased railroads, . . . . .		
<b>Total, . . . . .</b>	<b>\$1,108,880</b>	<b>98</b>

Summary of Expenses.

Maintaining the canal or real estate of the corporation, and operating the canals, . . . . .	\$321,796	42
For interest, . . . . .	690,393	24
Municipal taxes, . . . . .	} 64,298	91
State taxes, . . . . .		
For other payments, . . . . .	188,253	01
<b>Total, . . . . .</b>	<b>\$1,464,741</b>	<b>58</b>
Amount charged to surplus fund, . . . . .	\$355,860	60

General Balance Sheet, January 1, 1879.

DR.		
Lehigh and Susquehanna railroad construction and branches, . . . . .	\$13,802,955	70
Lehigh navigation and shipping improvements, . . . . .	3,099,056	71
Coal lands and improvements, Lehigh region, . . . . .	7,553,799	87
Mining equipment, Lehigh region, . . . . .	263,311	60
Landed property and improvements, . . . . .	849,350	99
Canal equipment, . . . . .	165,829	00
Opening work and cut coal, in mines, . . . . .	407,697	87
Supplies on hand, . . . . .	84,147	25
Coal on hand, . . . . .	30,365	32
Contingent fund, . . . . .	413,233	23
Bills receivable, . . . . .	\$33,362 51	
Bonds and mortgages, . . . . .	23,512 08	
Principal of ground and water rents, . . . . .	171,867 87	
Cash on hand, . . . . .	228,742	46
Gold loan, 1897, assumed by C. R. R. Co. of N. J., . . . . .	\$2,310,000 00	119,147 99
Gold loan, 1897, assumed by Lehigh and Wilkes-Barre Coal Company, . . . . .	500,000 00	
Gold loan, 1894, assumed by Lehigh and Wilkes-Barre Coal Company, . . . . .	771,000 00	
Balance of individual ledger, . . . . .	3,581,000	00
	418,304	30
	<b>\$31,016,942</b>	<b>29</b>

CR.		
Capital stock, 223,871 shares,		\$11,193,550 00
Loan due 1877, (debentures,) extended,	\$430,580 00	
Loan due 1877, (debentures,) outstanding,	146,220 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,)	1,296,000 00	
Seven per cent. scrip, redeemable in bonds of 1911,	8,750 00	
Six per cent scrip, Delaware division, due 1883,	65,834 00	
Greenwood first mortgage, due October 1, 1882,	140,000 00	
Greenwood second mortgage, due February 1, 1892,	685,000 00	
		15,619,274 84
Bills payable,		994,896 76
Central Railroad Company of New Jersey construction loan,		383,279 30
Interest and dividends, due January 1, 1879, and arrears,		131,464 92
Profit and loss, old account,		2,587,304 14
Dividend fund,		107,172 33
		\$31,016,942 29

#### Stock and Dividends.

Amount of common stock now outstanding: 223,871 shares,  
par value, . . . . . \$11,193,550 00

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

Personally appeared before me, E. W. Clark, president, and Sol. 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, 1878, according to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*

S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this 19th day of February, A. D. 1879.

W. C. ANDERSON, *Notary Public.*

**MONONGAHELA NAVIGATION.**

**Officers.**

NAMES.		Residence.	Salary.	
J. K. Moorehead, . . .	President, . . . . .	Pittsburgh, Pa., . . . . .	\$6,000	00
William Bakewell, . .	Sec'y and Treas'r, . .	Arnold Park, West- moreland co., Pa., P. O. add'g, Pittsburgh, }	2,000	00
B. L. Wood, junior, . .	Cargo Inspector, . . .	Pittsburgh, Pa., . . . . .	1,500	00
Thomas McGowan, . .	Sup't of Repairs, . . }	Lock No. 4, Washing- ton county, Pa., . . }	1,800	00

General offices at 94 Diamond street, Pittsburgh, Pa.

*Names of Directors.*

*Residences.*

Felix R. Brunot, . . . . .	Allegheny, Pa.
Alexander Bradley, . . . . .	Pittsburgh, Pa.
John Harper, . . . . .	Pittsburgh, Pa.
N. B. Hogg, . . . . .	Allegheny, Pa.
M. K. Moorhead, . . . . .	Pittsburgh, Pa.
John Moorehead, . . . . .	Pittsburgh, Pa.
J. B. Murdoch, . . . . .	Pittsburgh, Pa.
William Morrison, . . . . .	Allegheny, Pa.
James Veech, . . . . .	Emsworth, Allegheny co., Pa.
Daniel Wallace, . . . . .	Pittsburgh, Pa.

**Capital Stock.**

Capital stock authorized by law : Not limited.		
Capital stock, amount fully paid : 20,090 shares of \$50, . . . . .	\$1,004,500	00
Capital stock, since last report, scrip converted into stock, . . . . .	100	00
Capital stock, total amount now paid in : Scrip convertible into stock, . . . . .	952	00
Capital stock, amount paid in on each share : 20,090 shares.		
Capital stock, par value of each share, . . . . .	50	00
Capital stock, average market value during the year, . . . . .	60	00

**Debt.**

<b>Funded Debt.</b>		
First mortgage bonds, (due July 1, 1887, bear interest at 6 per cent., which is payable 1st January and July,) amount, . . . . .	\$103,000	00
(Of these bonds, \$19,000 are held by the company.)		
Total amount now of funded debt, of which \$19,000 are held by the company, . . . . .	\$103,000	00
<b>Floating Debt.</b>		
Debt incurred for any other purpose, and for what : No debt incurred ; but the company owe unsettled amounts of tonnage tax, illegally collected by State authority.		
Total amount now of funded debt, . . . . .	\$103,000	00

Cost of Canal and Fixtures.

Total amount of construction account is . . . . . \$1,115,452

Characteristics of Canal.

Length of main line, from Pittsburgh to Geneva, . . . . 83 to 85 miles.  
 Length of main line of canal in Pennsylvania: All within the State.  
 Width of canal at top water line: No canal; river only.  
 Depth of water: On lock sills, 5 to 6 feet. Depth of river varies.  
 Length and breadth of locks: Six of 190 by 50 feet chamber; two of 250 by 56 feet 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 slack water, (varies according to stage of water,) from, . . . . . 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.  
 Navigation opened: Navigation open on 1st January, 1878, though obstructed for a few days by ice. Never closed during that winter.  
 Navigation closed: On December 25, 1878.  
 Feet of lockage on main line, . . . . . 61  
 Value of real estate held by the company, exclusive of canal, cost, . . . . . \$23,095  
 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, Coke, and Slack shipped in the several Pools of the Monongahela Slackwater during the year 1878.*

MONTHS.	Pool No. 1.	Pool No. 2.	Pool No. 3.	Pool No. 4.	Total.
January, . . . . .	1,938,000	4,856,500	1,733,500	1,511,600	10,039,600
February, . . . . .	1,457,565	3,523,500	1,323,900	1,088,740	7,391,705
March, . . . . .	1,857,700	5,363,000	1,430,900	1,307,700	9,959,300
April, . . . . .	1,077,600	1,785,600	842,200	1,351,100	5,056,400
May, . . . . .	485,600	1,959,500	877,600	1,658,600	4,981,300
June, . . . . .	806,250	2,522,800	597,400	836,200	4,762,650
July, . . . . .	666,050	1,924,650	857,600	860,900	4,309,200
August, . . . . .	239,000	1,436,700	733,300	336,600	2,747,600
September, . . . . .	1,196,500	2,093,000	182,000	283,400	3,754,900
October, . . . . .	212,300	1,404,800	358,500	596,000	2,568,600
November, 1878, . . . . .	1,088,000	3,259,900	972,300	1,056,000	6,376,200
December, . . . . .	1,213,000	4,133,500	1,426,900	1,217,400	7,990,800
Total, . . . . .	12,237,465	34,263,450	11,336,100	12,101,240	69,938,255

Total amount of coal and slack, . . . . . 2,657,563, <sup>60</sup>/<sub>100</sub> tons.

Coke Business for 1878.

Bushels—Pool No. 1, . . . . .	1,921,300
Bushels—Pool No. 2, . . . . .	4,680,200
Bushels—Pool No. 6, . . . . .	285,500
Total amount of coke, 6,887,000 bushels, or 137,740 tons of 2,000 pounds.	

Statement

*Of Freight shipped East and West on the Monongahela Slackwater, during the year ending December 31, 1878.*

Shipped Eastward from Pittsburgh.	Shipped Westward to Pittsburgh.
Whisky, barrels, . . . . . 187	Sand, bushels, . . . . . 501,700
Boards, feet, . . . . . 5,564,550	Whisky, barrels, . . . . . 5,110
Timber, feet, . . . . . 1,738,200	Wood, cords, . . . . . 404
Pig iron, tons, . . . . . 3,261	Stone, perches, . . . . . 20,671
Iron ore, tons, . . . . . 13,643	Staves, number, . . . . . 156,800
Fire clay, tons, . . . . . 1,690	Posts, number, . . . . . 1,200
Pit posts, number, . . . . . 113,200	Brick, number, . . . . . 943,100
Sheep, number, . . . . . 115	Sheep, number, . . . . . 4,418
Cattle, number, . . . . . 69	Oil in bulk, barrels, . . . . . 6,177
Horses, number, . . . . . 41	Lumber, feet, . . . . . 117,275
Classified freight, pounds, . . . 25,918,800	Timber, feet, . . . . . 409,200
	Steel rails, tons, . . . . . 24,188
	Hogs, number, . . . . . 2,746
	Cattle and horses, number, . . . 258
	Classified freight, pounds, . . . 15,422,946

## The Rate of Toll Charged for the Respective Classes, as follows:

## Articles Carried in Quantities.

	Not less than	Per Lock.	Through.
Iron, rolled and hammered, per 1,000 lbs.,	50 tons.	5	
Steel and iron rails, per ton, . . . . .	100 tons.	10	
Iron ore, per ton, . . . . .	100 tons.	5	25
Crude oil, per barrel, . . . . .	1,000 bbls.		7

## Coal.

On each 1,000 bushels, from Pool No. 1, . . . . .	\$ 90
On each 1,000 bushels, from Pool No. 2, . . . . .	1 80
On each 1,000 bushels, from Pool No. 3, . . . . .	2 45
On each 1,000 bushels, from Pool No. 4, . . . . .	2 65
On each 1,000 bushels, from Pool No. 5, . . . . .	2 85
On each 1,000 bushels, from Pool No. 6, . . . . .	3 05
Slack, half toll.	

