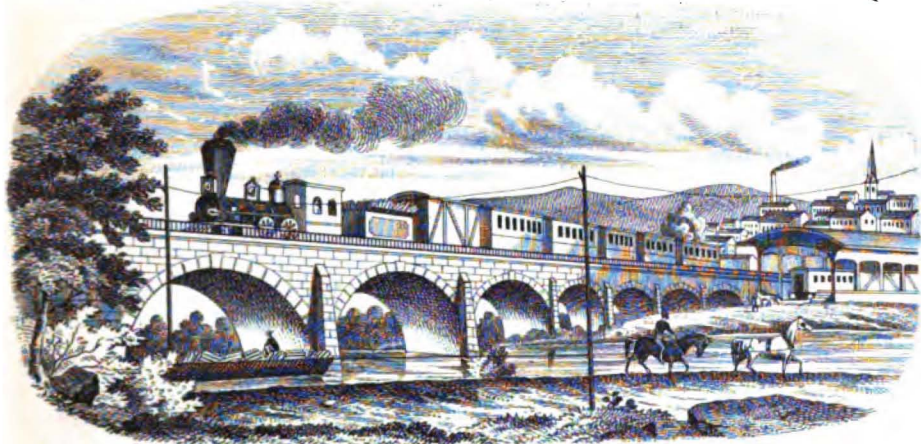


**ANNUAL REPORT**  
OF THE  
**Secretary of Historical Affairs**  
OF THE  
**COMMONWEALTH & PENNSYLVANIA**

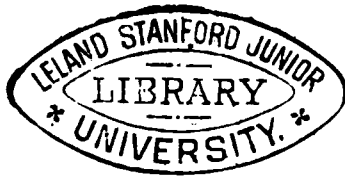


PART IV.  
**RAILROAD, CANAL, NAVIGATION AND**  
**TELEGRAPH COMPANIES,**

FOR THE  
**YEAR 1879.**

HARRISBURG  
LANE S. HART,  
STATE PRINTER & BINDER.

1880.



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ANNUAL REPORT  
OF THE  
SECRETARY OF INTERNAL AFFAIRS.

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PART IV.

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RAILROAD, CANAL, AND TELEGRAPH COMPANIES,  
FOR THE YEAR 1879.

5,111

COMMUNICATION.

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DEPARTMENT OF INTERNAL AFFAIRS,  
HARRISBURG, *February 15, 1880.*

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

GENTLEMEN: In compliance with the requirements of the Constitution, and the acts of the General Assembly, approved, respectively, April 9, 1870, and May 15, 1874, I herewith transmit copies of such of the annual returns of the railroad, canal, navigation, and telegraph corporations, for the year 1879, made pursuant to said acts, as have been filed in this department, together with tabulated results and comparative statements compiled from the returns.