## Coke.

On each 1,000 bushels, from Pool No. 1, . . . . .	\$ 75
On each 1,000 bushels, from Pool No. 2, . . . . .	1 35
On each 1,000 bushels, from Pool No. 6, . . . . .	2 00

## Steamboats.

	Below Brownsville.		Above Brownsville.	Through from Pittsburgh to Geneva.
	Per Lock.	Through.	Per Lock.	
In addition to toll on cargo, . . . . .	\$ 50	\$2 00	\$ 75	\$3 50

Empty crafts, \$1 per lock.

## Miscellaneous Articles.

	Per Lock.	Through.
Whisky, per barrel, . . . . .	4c.	20c.
Manure, per 1,000 pounds, . . . . .	2	12
Rubble and limestone, per perch, . . . . .	3	18
Dimension stone, per perch, . . . . .	5	30
Iron ore, per ton, . . . . .	8	40
Pig iron, per ton, . . . . .	9	54
Fire wood, per cord, . . . . .	6	36
Bark, per cord, . . . . .	10	60
Posts and rails, per 100, . . . . .	6	36
Brick, common, per 100, . . . . .	2	10
Staves and heading, per 100, . . . . .	1	6
Hoop poles, per 100, . . . . .	1	6
Timber, in rafts, per 100 cubic feet, . . . . .	6	36
Lumber, boards, and scantling, per 1,000 feet B. M., . . . . .	8	48
Frame timber, per 100 feet, lineal, . . . . .	6	36



Passengers.

Per lock, 5 ; through, 30.

Classed Freights, per 1,000 Pounds.

	Below Brownsville, per lock.	Above Brownsville, per lock.	Through.
Class No. 1, . . . . .	8 cents.	11 cents.	54 cents.
Class No. 2, . . . . .	6 cents.	8 cents.	40 cents.
Class No. 3, . . . . .	4 cents.	5 cents.	26 cents.

Live Stock.

	Below Brownsville.	Above Brownsville, or through.
Sheep, per head, . . . . .	4 cents.	5 cents.
Hogs and calves, per head, . . . . .	5 cents.	7 cents.
Cattle and horses, per head, . . . . .	20 cents.	30 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 ropes, oil, &c., used at the locks, . . . . . \$35,534 61

Total amount expended for repairs, including salary of superintendent of repairs, . . . . . 25,966 68

**Total expenses and repairs, . . . . . \$61,501 29**

Abstract of Receipts and Disbursements for Year Ending January 8, 1879.

DR.			
Balance, January 9, 1878, . . . . .		\$46,316	68
Tolls received in cash, . . . . .		52,137	71
Received on toll bills, . . . . .		154,994	95
Interest, . . . . .		2,713	75
Rent, . . . . .		80	00
Suspense account, . . . . .		163	92
Bills receivable, . . . . .		12,500	00
B. L. Wood, junior, . . . . .		469	80
		<b>\$269,376</b>	<b>81</b>
CR.			
Expenses, . . . . .	\$35,534	61	
Repairs, . . . . .	25,518	82	
Profit and loss, . . . . .	385	00	
Coupons, . . . . .	6,000	00	
Suspended account, . . . . .	1,062	35	
Trustee account, . . . . .	15,588	87	
Retired bonds, . . . . .	4,000	00	
Interest, . . . . .	75	00	
Dividends, . . . . .	121,292	00	
Balance, January 9, 1879, . . . . .	59,920	16	
	<b>\$269,376</b>	<b>81</b>	

## Profit and Loss Account for Year Ending January 8, 1879.

DR.		
Expense, . . . . .		\$35,534 61
Repairs, . . . . .		25,966 68
Tax on capital stock, . . . . .		6,026 40
Tax on gross receipts, . . . . .		1,548 99
Suspense account, . . . . .		3,676 47
Lost tolls, . . . . .		1,594 66
Interest, . . . . .		75 00
Coupons, . . . . .		5,070 00
Applied to sinking fund, . . . . .		5,000 00
Dividend, January, 1878, . . . . .		60,264 00
Dividend, July, 1878, . . . . .		60,264 00
Balance, of which \$60,270 is applicable to dividend declared January 9, 1879, . . . . .		72,156 99
		\$277,177 80
CR.		
Balance, January, 1878, . . . . .		\$70,886 75
Tolls, . . . . .		203,497 30
Rent, . . . . .		80 00
Interest, . . . . .		2,713 75
		\$277,177 80

## Statement of Tolls.

Amount of tolls charged on Monongahela Slack Water, during the year ending January 8, 1879:

On coal and slack, . . . . .	\$125,373 43
On coke, . . . . .	8,330 24
On freight, steamboats, and other craft, . . . . .	64,542 98
On passengers, . . . . .	5,250 65
	\$203,497 30

Amount of tolls lost or doubtful during year, . . . . .	\$5,271 13
Amount of uncollected toll bills on 8th January, 1879, . . . . .	\$29,472 89

## General Balance Sheet, January 1, 1879.

DR.		
Construction, . . . . .		\$1,115,452 00
Cash, . . . . .		59,920 16
B. L. Wood, junior, . . . . .		948 50
Toll bills, (uncollected tolls,) . . . . .		29,472 89
Retired bonds, (of Monongahela Navigation Company, held by this company,) . . . . .		19,000 00
Bills receivable, . . . . .		42,613 61
State Treasurer, (credit on tonnage tax account,) . . . . .		4,332 75
Coal account, . . . . .		2,838 80
		\$1,274,578 94

CR.			
Capital stock, . . . . .		\$1,004,500	00
Scrap, convertible into stock, . . . . .		952	00
Bonds, . . . . .		108,000	00
Contingent fund, . . . . .		50,000	00
Sinking fund, . . . . .		25,000	00
Trustee account, (for tonnage tax,) . . . . .		12,056	08
Suspended account, (for retained tonnage tax,) . . . . .		1,919	87
Dividends unpaid, . . . . .		2,759	00
Coupons unpaid, . . . . .		2,235	00
Profit and loss, (out of which dividend is to be declared this 9th January, 1879,) . . . . .		72,156	99
		<b>\$1,274,578</b>	<b>94</b>

**Stock and Dividends.**

Amount of common stock now outstanding: 20,090 shares, of \$50 each.

Rate and date of all cash dividends on stock of original and consolidated companies: January 10, 1878, six per cent.; July 11, 1878, six per cent.

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

Personally appeared before me, James K. Moorhead, president, and William 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 8, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

J. K. MOORHEAD, *President.*

W. BAKEWELL, *Treasurer.*

Sworn and subscribed before me, this 22d day of January, A. D. 1879.

A. C. JOHNSTON, *Notary Public.*

Attest—J. K. SMITH.

**MUNCY.**

**Officers.**

NAMES.		Residence.	Salary.
James E. Riebsam, . . .	President <i>pro tem.</i> , . .	Muncy, . . . . .	None.
	Secretary, . . . . .		
E. D. Cooke, . . . . .	Treasurer, . . . . .	Muncy, . . . . .	None.
	Gen'l Superintendent, }		

<i>Names of Directors.</i>	<i>Residences.</i>
Jacob Cooke, . . . . .	Muncy.
Benjamin Pott, . . . . .	Muncy.
J. E. Riebsam, . . . . .	Muncy.
John M. Bowman, . . . . .	Muncy.

**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, . . . . .	1	00
Capital stock, average market value during the year, . . . . .	1	00

**Cost of Canal and Fixtures.**

Total, . . . . .	\$7,057	69
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**Characteristics of Canal.**

Length of main line of canal, . . . . .	¾ miles.
Length of main line of canal in Pennsylvania, . . . . .	¾ miles.
Width of canal at top water line, . . . . .	40 feet.
Width of canal on bottom, . . . . .	25 feet.
Depth of water, . . . . .	4½ feet.
Number of basins, . . . . .	1
Number of bridges, . . . . .	2
Number of miles of slack-water, . . . . .	¾
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, . . . . .	3
Anthracite coal, . . . . .	2,688
Pig iron, . . . . .	3
Other articles: Plaster, . . . . .	45
Total, . . . . .	2,739

**The Rate of Toll charged for the respective Classes per Mile, as follows:**

For lumber, per 1,000 feet board measure, (hemlock,) . . . . .	7 mills.
For lumber, per 1,000 feet board measure, (pine and other lumber,) . . . . .	7 mills.
Anthracite coal, per ton, . . . . .	6 mills.

**Expenses.**

Bridges, . . . . .	\$133	49
Canal bed and banks, . . . . .	3	75

Receipts.

Receipts from tolls, on hand at last report, . . . . .	\$36	75
Other sources: On all freight, . . . . .	120	00
<b>Total, . . . . .</b>	<b>\$156</b>	<b>75</b>
<b>Summary of Expenses.</b>		
Maintaining the canal or real estate of the corporation, and operating the canal, . . . . .	187	24
<b>Total amount of surplus fund, . . . . .</b>	<b>\$19</b>	<b>51</b>

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

Personally appeared before me, J. E. Riebsam, president, and Ed. Cooke, treasurer of the Muñcy 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, A. D. 1878, 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 13th day of January, A. D. 1879.  
 JOHN J. CROUSE, *Justice of the Peace.*

PENNSYLVANIA.

Officers.

NAMES.	Residence.	Salary.
* Isaac J. Wistar, . . . . .	Philadelphia, Pa.	
* Alfred Mordecai, . . . . .	Philadelphia, Pa.	
* John Dougherty, . . . . .	Philadelphia, Pa.	
Thomas T. Wierman, . . . . .	Harrisburg, Pa., . . . . .	\$3,402 00
Joseph Stickney, . . . . .	Wilkes-Barre, Pa., . . . . .	1,215 00
A. J. Whitney, . . . . .	Harrisburg, Pa., . . . . .	2,025 00
Thos. T. Wierman, jr., . . . . .	Harrisburg, Pa., . . . . .	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 ability to make an apportionment of their services or salaries as between the several services rendered.

General offices at No. 238 South Fourth street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Isaac J. Wistar, . . . . .	Philadelphia, Pa.
Thomas A. Scott, . . . . .	Philadelphia, Pa.
George B. Roberts, . . . . .	Philadelphia, Pa.
A. J. Cassatt, . . . . .	Philadelphia, Pa.
Strickland Kneass, . . . . .	Philadelphia, Pa.
Wistar Morris, . . . . .	Philadelphia, Pa.
Josiah Bacon, . . . . .	Philadelphia, Pa.
William Anspach, . . . . .	Philadelphia, Pa.
M. Hall Stanton, . . . . .	Philadelphia, Pa.
J. P. Steiner, . . . . .	Philadelphia, Pa.
Alexander Biddle, . . . . .	Philadelphia, Pa.
S. M. Felton, . . . . .	Philadelphia, Pa.

**Capital Stock.**

Capital stock authorized by law, . . . . .	\$5,000,000	00
Capital stock authorized by votes of 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	4,484,050
Capital stock, amount paid in on each share, . . . . .		50
Capital stock, par value of each share, . . . . .		50
Capital stock, average market value during the year: No quotable value.		

**Debt.**

<b>Funded Debt.</b>		
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, each year,) amount, . . . . .	3,000,000	00
Total amount now of funded debt, . . . . .	\$3,090,000	00
Less held in by sinking fund, . . . . .	110,000	00
	\$2,980,000	00
<b>Floating Debt.</b>		
Total amount now of floating and funded debt, . . . . .	\$2,980,000	00
Funded debt as per last report, . . . . .	\$2,895,000	00
Total cash realized from capital stock and debt, . . . . .	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; Junction to Huntingdon, 90; Northumberland to Flemington, 68; Clark's Ferry to Millersburg, 13; 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; Wiconisco division, 30 feet; Juniata 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, 3; total, . . . . .	135
Number of waste-ways, . . . . .	76
Number of over-flows, . . . . .	57
Number of lineal feet of over-flows, . . . . .	7,216
Number of bridges, . . . . .	467
Number of culverts, . . . . .	145
Number of dams, . . . . .	19
Number of aqueducts, . . . . .	61
Number of lineal feet of aqueduct superstructure, . . . . .	6,683
Number of lineal feet of 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, 229, . . . . .	236
Number of boats owned and run by private parties, . . . . .	269
Average tonnage of boats on main line, . . . . .	100 to 280 tons.
Navigation opened fully, . . . . .	April 1.
Navigation closed, . . . . .	December 21.
Feet of lockage on main line of canal, 312; Wiconisco division, 36 feet; Juniata division, 289 feet; West Branch division, 107 feet, . . . . .	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 lbs. of through freight for the year on main canal, . . . . .	668,706 65
Gross amount of tonnage for the year, including branches and leased canals, . . . . .	668,706 65

The amount of Freight, specifying the Quantity in Tons of 2,000 lbs.

	Amount in net tons.
Lumber, . . . . .	133,792 45
Anthracite coal, . . . . .	488,821 61
Bituminous coal, . . . . .	21,075 04
Pig iron, railroad iron, other iron or castings, iron and other ores, lime and limestone, agricultural products, manufactures and merchandise, live stock, other articles, . . . . .	75,017 55
<b>Total, . . . . .</b>	<b>\$668,706 65</b>

## Expenses.

Maintaining the Canal or Real Estate of the Corporation.

	Maintenance of canal.		Equipment.		Total.
Aqueducts, . . . . .	\$6,086	31			
Boats, equipment of, . . . . .			\$9,634	25	
Boats and flats, . . . . .	1,011	68			
Boats, repairs of, . . . . .			7,511	95	
Bridges, . . . . .	8,650	57			
Canal bed and banks, . . . . .	27,075	37			
Clerks, . . . . .	3,009	97	1,271	76	
Culverts, . . . . .	2,038	69			
Dams, . . . . .	3,117	35			
Ferries, . . . . .	639	37			
Horses and horse keep, . . . . .	111	57			
Houses and repair shops, . . . . .	3,741	92	26	38	
Incidentals, . . . . .	2,633	70	1,830	56	
Locks, . . . . .	15,414	57			
Office expenses, rents, furniture, . . . . .	617	93	9	53	
Slope and vertical walls, . . . . .	3,448	55			
Stationery and printing, . . . . .	511	52	32	86	
Steamboats and dredge boats, . . . . .	359	07			
Superintendence and engineering, . . . . .	10,844	99	2,430	00	
Real estate, . . . . .	7,205	97			
Tools and repairs, . . . . .	1,311	36	98	93	
Waste-weirs and sluices, . . . . .	1,045	77			
Watchmen, . . . . .	1,816	56			
Wharfing, . . . . .	701	33			
<b>Totals, . . . . .</b>	<b>\$101,394</b>	<b>12</b>	<b>\$22,846</b>	<b>71</b>	<b>\$124,240 83</b>
<b>Operating the Canal.</b>					
Collectors and Weighmasters, . . . . .	5,116	17			
Clerks, . . . . .	3,662	04			
Ferries, (labor at,) . . . . .	112	34			
Incidentals, . . . . .	2,678	11			
Lock-keepers, . . . . .	10,442	77			
Office expenses, rents, and furniture, . . . . .	689	64			
Stationery and printing, . . . . .	636	47			
Superintendence, . . . . .	2,904	08			
Taxes on receipts, . . . . .	1,215	26			
<b>Total, . . . . .</b>					<b>27,456 88</b>
<b>Total, . . . . .</b>					<b>\$151,697 71</b>



Receipts.

From tolls on coal, lumber, iron, miscellaneous freight, lockages, and boat toll, . . . . .	\$249,232	41
Equipment—boat rents, . . . . .	87,151	48
Other sources, rents, &c., . . . . .	2,624	84
<b>Total, . . . . .</b>	<b>\$289,008</b>	<b>73</b>

Summary of Expenses.

Maintaining the canal or real estate of the corporation, and equipment, and operating the canal, . . . . .	\$151,697	71
For interest, . . . . .	187,376	76
For sinking fund, . . . . .	2,982	50
Municipal taxes: Included in first item.		
State tax on gross earnings: Included in first item.		
State tax on capital stock, . . . . .	618	97
<b>Total, . . . . .</b>	<b>\$342,650</b>	<b>94</b>

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.
<b>FIRST CLASS.</b> —Agricultural implements, butter, drugs, dry goods, eggs, fine groceries, feathers, furniture, hardware, leather, liquors, machinery, paper, spices, teas, wool, and articles not enumerated, . . . . .	22	28	34	40	46	52	57	62	67	73	79	85	90	95	100	108	106	100
<b>SECOND CLASS.</b> —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
<b>THIRD CLASS.</b> —Ashes, (pot, pearl, and soda,) bark, (unground,) bones and bone dust, burr blocks, car wheels and axles, cement, charcoal, chrome ore, clay, cylinders, copper ore, cotton, crude chemicals, feed, flour, fire clay and fire bricks, fish, fork and shovel handles, fruit and vegetables, grain, grindstones, heavy groceries, ground flint, guano, hay and straw, horns, iron, (all kinds,) meal, millstones, nails and spikes, oils, oysters, phosphates, pitch, rosin, tar, salt, soapstone, staves, bolts, railroad ties, telegraph poles, . . . . .	12	15	18	21	24	27	29	31	33	35	37	39	41	43	45	47	49	51
<b>FOURTH CLASS.</b> —Ashes, (leached,) bricks, 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,) . . . . .	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	118	125	135	145	155	165	175	185	195	200
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	13	13	13	13	13	13	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.	Over 170.
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
<b>FIRST CLASS.</b> —Agricultural implements, butter, drugs, dry goods, eggs, fine groceries, feathers, furniture, hardware, leather, liquors, machinery, paper, spices, teas, wool, and articles not enumerated, . . .	112	115	118	121	124	128	128	130	132	134	136	138	140	142	144	146	148
<b>SECOND CLASS.</b> —Bark, (ground and rossed,) earthen and queen's-ware, hides, marble, (manufactured,) provisions, rags, seeds, slate, sumac, tobacco, trenalls, window glass, . . .	80	82	84	86	88	90	92	94	96	98	99	100	101	102	103	104	105
<b>THIRD CLASS.</b> —Ashes, (pot, pearl, and soda,) bark, (unground,) bones and bone dust, burr blocks, car wheels and axles, cement, charcoal, chrome ore, clay, cylinders, copper ore, cotton, crude chemicals, feed, flour, fire clay and fire bricks, fish, fork and shovel handles, fruit and vegetables, grain, grindstones, heavy groceries, ground flint, guano, hay and straw, horns, iron, (all kinds,) meal, millstones, nails and spikes, oils, oysters, phosphates, pitch, rosin, tar, salt, soapstone, staves, bolts, railroad ties, telegraph poles, . . .	53	55	57	58	60	62	64	66	68	70	72	74	76	78	79	80	81
<b>FOURTH CLASS.</b> —Ashes, (leached,) bricks, 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
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	98	101	104	107	109	110	111	112
Saw-logs, sixteen feet long, or less, for each log, . . .																	
All other logs and timber, round or hewed, slugly 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

General Balance Sheet, January 1, 1879.

DR.			
Pennsylvania canal, . . . . .		\$6,812,475	48
Capital stock of Susquehanna coal and other companies, . . . . .		446,501	00
Equipment, . . . . .		218,478	53
Material on hand, . . . . .		1,546	17
Cash, . . . . .		23,788	62
Due from individuals and companies, . . . . .		2,787	80
Due from collectors, . . . . .		1,045	58
Payments to sinking fund, . . . . .		60,466	95
Profit and loss, . . . . .		116,842	25
		<b>\$7,678,932</b>	<b>38</b>
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, 1879, . . . . .		91,050	00
Unpaid wages, December, . . . . .		6,336	41
Unpaid bills, December, . . . . .		5,013	59
Due to other canal companies—tolls collected for them, . . . . .		554	88
Uninvested interest of sinking fund, . . . . .		212	50
		<b>\$7,678,932</b>	<b>38</b>

Stock and Dividends.

Amount of common stock now outstanding : 89,681 shares,  
 at \$50, . . . . . \$4,484,050 00

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

Personally appeared before me, Isaac 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. 1878, according to the best of their knowledge and belief.

(Signed)

I. J. WISTAR, *President.*

JOHN DOUGHERTY, *Treasurer.*

Sworn and subscribed before me, this 14th day of January, A. D. 1879.