I am, very respectfully,

Your obedient servant,

AARON K. DUNKEL,  
*Secretary of Internal Affairs.*



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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	\$43,330 00	\$50	\$50 00
Allentown, . . . . .	2,000,000 00	1,414,200 00	1,238,884 47	22,917	50	50 00
Atlantic and Great Western, . . . . .	50,000,000 00		31,675,804 10		50	50 00
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
Bedford and Bridgeport, . . . . .	600,000 00	599,650 00	599,400 00	11,988	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
Buffalo, New York and Philadelphia, . . . . .	3,500,000 00	2,383,100 00	2,004,350 00	17,907	100	100 00
Berlin Branch, . . . . .	75,000 00	45,900 00	42,693 85	885	50	50 00
Berlin, . . . . .	50,000 00	50,000 00	5,000 00	1,000	5	5 00
Brownsville, . . . . .	280,000 00	186,850 00	186,850 00	3,737	50	50 00
Catasauqua and Fogelsville, . . . . .		426,900 00	426,900 00	17,076	25	25 00
Catawissa, . . . . .		4,359,500 00	4,359,500 00	87,190	50	50 00
Chartiers, . . . . .	800,000 00	800,000 00	648,763 00	12,722	50	50 00
Chester Creek, . . . . .	185,000 00	185,000 00	185,000 00	37,000	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		11,233,200 00	224,664	50	50 00
Colebrookdale, . . . . .	500,000 00	300,000 00	297,215 00	5,922	50	50 00
Columbia and Port Deposit, . . . . .	1,800,000 00	522,000 00	498,827 11	9,942	50	50 00
Connecting, . . . . .	1,900,000 00	1,278,300 00	1,278,300 00	25,566	50	50 00
Corning, Cowanesque and Antrim, . . . . .	2,000,000 00	1,900,000 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
Delaware, Lackawanna and Western, . . . . .	26,200,000	00	26,200,000	00	26,200,000	00	524,000	50	50	00
Delaware River and Lancaster, . . . . .	1,600,000	00	202,800	00	17,200	00		50	5	00
Dillsburg and Mechanicsburg, . . . . .	350,000	00	63,000	00	52,564	08		50	50	00
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	1,300,000	00	1,300,000	00	1,300,000	00	1,300	100	100	00
Delaware Western, . . . . .	250,000	00	248,400	00	248,400	00	4,988	50	50	00
Danville and Shamokin, . . . . .	250,000	00	200,000	00	20,000	00		50	50	00
Danville and Riverside, . . . . .	50,000	00	13,000	00	3,790	00		25	2	50
East Brandywine and Waynesburg, . . . . .	500,000	00	163,600	00	156,898	00	3,108	50	5	00
East Broad Top, . . . . .	1,000,000	00	568,400	00	549,248	00	11,368	50	38	00
East Mahanoy, . . . . .	500,000	00	392,550	00	392,550	00	7,851	50	50	00
East Pennsylvania, . . . . .			1,709,550	00	1,709,550	00	34,191	50	50	00
Ebensburg and Crasson, . . . . .	100,000	00	42,000	00	42,000	00	840	50	50	00
Edgewood, . . . . .	15,000	00	15,000	00	15,000	00	300	50	50	00
Elmira and Williamsport, . . . . .	1,000,000	00	1,000,000	00	1,000,000	00	20,000	50	50	00
Erie and Pittsburgh, . . . . .	2,500,000	00	1,998,400	00	1,101,550	00	39,988	50	5	00
Emlenton, Shippenville and Clarion, . . . . .	150,000	00	150,000	00	150,000	00				
Fayette County, . . . . .	1,500,000	00	98,350	00	125,395	71	2,148	50	18	66½
Foxburg, St. Petersburg and Clarion, . . . . .	100,000	00	100,000	00	97,817	50	2,000	50		
Frankford and Holmesburg, . . . . .	100,000	00	100,000	00	100,000	00	2,000	50	50	00
Germantown and Chestnut Hill, . . . . .	500,000	00	50,000	00	50,000	00	10,000	50	5	00
Geneva, Hornelsville and Pine Creek, . . . . .	2,675,000	00	695,300	00	382,175	00	6,952	100	55	00
Greenlick Narrow Gauge, . . . . .	50,000	00	31,650	00	31,650	00	633	50	50	00
Hanover Junction, Hanover and Gettysburg, . . . . .	500,000	00	116,850	00	116,850	00	2,337	50	50	00
Hanover Junction and Susquehanna, . . . . .	250,000	00	150,600	00	93,576	91		50		
Harrisburg, Portsmouth, Mt. Joy and Lancaster, . . . . .	2,500,000	00	1,182,550	00	1,182,550	00	73,651	50	50	00
Harrisburg and Potomac, . . . . .			218,350	00	379,165	20	3,710	100	100	00
Huntingdon and Broad Top Mountain, . . . . .	3,550,000	00	2,106,500	00	2,106,500	00	42,130	50		
Hanover and York, . . . . .	250,000	00	207,300	00	207,300	00	4,148	50	50	00
Huntingdon, Fulton and Franklin, . . . . .	100,000	00	11,650	00	1,867	00		50	5	00
Ironton, . . . . .	500,000	00	200,000	00	200,000	00	4,000	50	50	00
Jamestown and Franklin, . . . . .	1,000,000	00	634,050	00	601,810	50	12,024	50	50	00
Jefferson, . . . . .			2,096,050	00	2,096,050	00	41,921	50	50	00
Jersey Shore, Pine Creek and Buffalo, . . . . .	1,000,000	00	500,000	00	500,000	00	10,000	50	50	00
Junction, . . . . .	250,000	00	250,000	00	250,000	00	5,000	50	50	00
Kendall and Eldred, . . . . .	150,000	00	150,000	00	150,000	00	1,500	100	100	00
Lake Shore and Michigan Southern, . . . . .	50,000,000	00	50,000,000	00	50,000,000	00	500,000	100		
Lancaster and Reading, (narrow guage,) . . . . .	500,000	00	123,750	00	82,720	00	1,700	50	50	00
Lawrence, . . . . .	500,000	00	450,000	00	450,000	00	9,000	50	50	00
Lawrenceville and Evergreen, . . . . .	25,000	00	15,000	00	10,000	00	300	33½	50	00

TABLE A.—STOCK AND DEBT—Continued.