JNO. C. SIMMS, Jr., *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, . . . . .	\$907,100
Preferred stock, . . . . .	3,176,950
Scrip stock, . . . . .	36
<b>Total, . . . . .</b>	<b><u>\$4,084,086</u></b>

*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, . . . . .	9,349	50
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
<b>Total, . . . . .</b>	<b>\$8,553,872</b>	<b>36</b>

*Fourth.*

**Floating Debt.**

Interest due on loans, . . . . .	\$138,260	82
Dividends unpaid, . . . . .	2,739	75
Tax on dividends for 1877 and 1878, . . . . .	6,790	85
Debts due sundry persons, . . . . .	821	89
<b>Total, . . . . .</b>	<b>\$148,612</b>	<b>31</b>

*Fifth.* Average rate of interest, a fraction over 6 per cent.

The cost of the company' works, estates, and equipments, as charged on the books, \$12,669,605 86.

*Sixth.* The dividends for August, 1878, were 1½ per cent. on common stock, and 2½ per cent. on preferred stock, payable in six 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, said scrip being now worth about fifty per cent. in cash.

*Seventh.* The number of shares issued and outstanding December 31, 1878, was :

55 RAILROAD REP.

Common stock, . . . . .	18,142 shares.
Common stock, scrip, . . . . .	$\frac{2}{3}$ shares.
Preferred stock, . . . . .	63,539 shares.
The par value of each share is . . . . .	\$50
The average market value of each during the year 1878, was	
\$3 50 for common stock, and \$7 00 for preferred stock.	
The amount paid in for each share, is . . . . .	\$50
Dividend was declared in 1877 on 18,184 shares common stock, and 63,518 shares of preferred stock.	

*Eighth.* The amount on which dividends were declared in August, 1878, was as follows: On 18,172 shares common stock, and on 63,524 shares preferred stock, the difference being caused by the conversion of twelve shares of common stock into six shares of preferred stock, in all such cases two shares of common stock being given for one share of preferred stock. Since August, 1878, thirty shares of common stock have been converted into fifteen shares 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, 1878, . . . . .	\$9,940	62
Rent from Philadelphia and Reading Railroad Company, . . . . .	637,696	56
Interest and discounts received, . . . . .	4,310	88
	\$651,948	06

*Eleventh.*

## Charges.

Interest on loans, bonds, and notes, . . . . .	\$519,433	40
Dividends on stocks, . . . . .	101,654	00
State tax on dividends, . . . . .	1,524	81
Salaries of officers, . . . . .	5,500	00
Office rent and expenses, . . . . .	1,477	73
	\$629,589	94

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, 1878, was . . . . . 22,358 12

**NOTE.**—The settlement of the dividends on the stock and the coupon interest of the loan of 1895 have been assumed by the Philadelphia and Reading Railroad Company, under a provision of the lease.

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, . . . .	900 00
Isaac P. Wilkins, . . .	Chief Clerk, . . . . .	Langhorne, . . . . .	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, 1879.

Debts.			
Capital stock, . . . . .		\$907,136	00
Preferred stock, . . . . .		3,176,950	00
Mortgage loans, due 1897, six per cent., . . . . .		1,709,380	20
Mortgage loan, due 1907, six per cent., . . . . .		3,990,392	66
Coupon mortgage loan, due 1895, six per cent., . . . . .		1,200,000	00
Improvement bonds, due 1880, six per cent., . . . . .		260,000	00
Boat and car loan, due 1913, six per cent., . . . . .		756,650	00
Boat and car loan, due 1915, six per cent., . . . . .		628,100	00
Loan of 1876, due 1895, six per cent., . . . . .		9,349	50
<i>Floating liabilities:</i>			
Interest on loans, due January 1, 1879, . . . . .		138,260	82
Dividend on preferred and common stock, . . . . .		2,739	75
Taxes on dividends, due State of Pennsylvania, . . . . .		6,790	85
Other current debts, . . . . .		821	89
Contingent and sinking fund, . . . . .		36,268	58
Undivided profits, . . . . .		22,358	12
		<b>\$12,845,197</b>	<b>87</b>
Assets.			
Cash on hand, . . . . .		\$260	93
Stock and bonds held by president in trust, . . . . .		76,452	62
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, . . . . .		12,669,606	86
Rent due by Philadelphia and Reading Railroad Company, . . . . .		61,180	98
		<b>\$12,845,197</b>	<b>87</b>

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, A. D. 1878, according to the best of their knowledge and belief.

(Signed)

F. FRALEY, *President.*

RICH'D WILKINS, *Treasurer.*

Sworn, affirmed, and subscribed before me, this 31st day of January, A. D. 1879.

WM. H. WHITALL, *Notary Public.*

**SCHUYLKILL.**

**LESSEE'S REPORT.**

**Officers.**

NAMES.	Residence.	Salary.
T. C. Zulick, . . .	General Superintendent, . . . . .	\$2,210 00

**Characteristics of Canal.**

Length of main line of canal, from Mill creek to Callow-hill street bridge, Philadelphia, . . . . .	108 $\frac{33}{100}$ miles.
Length of main line of canal in Pennsylvania, . . . . .	108 $\frac{23}{100}$ miles.
Number of branch canals, with length of each, viz: One, 1 mile long.	
Width of canal at top water line, . . . . .	60 to 300 feet.
Width of canal on bottom: Variable; minimum on curves, 45 feet; straight lines, 40 feet.	
Depth of water, . . . . .	6 $\frac{1}{2}$ feet.
Length and breadth of locks: Lift locks, 110 by 18 feet, 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, . . . . .	47 $\frac{98}{100}$
Number of boats owned by the company; Steam tug, 1; coal barges, 528; total, . . . . .	529
Number of boats owned and run by private parties, . . . . .	113
Navigation opened, . . . . .	March 18.
Navigation closed, . . . . .	December 21.
Feet of lockage on main line of canal, . . . . .	618 $\frac{83}{100}$
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 branches and leased canals, . . . . .	866,788
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The Amount of Freight, Specifying the Quantity in Tons of 2,000 pounds.

	Amount in tons.
Lumber, . . . . .	16,869
Anthracite coal, . . . . .	772,484
Bituminous coal, . . . . .	803
Pig iron, . . . . .	3,297
Railroad iron, . . . . .	70
Other iron or castings, . . . . .	54
Iron and other ores, . . . . .	16,098
Lime and limestone, . . . . .	50,012
Agricultural products, . . . . .	912
Manufactures and merchandise, . . . . .	4,865
Other articles, . . . . .	1,324
<b>Total, . . . . .</b>	<b>866,788</b>

## Expenses.

## Maintaining the Canal or Real Estate of the Corporation.

	Maintenance of Canal.		Canal Improvement.		Total.	
Aqueducts, . . . . .	\$740	08				
Bridges, . . . . .	5,444	03				
Canal bed and banks, . . . . .	13,718	40	\$978	08		
Culverts and trunks, . . . . .	2,776	39				
Dams, lie-bya, &c., . . . . .	7,354	65				
Dredging and scooping channels and repairs of dredging machines, . . . . .	9,809	51				
Houses, repair shops, and offices, . . . . .	479	79				
Incidentals, engineering, and office expenses, . . . . .	4,986	92				
Locks, . . . . .	14,085	03				
Lock-houses and sheds, . . . . .	545	58				
Pump boats, raising sunk boats, lightering, and removing obstructions, . . . . .	615	38				
Reservoir dams, . . . . .	1,448	99				
Shipping landings, . . . . .	3,292	84				
Towing-paths in pools, . . . . .	3,072	64				
Tools and repair scows, . . . . .	1,959	53				
Waste weirs and sluices, . . . . .	385	81				
Water-powers, including engineering, . . . . .	1,336	46				
Use of telegraph, . . . . .	437	52				
Totals, . . . . .	\$72,489	55	\$978	08	\$73,462	63
<b>Operating the Canal.</b>						
Current expenses, . . . . .	\$82,129	96				
Labor at landings, &c., . . . . .	31,573	79				
Total, . . . . .	\$63,703	15			\$63,703	15

## Receipts.

From tolls on coal, . . . . .	\$573,116	15
Merchandise, . . . . .	53,506	35
Miscellaneous freight, . . . . .	49,307	88
Total, . . . . .	\$675,930	38

## Summary of Expenses.

Maintaining the canal or real estate of the corporation, and operating the canal, . . . . .	\$137,165	78
State taxes, . . . . .	5,012	98
Total, . . . . .	\$142,178	76
Payment for rent, . . . . .	\$635,936	56
Payment sinking fund, . . . . .	36,140	00
Less profit on transportation line, . . . . .	\$672,076	56
	39,642	43
	\$632,434	18

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, lessees of the Schuylkill 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 30, A. D. 1878, according to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

S. BRADFORD, *Treasurer.*

Sworn or affirmed and subscribed before me this 30th day of January, A. D. 1879.

J. Y. HUMPHREY, *Notary Public.*

**SUSQUEHANNA.**

**Officers.**

NAMES.		Residence.	Salary.
G. A. Nicolls, . . . . .	President, . . . . .	Reading, Pa., . . . . .	\$2,700 00
R. D. Brown, . . . . .	Secretary and Treasurer, . . . . .	Baltimore, Md., . . . . .	1,000 00

General offices at Reading, Pa., and Baltimore, Md.

*Names of Directors.*

*Residences.*

G. A. Nicolls, . . . . .	Reading, Pa.
William 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.
George 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, . . . . .	\$2,202,746	00
Capital stock, total amount now paid in, . . . . .	2,202,746	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.

<b>Funded Debt.</b>		
First mortgage bonds, (due 1894, bear interest at six per cent., which is payable January and July,) amount, . . . . .	\$325,310	58
Second mortgage bonds, (due 1885, bear interest at six per cent., which is payable January and July,) amount, . . . . .	1,000,000	00
Third mortgage bonds, (due 1878 and 1918, bear interest at six per cent., which is payable January and July,) amount, . . . . .	95,000	00
Fourth mortgage bonds, (due 1902, bear interest at seven per cent., which is payable January and July,) amount, . . . . .	1,227,000	00
	250,000	00
Total amount now of funded debt, . . . . .	\$2,897,310	58
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$21,776	33
Debt incurred for any other purpose, and for what: Unpaid interest on mortgage debt, . . . . .	29,086	35
The amount now of floating debt, . . . . .	50,862	68
Total amount now of floating and funded debt, . . . . .	\$2,948,173	26
Funded debt as per last report, . . . . .	\$2,897,310	58
Floating debt as per last report, . . . . .	75,280	79

All the foregoing items comprise the Tide Water canal; also, 14½ miles long, from State Line to Havre de Grace, Md.

## Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$2,002,746 00

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

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. 1878, according to the best of his knowledge and belief.

(Signed)

G. A. NICOLLS, *President.*

Sworn and subscribed before me, this 23d day of January, A. D. 1879.

F. M. BANKS, *Notary Public.*

STATE OF MARYLAND, }  
 City of Baltimore, } ss:

Before me, a justice of the peace, for the city and State aforesaid, personally appeared Robert D. Brown, treasurer, of the Susquehanna Canal Company, who, being duly sworn, did declare the foregoing statements to give a true and correct exhibit of the affairs of the said canal company, for the financial year ending December 31, A. D. 1878, according to the best of his knowledge and belief.

(Signed)

ROBERT D. BROWN, *Treasurer.*

Sworn and subscribed before me, this 20th day of January, A. D. 1879.

P. M. BENNER, *J. P.*

SUSQUEHANNA.

LESSEE'S REPORT.

Officers.

NAMES.		Residence.	Salary.
T. C. Zulick, . . .	General Superintendent, . . .		\$1,600 00
D. F. Shure, . . .	Local Superintendent, . . .		

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, . . . . .	30 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, . . . . .	2
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 over-flows, . . . . .	16
Number of lineal feet of over-flows, including weirs at aqueducts, . . . . .	2,659
Number of bridges: Road, 8; farm, 4; tow-path, 6; total, . . .	18
Number of culverts, . . . . .	5
Number of dams, . . . . .	4
Number of aqueducts, . . . . .	6

Number of lineal feet of aqueduct superstructure, . . . . .	435
Number of miles of slack water, . . . . .	2
Number of boats owned by the company: 2 steam tow-boats and 20 canal boats, . . . . .	22
Number of boats owned and run by private parties: No account kept.	
Navigation opened, . . . . .	March, 25.
Navigation closed, . . . . .	December, 14.
Feet of lockage on main line of canal, . . . . .	230 $\frac{87}{100}$
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, . . . . .	348,560
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The Amount of Freight, Specifying the Quantity in Tons of 2,000 pounds.

	Amount in tons.
Lumber, . . . . .	49,007
Anthracite coal, . . . . .	254,322
Bituminous coal, . . . . .	83
Pig iron, . . . . .	3,085
Railroad iron, . . . . .	3,340
Other iron or castings, . . . . .	134
Iron and other ores, . . . . .	3,339
Lime and limestone, . . . . .	13,701
Agricultural products, . . . . .	15,569
Manufactures and merchandise, . . . . .	1,146
Other articles, . . . . .	4,884
<b>Total, . . . . .</b>	<b>348,560</b>

## Expenses.

Maintaining the Canal or Real Estate of the Corporation.	Maintenance of canal.	
Aqueducts, . . . . .	\$435	52
Bridges, . . . . .	1,418	55
Canal bed and banks, . . . . .	10,875	12
Culverts, . . . . .	8	00
Dams, . . . . .	660	76
Dredging, . . . . .	1,050	12
Freshet work and obstructions, . . . . .	419	97
Locks, . . . . .	2,166	39
Lock-houses and sheds, . . . . .	268	96
Slope and vertical walls, . . . . .	110	77
Superintendence, . . . . .	1,841	61
Tools and repair scows, . . . . .	587	13
Waste weirs, . . . . .	314	76
Proportion of repairing Columbia dam, . . . . .	83,333	84
<b>Total, . . . . .</b>	<b>\$52,991</b>	<b>00</b>
<b>Operating the Canal.</b>		
Current expenses, . . . . .	\$15,067	59

The Rate of Toll charged for the Respective Classes per Mile, as follows:

(All rates are per ton of 2,000 pounds, except coal, which is per ton of 2,240 pounds.)

	RATES FOR SHORT DISTANCES.				
	9 miles or less.	9 to 18 miles.	18 to 27 miles.	27 to 36 miles.	36 miles and over.
<b>FIRST CLASS.</b> —Agricultural implements, butter, cider, dry goods, drugs, eggs, feathers, fine groceries, furniture, hardware, leather, liquors, machinery, paper, spices, teas, wool, and all other articles not enumerated, . . . . .	25	37	47	57	67
<b>SECOND CLASS.</b> —Bark, (ground and rossed,) earthen and queensware, hides, marble, (manufactured,) provisions, rags, seeds, slate, sumac, tobacco, tre-nails, window glass, . . . . .	15	25	33	40	45
<b>THIRD CLASS.</b> —Ashes, (pot, pearl, and soda,) bark, (unground,) bones and bone dust, burr blocks, car wheels and axles, charcoal, chrome ore, cement, clay cylinders, copper ore, cotton, crude chemicals, flour, feed, fire clay, fire bricks, fish, fork and shovel handles, fruit and vegetables, grain of all kinds, grindstones, ground flint, guano, heavy groceries, hay and straw, horns, iron, (all kinds,) meal, millstones, nails and spikes, oysters, oils, phosphate, pitch, tar, rosin, salt, soapstone, stove bolts, tele-graph poles, ice, . . . . .	12	18	24	30	33
<b>FOURTH CLASS.</b> —Ashes, (leached,) bricks, cinders, clay, coke, earth, flint stone, feldspar, hoop poles, iron ore, kelp, manure, plaster, sand, sawdust, stone, (wrought and unwrought,) . . . . .	9	14	17	20	23
Coal, (per ton of 2,240 pounds,) . . . . .	6	13	20	27	34
Gunpowder, . . . . .	75	100	115	130	140
Lime, per ton, . . . . .	8	15	20	23	25
Lumber and timber of all kinds, in boats, including lath, shingles, pickets, staves, headings, &c., per ton, . . . . .	10	18	25	30	35
Lumber in rafts, per 1,000 feet, board measure, . . . . .	25	45	65	85	95
Lumber, timber, (square and round,) in rafts, per 100 cubic feet, . . . . .	20	35	50	65	80
Posts, per 100, . . . . .	50	90	130	165	200
Rails, per 100, . . . . .	35	70	100	125	150
Railroad ties, per 100, . . . . .	75	135	195	250	300
Wood, cord wood, per cord, . . . . .	15	25	35	45	50
Wood, poplar wood, per cord, . . . . .	25	38	44	50	60
Passengers, . . . . .	5	10	15	20	25
Boat toll, . . . . .	60	90	115	135	150

Receipts.

From tolls on coal, . . . . .	\$23,316	79
From merchandise, &c., . . . . .	48,642	41
<b>Total, . . . . .</b>	<b>\$71,959</b>	<b>20</b>

Summary of Expenses.

Maintaining the canal or real estate of the corporation, and operating the canal, . . . . .	\$88,078	59
State taxes, . . . . .	383	78
Total amount of surplus fund, . . . . .	\$88,462	35

Payments on Account of Construction.

Payment for rent, . . . . .	\$183,423 64
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STATE OF PENNSYLVANIA, } ss:  
 County of Philadelphia, }

Personally appeared before me, Franklin B. Gowen, president, and Samuel Bradford, treasurer, of the Philadelphia and Reading Railroad Company, lessees of the Susquehanna Canal 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. 1878, according to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

S. BRADFORD, *Treasurer.*

Sworn or affirmed and subscribed before me, this 30th day of January, A. D. 1879.

J. Y. HUMPHREY, *Notary Public.*

UNION.

Officers.

NAMES.	Residence.	Salary.
T. C. Zulick, . . . . .	President, . . . . . Schuylkill Haven, . . . . .	\$840 00
John K. Raudenbush, . . . . .	Secretary and Treasurer, . . . . . Lebanon, . . . . .	720 00
William Eckenroth, . . . . .	Gen'l Superintendent, . . . . . Lebanon, . . . . .	*30 00
George W. Heckaman, . . . . .	Div. Superintendent, . . . . . Hummelstown, . . . . .	*40 00
J. C. Stoudt, . . . . .	Div. Superintendent, . . . . . Bernville, . . . . .	*45 00
A. J. Wood, . . . . .	Div. Superintendent, . . . . . Water Works, . . . . .	

\* Per month.



*Names of Directors.*

*Residences.*

Charles P. Bayard, . . . . .	Philadelphia.
Frederick Fraley, . . . . .	Philadelphia.
Elias Hull, . . . . .	Philadelphia.
Henry L. Gaw, . . . . .	Philadelphia.
William H. Gatzmer, . . . . .	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.**

<b>Funded Debt.</b>		
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
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, about . . . . .	\$69,000	
The amount now of floating debt, about . . . . .	69,000	00
Total amount now of floating and funded debt, . . . . .	\$3,069,000	00
Funded debt as per last report, . . . . .	\$3,000,000	
Floating debt as per last report, about . . . . .	69,000	
Total, . . . . .	\$3,069,000	00

Cost of canal and fixtures, . . . . . \$5,907,850

**Characteristics of Canal.**

Length of main line of canal, from Middletown to Reading, . . . . .	77 <sup>64</sup> / <sub>100</sub> miles.
Number of branch canals, with length of each, viz: One, . . . . .	7 miles.
Width of canal at top water line, . . . . .	43 feet.
Width of canal on bottom, . . . . .	28 feet.
Depth of water, . . . . .	4 <sup>1</sup> / <sub>2</sub> feet.
Length and breadth of locks, 17X90 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
Tunnel, . . . . .	1
Number of waste-ways and over-flows, . . . . .	74

Number of lineal feet of over-flows and waste-weirs, . . .	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 slack-water, . . . . .	5
Number of boats owned and run by private parties, whole number passing over canal, . . . . .	86
Average tonnage of boats, . . . . .	100
Navigation opened, . . . . .	April 1
Navigation closed, . . . . .	December 10
Feet of lockage on main line of canal, . . . . .	501
Value of real estate held by the company, exclusive of canal, say . . . . .	\$15,000 00
Are the locks of wood, cut stone, or composite? . . . .	Cut stone.
Give the number of each kind, . . . . .	All cut stone.

**Doings of the Year in Transportation.**

Number of tons of 2,000 lbs. of through freight for the year on main canal, . . . . .	2,494.05
Gross amount of tonnage for the year, including branches and leased canals, . . . . .	32,567.17

**The amount of Freight, specifying the Quantity in Tons of 2,000 lbs.**

Lumber, . . . . . 7,459.05	} Agricultural products, . . . . . 240.13	
Anthracite coal, . . . . . 14,430.10		} Manufactures and merchandise, 31.00
Bituminous coal, . . . . . 42.10		
Other iron or castings, . . . . . 27.05		} Total, . . . . . 32,526.17
Lime and limestone, . . . . . 9,992.18		

**The Rate of Toll Charged for the Respective Classes per Mile, as follows:**

For lumber, per ton of 2,000 lbs., average, . . . . .	5 mills.
Anthracite coal, per ton of 2,240 lbs., . . . . .	6 mills.
Bituminous coal, per ton of 2,240 lbs., . . . . .	4 mills.

## Expenses.

Maintenance of the Canal or Real Estate of the Corporation.		
Aqueducts, . . . . .	\$35	66
Boats and flats, . . . . .	134	57
Bridges, . . . . .	827	47
Canal bed and banks, . . . . .	2,879	82
Office and blacksmith coal, . . . . .	23	01
Culverts, . . . . .	137	63
Dams, . . . . .	89	61
Feeders, . . . . .	1,072	76
Attorney fees, &c., . . . . .	194	79
Houses, . . . . .	56	68
Locks, . . . . .	1,009	89
Rents, . . . . .	15	00
Taxes on gross receipts, . . . . .	37	47
Slope and vertical walls, . . . . .	5	60
Superintendence, . . . . .	334	77
Taxes, insurance, and repairs, . . . . .	91	26
Tools and tool repairs, . . . . .	14	99
Waste weirs and sluices, . . . . .	1	64
Pumps and machinery, . . . . .	2,442	09
Lighterage, . . . . .	34	85
<b>Total, . . . . .</b>	<b>\$9,439</b>	<b>56</b>
Operating the Canal.		
Collectors and weighmasters, . . . . .	\$794	96
Secretary and treasurer, . . . . .	840	00
Coal, . . . . .	6,382	09
Towage, . . . . .	39	00
Lock-keepers, . . . . .	1,902	00
Office expenses, &c., . . . . .	11	65
Stationery and printing, . . . . .	12	00
Superintendence, . . . . .	2,000	00
<b>Total, . . . . .</b>	<b>\$11,981</b>	<b>70</b>
<b>Total, . . . . .</b>	<b>\$21,421</b>	<b>26</b>

## Receipts.

From tolls on coal, . . . . .	\$3,627	86
From tolls on lumber, . . . . .	3,392	17
From tolls on iron, . . . . .	17	38
From tolls on miscellaneous freight, . . . . .	1,702	82
Boat toll, . . . . .	837	00
Other sources, rents, &c., . . . . .	20,448	87
<b>Total, . . . . .</b>	<b>\$29,571</b>	<b>10</b>

## Summary of Expenses.

For maintaining the canal or real estate of the corporation, and operating the canal, . . . . .	\$21,421	26
For other payments, . . . . .	8,149	84
<b>Total, . . . . .</b>	<b>\$29,571</b>	<b>10</b>

Stock and Dividends.

Amount of preferred stock, and rate of preference :

Six per cent., . . . . .	\$1,555,050 00
Eight per cent., . . . . .	3,200 00
Ten 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 John 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. 1878, according to the best of their knowledge and belief.

(Signed) T. C. ZULICK, *President.*  
 JNO. K. RAUDENBUSH, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1879.  
 J. H. BUTZ, *J. P.*

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# TELEGRAPH REPORTS.

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# TELEGRAPH COMPANIES.

## AMERICAN DISTRICT.

### Officers.

NAMES.		Residence.	Salary.
William J. Philips, . .	President, . . . . .	Philadelphia, Pa.,	\$1,500 00
Thomas F. Adams, . .	Vice President, . . . . .	Philadelphia, Pa.,	
Joseph Wood, Junior, .	Secretary and Assistant Treasurer, . . . . .	Philadelphia, Pa., Philadelphia, Pa.	1,000 00
Hon. John P. Verree, .	Treasurer, . . . . .	Philadelphia, Pa.,	
M. H. R. Styles, to (No- vember,) . . . . .	General Manager, . . . . .	Philadelphia, Pa.,	1,500 00
Charles L. Chapin, . .	Superintendent, . . . . .	Philadelphia, Pa.,	1,200 00

General offices at N. E. corner Fifth and Chestnut streets, second floor.

*Names of Directors.*

*Residences.*

William J. Philips, . . . . .	Philadelphia, Pa.
E. W. Andrews, . . . . .	New York city.
Hon. John P. Verree, . . . . .	Philadelphia, Pa.
S. J. Megargee, . . . . .	Philadelphia, Pa.
Gen. C. H. T. Collis, . . . . .	Philadelphia, Pa.
Thomas F. Adams, . . . . .	Philadelphia, Pa.
Samuel Hart, . . . . .	Philadelphia, Pa.

### Capital Stock.

Capital stock authorized by law, . . . . .	\$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, . . . . .	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: No market for it. None offered.		

\* 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, . . . . .	\$16,881	10
Debt incurred for any other purpose, and for what, . . . . .		
The amount now of floating debt, . . . . .	\$16,881	10
Total amount now of floating and funded debt, . . . . .	\$29,781	10
Funded debt as per last report, . . . . .	\$13,400	00
Floating debt as per last report, . . . . .	15,348	35

Cost of Line and Equipment.

Construction, . . . . .	\$51,985	80
Equipment, . . . . .	17,569	82
Total, . . . . .	\$69,555	62

Characteristics of Line.

Length of wire in Pennsylvania, consisting of short lines in Philadelphia: About 220 miles.	
Number of stations in Pennsylvania: 15 district, 5 sub.	
Number of instruments in use, (entire line,) 1,462 district instruments; 103 burglar alarm instruments; 261 telegram call instruments; 42 telegram push buttons; 26 Morse sounders; 40 Morse registers; total, . . . . .	1,934
Number of poles to the mile, . . . . .	None used.
Number of persons employed in operating and maintaining the line, (adults, 55; messenger boys, 195;) male, . . . . .	250
Number of local messages transmitted during the year, . . . . .	17,389
Number of messages sent during the year in Pennsylvania, handed to other lines for transmission, . . . . .	132,831
Number of messages received in Pennsylvania, from other lines for delivery by messengers, . . . . .	468,887

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 one hour.

Expenses.

Gross expenses of entire line, 1878, for construction, equipment, and maintenance, . . . . .	\$97,841 85
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Receipts.

Gross receipts of entire line, including amount received for other corporations and individuals as their agent, . \$129,532 28

Summary of Payments.

For construction of new lines, . . . . .	\$2,338	46
Interest, . . . . .	1,229	99
Miscellaneous, including payments to other corporations and individuals of amount received as above noted, . . . . .	124,772	08
Total, . . . . .	\$128,340	53

General Balance Sheet, January 1, 1879.

DR.		
License and patent rights, . . . . .	\$316,612	00
Charter and incorporation, . . . . .	250	00
Construction, . . . . .	51,995	80
Equipments, . . . . .	17,569	82
Supplies on hand, . . . . .	4,440	97
Donated A. D. telegraph stock, (this company,) held by trustee, . . . . .	4,650	00
Bills recivable, and sundry accounts, . . . . .	27,194	57
International Exhibition Company stock, . . . . .	975	00
Cash on hand, . . . . .	2,893	08
Profit and loss, . . . . .	3,809	88
	\$429,781	10
CR.		
Capital stock, . . . . .	\$400,000	00
Coupon bonds, . . . . .	13,400	00
Bills payable, audited vouchers, and accounts, . . . . .	16,381	10
	\$429,781	10

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

Personally appeared before me, (a notary public,) William J. Phillips, president, and John P. Verree, 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. 1878, according to the best of their knowledge and belief.

(Signed)

W. J. PHILLIPS, *President.*

JOHN P. VERREE, *Treasurer.*

Sworn and subscribed before me this 29th day of January, A. D. 1879.

CHARLES C. HUGHES, *Notary Public.*

## ATLANTIC AND OHIO.

### Officers.

NAMES.	Residence.	Salary.	
Norvin Green, . . . . .	President, . . . . .	New York, . . . . .	None.
Augustus Schell, . . . . .	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.
O. H. Palmer, . . . . .	New York.
James Merrihew, . . . . .	Philadelphia.
R. H. Rochester, . . . . .	New York.
John B. Van Every, . . . . .	New York.
H. Bentley, . . . . .	Philadelphia.
N. Carley, . . . . .	Philadelphia.
Augustus Schell, . . . . .	New York.
S. S. Garwood, . . . . .	Philadelphia.

### Capital Stock.

Capital stock, . . . . .	\$650,000	00
Capital stock, paid in 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 ten per cent. rental paid by Western Union company.

For taxes: Paid by lessees.

**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 to 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 reason given above. Since April 15, 1864, ten 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, Norvin Green, 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, 1878, according to the best of their knowledge and belief.

(Signed,)

NORVIN GREEN, *President.*

R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this 1st day of February, A. D. 1879, at New York City. As witness my hand and official seal.

CHARLES NETTLETON,

*Commissioner for Pennsylvania in New York, 150 Broadway, N. Y. City.*

## PACIFIC AND ATLANTIC.

### Officers.

NAMES.	Residence.	Salary.
Norvin Green, . . . . .	President, . . . . .	New York, . . . . . \$1,000 00
Augustus Schell, . . . . .	Vice 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>
J. W. Kirk, . . . . .	New York.
H. Bentley, . . . . .	Philadelphia.
J. Merrihew, . . . . .	Philadelphia.
R. H. Rochester, . . . . .	New York.
Augustus Schell, . . . . .	New York.
S. S. Garwood, . . . . .	Philadelphia.

### Capital Stock.

Capital stock authorized by law, . . . . .	\$2,000,000	00
Capital stock paid in by last report, . . . . .	2,000,000	00
Capital stock, number of shares issued, . . . . .	80,000	
Capital stock, par value of each share, . . . . .	25	00
Capital stock, average market value during the year, about . . . . .	12	00

### Debt.

Has no funded or floating 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 returns of the Western Union Telegraph Company, include all lines leased or owned by it.

The length of time for which the lines are leased, (as above stated,) is nine hundred and ninety-nine years, from January 1, 1874.

### Tariff of Rates for Transmission of Messages.

Same as those of the Western Union Telegraph Company.

### Expenses.

Expenses are paid by the Western Union Telegraph Company, lessee, and are included in the returns of that company.

Receipts.

Receipts accrue to the Western Union Telegraph Company, lessee, and are included in the returns of that company.

Summary of Payments.

Taxes paid by lessee.

General Balance Sheet, January 1, 1879.

Has no assets other than its telegraph lines, except \$4,688 66 due from the Western Union Telegraph Company.

Has no liabilities other than its capital stock, except about \$5,000 contingent upon the results 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, Norvin Green, 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. 1878, according to the best of their knowledge and belief.

(Signed)

NORVIN GREEN, *President.*

R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me this 1st day of February, A. D. 1879, at New York city, as witness my hand and official seal.

CHARLES NETTLETON,

*Commissioner for Pennsylvania, in New York, 150 Broadway, New York city.*

## PHILADELPHIA LOCAL.

### Officers.

NAMES.	Residence.	Salary.
Henry Bentley, . . .	Philadelphia, . . .	\$5,000 00
Wm. P. Wheatland, . . .	Secretary and Treasurer, . . .	1,560 00
Samuel M. Plush, . . .	General Superintendent, . . .	2,000 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, (increase under charter,)	375,000	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, . . . . .	18,000	
Capital stock, amount paid in on each share, . . . . .	25	00
Capital stock, par value of each, . . . . .	25	00
Capital stock, average market value during the year: No sales.		

### Cost of Line and Equipment.

Construction and equipment, cost of lines 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,) about, . . . . .	255 miles.
Length of wire in Pennsylvania: All in Philadelphia county.	
Number of stations, (entire line,) . . . . .	138
Number of stations in Pennsylvania, . . . . .	138
Number of instruments in use, (entire line,) . . . . .	370
Number of instruments in use in Pennsylvania, . . . . .	370
Number of poles to the mile, about, . . . . .	40

Number of persons employed in operating and maintain- ing the line, . . . . .	} Males, 80 to 90, } Females, 30 to 40, }	Total,	110 to 130
Number of persons employed in operating and maintain- ing line in Pennsylvania, )	} Males, 80 to 90, } Females, 30 to 40, }	Total,	110 to 130
Number of messages sent during the year, (entire line), about, . . . . .			336,000
*Number of messages received, (entire line,) about, . .			323,000

**Tariff of Rates for Transmission of Messages.**

For one hundred miles or under, for ten words, 15 cents,  
and for each additional word, 1 cent.  
We have no one wire of greater length than twelve miles.

**Expenses.**

Gross expenses of entire line, (all in Pennsylvania,) . . . \$148,153 46

**Receipts.**

Gross receipts of entire line, (all in Pennsylvania,) . . . \$148,153 46

**Summary of Payments.**

For construction of new lines, . . . . .	\$1,134	15
For purchase of telegraph property, . . . . .	3,107	20
For dividends, . . . . .	3,625	11
For miscellaneous, . . . . .	189,404	50
For taxes, . . . . .	787	90
For surplus fund, . . . . .	94	60
<b>Total, . . . . .</b>	<b>148,153</b>	<b>46</b>

**General Balance Sheet, February 28, 1878.**

DR.		
Office furniture, . . . . .	\$12,880	99
Patents, franchises, &c., . . . . .	300,000	00
Lines, instruments, &c., . . . . .	74,076	73
Batteries, &c., . . . . .	6,937	21
American District telegraph stock, . . . . .	1,109	37
Philadelphia Stock Exchange, . . . . .	3,240	00
Due from individuals and corporations, . . . . .	4,069	22
Cash, . . . . .	891	62
	<b>\$402,705</b>	<b>14</b>
CR.		
Capital stock, . . . . .	\$397,744	30
Due individuals and corporations, . . . . .	3,819	87
Surplus, . . . . .	1,140	87
	<b>\$402,705</b>	<b>14</b>

STATE OF PENNSYLVANIA, }  
County of Philadelphia, } 88:

Personally appeared before me, Henry Bentley, president, and William

\*A large number of these telegrams are sent and received at reduced rates, under arrangements with manufacturers, &c.

P. Wheatland, treasurer of the Philadelphia Local 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 February 28, A. D. 1878, according to the best of their knowledge and belief.

(Signed)

HENRY BENTLEY, *President.*

W. P. WHEATLAND, *Treasurer.*

Sworn and subscribed before me this 23d day of January, A. D. 1879.

J. PAUL DIVER, *Notary Public.*

PHILADELPHIA, READING AND POTTSVILLE.

Officers.

NAMES.		Residence.	Salary.
Franklin B. Gowen, . . . . .	President, . . . . .	Philadelphia, . . . . .	Nothing. . . . .
Howard Hancock, . . . . .	Secretary, . . . . .	Philadelphia, . . . . .	\$324 . . . . .
John Welch, . . . . .	Treasurer, . . . . .	Philadelphia, . . . . .	324 . . . . .
H. W. Spang, . . . . .	General Superintendent,	Reading, . . . . .	Nothing. . . . .

General offices at No. 227 South Fourth street, Philadelphia.

*Names of Directors.*

*Residences.*

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, amount subscribed, . . . . .	20,000	00
Capital stock, paid in 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.

<b>Funded Debt.</b>		
Debenture bonds, (due December 1, 1917, bear interest at six per cent., which is payable June and December,) amount, . . . . .	\$200,000	00
Total amount now of funded debt, . . . . .	\$200,000	00
<b>Floating Debt.</b>		
Total amount now of floating and funded debt, . . . . .	\$200,000	00
Funded debt as per last report, . . . . .	\$200,000	00
Floating debt as per last report, . . . . .	9,686	04

Cost of Line and Equipment.

Construction, . . . . .	\$167,743	86
Equipment, . . . . .	57,792	85
Total, . . . . .	\$225,536	71

Characteristics of Line.

Length of main line, from Philadelphia to Pottsville, . . . . .	101 miles.
Length of lines in Pennsylvania, . . . . .	888½ miles.
Length of submarine cables, (entire line,) . . . . .	500 feet.
Length of submarine cables in Pennsylvania, . . . . .	500 feet.
Length of wire, (entire line,) . . . . .	2,009 miles.
Length of wire in Pennsylvania, . . . . .	2,009 miles.
Number of stations, (entire line,) . . . . .	308
Number of stations in Pennsylvania, . . . . .	308
Number of instruments in use, (entire line,) . . . . .	625
Number of instruments in use in Pennsylvania, . . . . .	625
Number of poles to the mile, . . . . .	31 to 37
Number of persons employed in operating and maintaining the line: Male, 448; female, 5; total, . . . . .	453
Number of persons employed in operating and maintaining the line in Pennsylvania, . . . . .	453
Number of messages sent during the year, (entire line,) . . . . .	143,417
Number of messages sent during the year in Pennsylvania, . . . . .	143,417
Number of messages received, (entire line,) . . . . .	143,417
Number of messages received in Pennsylvania, . . . . .	143,417

Tariff of Rates for Transmission of Messages.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under, . . . . .	15, 20, 25 cents.	1 and 2 cents.
For one hundred miles, and under two hundred miles, . . . . .	25 cents.	2 cents.

Expenses.

Gross expenses of entire line, not including interest, . . . \$42,597 64

Receipts.

Gross receipt of entire line, . . . . . \$55,246 25

Summary of Payments,

For construction of new lines, . . . . .	\$73	73
Maintenance and repairs, . . . . .	6,499	46
Wages and salaries, . . . . .	29,603	87
Interest on bonds, . . . . .	12,000	00
Miscellaneous, . . . . .	5,996	61
Taxes, State, . . . . .	497	70
<b>Total, . . . . .</b>	<b>\$54,671</b>	<b>37</b>

General Balance Sheet, November 30, 1878.

DR.			
Construction, . . . . .	\$167,743	86	
Equipment, . . . . .	57,792	85	
Material, . . . . .	8,231	27	
Cash, . . . . .	760	77	
Debts due company, . . . . .	11,940	87	
Profit and loss, income account, . . . . .	15,464	99	
	<b>\$261,934</b>	<b>61</b>	
CR.			
Capital stock, . . . . .	\$20,000	00	
Debenture bonds, 6 per cent., 1877-1917, . . . . .	200,000	00	
Debts due by company, . . . . .	15,370	48	
Sundry accounts, . . . . .	26,564	18	
	<b>\$261,934</b>	<b>61</b>	

Stock and Dividends.

Amount of common stock now outstanding, . . . . . \$20,000 00

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

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. 1878, according to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1879.

J. Y. HUMPHREY, *Notary Public.*

**ROCKHILL.**

**Officers.**

NAMES.		Residence.	Salary.
William A. Ingham,	President, . . . . .	Philadelphia, . . . . .	None.
W. B. Jacobs, . . . .	Secretary and Treasurer,	Philadelphia, . . . . .	None.
A. W. Sims, . . . . }	General Manager, . . . . }	Orbisonia, Pa., . . . . }	None.
	General Superintendent, }		

<i>Names of Directors.</i>	<i>Residences.</i>
William A. Ingham, . . . . .	Philadelphia.
Edward Roberts, junior, . . . . .	Philadelphia.
Percival Roberts, . . . . .	Philadelphia.
George B. Markle, . . . . .	Philadelphia.
Ario Pardee, . . . . .	Hazleton, Pa.

**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.**

<b>Floating Debt.</b>			
Unfunded Debt incurred for construction, equipment, or purchase of property, . . . . .	\$4,204	48	
The amount now of floating debt, . . . . .	\$4,204	48	
Total amount now of floating and funded 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, . . . . .	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, . . . . .	4
Number of persons employed in operating and maintaining line in Pennsylvania, male, . . . . .	4
Number of messages sent during the year, (entire line,) . . . . .	340
Number of messages sent during the year in Pennsylvania, . . . . .	340
Number of messages received, (entire line,) same as sent, . . . . .	340
Number of messages received in Pennsylvania, same as sent, . . . . .	340

**Tariff of Rates for Transmission of Messages.**

For one hundred miles or under: Rates for ten words, 25 cents; each additional word, two cents.

**Expenses.**

Gross expenses of entire line: Paid by East Broad Top Railroad and Coal Company, and included in their report.

**Receipts.**

Gross receipts of entire line: 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 1878.**

DR.			
Construction and equipment, . . . . .		\$4,204	48
Cash, . . . . .		300	00
		\$4,504	48
CR.			
Capital stock, . . . . .		\$300	00
Unfunded debt, . . . . .		4,204	48
		\$4,504	48

**Stock and Dividends.**

Amount of common stock now outstanding: 60 shares, on which \$5 00 per share has been paid.

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

Personally appeared before me, William A. Ingham, president, and W. B. 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. 1878, according to the best of their knowledge and belief.

(Signed,)

WM. A. INGHAM, *President.*

WM. BOYD JACOBS, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1879.

W. W. DOUGHERTY, *Notary Public.*

## WESTERN UNION.

## Officers.

NAMES.		Residence.	Salary.
Norvin Green, . . . . .	President, . . . . .	New York, . . . . .	\$12,000 00
Augustus Schell, . . . . .	Vice President, . . . . .	New York, . . . . .	None.
Harrison Durkee, . . . . .	Vice President, . . . . .	New York, . . . . .	None.
Anson Stager, . . . . .	Vice President, . . . . .	Chicago, . . . . .	7,200 00
H. McK. Twombly, . . . . .	Vice President, . . . . .	New York, . . . . .	7,200 00
John Van Horne, . . . . .	Vice President, . . . . .	New York, . . . . .	7,200 00
A. R. Brewer, . . . . .	Secretary, . . . . .	New York, . . . . .	3,000 00
R. H. Rochester, . . . . .	Treasurer, . . . . .	New York, . . . . .	5,200 00
Anson Stager, . . . . .	General Superintendent, . . . . .	Chicago, . . . . .	See above
John Van Horne, . . . . .	General Superintendent, . . . . .	New York, . . . . .	See above
J. C. Hinchman, . . . . .	General Superintendent, . . . . .	New York, . . . . .	5,000 00
James Gamble, . . . . .	General Superintendent, . . . . .	San Francisco, . . . . .	6,000 00

*Names of Directors.**Residences.*

Norvin Green, . . . . .	New York.
William H. Vanderbilt, . . . . .	New York.
Edwin D. Morgan, . . . . .	New York.
Augustus Schell, . . . . .	New York.
Harrison Durkee, . . . . .	New York.
James H. Banker, . . . . .	New York.
Samuel F. Barger, . . . . .	New York.
Joseph Harker, . . . . .	New York.
Alonzo B. Cornell, . . . . .	New York.
Hamilton McK. Twombly, . . . . .	New York.
John Van Horne, . . . . .	New York.
Cornelius Vanderbilt, . . . . .	New York.
Moses Taylor, . . . . .	New York.
Wilson G. Hunt, . . . . .	New York.
Edwards S. Sanford, . . . . .	New York.
Cambridge Livingston, . . . . .	New York.
Chester W. Chapin, . . . . .	Springfield, Mass.
Robert Lennox Kennedy, . . . . .	New York.
I. Pierrepont Morgan, . . . . .	New York.
George M. Pullman, . . . . .	Chicago, Ills.
John R. Duff, . . . . .	Jamaica Plains, Mass.
Darius O. Mills, . . . . .	San Francisco, Cal.
Oliver H. Palmer, . . . . .	New York.
Samuel A. Munson, . . . . .	Utica, N. Y.
David Jones, . . . . .	New York.
Anson Stager, . . . . .	Chicago, Ills.
Edwin D. Worcester, . . . . .	New York.
Henry M. Phillips, . . . . .	Philadelphia.
William D. Bishop, . . . . .	Springfield, Mass.

**Capital Stock.**

Capital stock authorized, . . . . .	\$41,073,410	00
Capital stock authorized by votes of company, . . . . .	41,073,410	00
Capital stock by last report, . . . . .	41,073,410	00
Capital stock, total amount now, . . . . .	41,073,410	00
Of the capital stock, 60,048 shares, (\$6,004,800,) are owned by and are in the treasury of the company.		
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: Ranging from,	\$75 to \$102	

**Debt.**

<b>Funded Debt.</b>		
Bonds, (due March 1, 1900, bear interest at 6 per cent., which is payable March 1 and September 1,) amount, . . . . .	\$971,514	00
Bonds, (due May 1, 1900, bear interest at 7 per cent., which is payable May 1 and November 1,) amount, . . . . .	8,920,000	00
Bonds, (due May 1, 1902, bear interest at 7 per cent., which is payable May 1 and November 1,) amount, . . . . .	1,378,000	00
Total amount now of funded debt, . . . . .	\$8,264,514	00
<b>Floating Debt.</b>		
Total amount now of floating and funded debt, . . . . .	\$8,264,514	00
Funded debt as per last report, . . . . . \$6,374,720		
Floating debt as per last report, . . . . . 200,000		
Total capital stock and debt, . . . . .	\$47,337,924	00

**Cost of Line and Equipment.**

The greater part of this property having been acquired by absorption of, or consolidation with, other companies, whose books and records are mostly not in our possession or in existence, to our knowledge, the cost cannot now be stated.

**Characteristics of Line, (Stated Approximately,) Inclusive of all Leased Lines**

Length of main line, about, . . . . .	81,500 miles.
Length of main line in Pennsylvania, about, . . . . .	5,500 miles.
Length of submarine cables, (entire line,) about, . . . . .	160 miles.
Length of submarine cables in Pennsylvania, about, . . . . .	2 miles.
Length of wire, (entire line,) about, . . . . .	207,000 miles.
Length of wire in Pennsylvania, about, . . . . .	19,500 miles.
Number of stations, (entire line,) about, . . . . .	8,100
Number of stations in Pennsylvania, (about,) . . . . .	750
Number of instruments in use, (entire line,) about, . . . . .	14,000
Number of instruments in use in Pennsylvania: Have no record by States.	
Number of poles to the mile, . . . . .	From 25 to 40
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, . . . . .	25,000,000
Number of messages sent during the year Pennsylvania: Have no record by States.	
Number of messages received, (entire line,) . . . . .	Same as sent.
Number of messages received in Pennsylvania, . . . . .	Same as sent.
Value of real estate owned by the company, exclusive of line, . . . . .	\$2,638,385 14
Value of real estate owned by the company in Pennsylvania,	\$33,038 61

**Tariff of Rates for Transmission of Messages in the State of Pennsylvania.**

Rate for ten words, 20 cents to 50 cents; each additional word, 2 cents to 3 cents.

**Expenses.**

Gross expenses of entire line, . . . . .	\$5,855,030 87
Gross expenses in Pennsylvania: No account kept by States.	

**Receipts.**

Gross receipts of entire line, . . . . .	\$9,709,535 39
Gross receipts in Pennsylvania: No account kept by States.	

**Summary of Payments.**

For construction of new lines, . . . . .	\$132,303	66
For telegraph property, . . . . .	110,884	74
For interest, . . . . .	438,622	74
For dividends, . . . . .	2,103,741	00
For miscellaneous, . . . . .	46,890	25
For taxes, (\$122,592 82, included in expenses.)		
For surplus fund, . . . . .	1,022,612	13
<b>Total, . . . . .</b>	<b>3,854,504</b>	<b>52</b>
<b>Total amount of surplus fund, or surplus of income account, . . . . .</b>	<b>\$18,599,371</b>	<b>58</b>



## General Balance Sheet, January 1, 1879.

DR.		
Telegraph lines, franchises, patents, &c., . . . . .	\$54,308,682	36
Real estate, . . . . .	2,638,885	14
Western Union telegraph stock, 60,048 <sup>31</sup> / <sub>100</sub> shares, cost, . . . . .	3,806,994	69
Atlantic and Pacific telegraph stock, 72,010 shares, cost, . . . . .	1,806,250	00
Gold and Stock telegraph stock, 47,810 shares, cost, . . . . .	1,176,009	00
International Ocean telegraph stock, 10,385 shares, cost, . . . . .	961,606	42
Anglo-American telegraph stock, £1,308, cost, . . . . .	10,000	00
Central District Printing telegraph stock, 200 shares, cost, . . . . .	10,000	00
Western Electric Manufacturing Company stock, 500 shares, cost, . . . . .	39,000	00
Gold and Stock telegraph bonds, \$100,000, cost, . . . . .	50,000	00
Sundry railroad stocks and bonds, cost, . . . . .	34,859	77
Supplies in supply department unissued, . . . . .	217,586	95
Cash on hand, . . . . .	704,928	34
Due from agents, (mostly since received,) . . . . .	337,097	59
Due from United States, . . . . .	52,631	00
Due from other telegraph companies, . . . . .	30,434	18
Due from press association, . . . . .	88,758	61
Due from loans on call, . . . . .	87,723	66
Due from sur dry suspense accounts, . . . . .	173,642	19
Due from sundry accounts collectible, . . . . .	31,362	88
Sinking fund balances in hands of trustees available, but not yet used for redemption of bonds, . . . . .	46,290	72
	\$66,501,242	95
CR.		
Capital stock, . . . . .	\$41,073,410	00
Funded debt, . . . . .	6,264,514	00
Due to other telegraph companies, . . . . .	266,300	12
Due for rentals of leased lines, . . . . .	126,401	07
Due for supplies purchased, (in December,) . . . . .	54,732	52
Due to sundry individuals, . . . . .	45,247	09
Due for dividends, . . . . .	49,484	86
Due on sundry line subscriptions, . . . . .	15,475	87
Due to press associations, . . . . .	1,796	84
Due for interest part due, . . . . .	4,809	50
Surplus of income account, . . . . .	18,599,271	58
	\$66,501,242	95

## Stock and Dividends.

Amount of common stock now outstanding: \$35,069,610. After deducting from the total capital stock, the amount thereof owed by the company.

Amount of stock issued as stock dividends, and dates of issue: The present Western Union Telegraph Company treats its business as if its organization has been effected 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, 1866; January 21, 1867; July 20, 1867; July 20, 1868; January 20, 1869; July 20, 1869; January 20, 1870; July 15, 1874; October 15, 1874; January 15, 1875; April 15, 1875; July 15, 1875; October 15, 1875; January 15, 1876, 2 per cent. each. July 15, 1876; October 15, 1876; January 15, 1877; April 15, 1877; July 14, 1877; October 15, 1877; January 15, 1878; April 15, 1878; July 15, 1878; October 15, 1878, 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, }  
 City and County of New York, } ss:

Personally appeared before me, Norvin Green, 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. 1878, according to the best of their knowledge and belief.

(Signed)

NORVIN GREEN, *President.*

R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this 28th day of February, A. D. 1879, as witness my hand and official seal.

CHARLES NETTLETON,

*Commissioner for Pennsylvania in New York, 150 Broadway, N. Y.*