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.
Lehigh and Lackawanna, . . . . .	\$1,000,000 00	\$375,100 00	\$375,100 00	7,502	\$50	\$50 00
Lehigh Valley, . . . . .		27,428,780 00	27,428,780 00	548,573	50	50 00
Lewisburg, Centre and Spruce Creek, . . . . .	3,000,000 00	371,850 00	296,312 00	4,794	50	50 00
Ligonier Valley, . . . . .	100,000 00	100,000 00	100,000 00	2,000	50	50 00
Little Saw Mill Run, . . . . .	250,000 00	100,000 00	100,000 00	2,000	50	50 00
Littlestown, . . . . .	75,000 00	58,750 00	34,850 00	697	50	50 00
Little Schuylkill Navigation, . . . . .		2,646,100 00	2,646,100 00	52,922	50	50 00
Lykens Valley, . . . . .	800,000 00	600,000 00	600,000 00	30,000	20	20 00
Lock Haven and Clearfield, . . . . .	1,000,000 00	250,000 00	25,000 00	5,000	50	5 00
McKean and Buffalo, . . . . .	400,000 00	390,000 00	387,600 00	7,738	50	50 00
Millin and Centre County, . . . . .	1,000,000 00	167,775 00	167,775 00	3,355½	50	50 00
Mill Creek and Mine Hill Navigation, . . . . .	323,375 00	323,375 00	323,375 00	12,935	25	25 00
Mine Hill and Schuylkill Haven, . . . . .	4,022,500 00	4,022,500 00	4,022,500 00	80,450	54	50 00
Monongahela Inclined Plane, . . . . .	20,000 00	75,000 00	75,000 00	1,500	50	50 00
Mont Alto, . . . . .	500,000 00	110,000 00	110,000 00	4,400	25	25 00
Montrose, . . . . .	500,000 00	319,700 00	306,385 85	6,038	50	50 00
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	88,200 00	31,064 00	1,664	50	19 00
Mount Pleasant and Broad Ford, . . . . .	1,000,000 00	152,050 00	150,505 00	3,110	45	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	130,000 00	130,000 00	26,000	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, . . . . .	150,000 00	369,015 00	339,414 87	6,685	50	45 99
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	4,771	25	25 00



Northern Central.	8,000,000	00	5,842,000	00	5,842,000	00	116,840	50	50	00
North-East Pennsylvania.	400,000	00	81,550	00	81,550	00	1,681	50	50	00
North Pennsylvania.	1,500,000	00			4,397,300	00	87,916	50	50	00
New York, Lake Erie, and Western.	83,536,900	00			86,536,900	00				
Olena, Bradford, and Warren.	300,000	00	150,000	00	150,000	00	1,500	100	100	00
Peach Bottom.	1,000,000	00	271,600	00	225,914	55	4,461	50	83	00
Pennsylvania.	151,700,000	00	68,870,200	00	68,870,200	00	1,377,404	50	50	00
Pennsylvania Coal.	5,850,329	00	5,000,000	00	5,000,000	00	100,000	50	50	00
Pennsylvania Inland.	100,000	00	27,000	00	3,000	00			13	00
Pennsylvania and New York Canal and.	5,061,700	00	5,061,700	00	5,061,700	00	*21,234	50	50	00
Pennsylvania and Western.							†40,000	100	100	00
Peoples.	250,000	00	250,000	00	100,000	00	5,000	50	20	00
Perkiomen.	50,000	00	40,100	00	34,040	00	750	50	50	00
Philadelphia and Baltimore Central.	2,000,000	00	225,000	00	220,600	11	9,198	50	50	00
Philadelphia and Chester County.	500,000	00	84,450	00	85,220	00	10,000	50	50	00
Philadelphia and Erie.	10,000,000	00	6,500,000	00	8,453,700	00	169,074	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 Merion.	100,000	00	12,500	00	1,250	00		50	5	00
Philadelphia, Newton, and New York.	1,200,000	00	1,200,000	00	1,200,000	00	24,000	50	50	00
Philadelphia and Reading.					34,278,175	28	685,563	50	50	00
Philadelphia and Trenton.	2,662,000	00	1,259,100	00	1,259,100	00	12,591	100	100	00
Philadelphia, Wilmington, and Baltimore.					11,572,750	00	231,455	50	50	00
Pickering Valley.	100,000	00			95,655	00	1,846	50	50	00
Pittsburgh and Castle Shannon.	1,000,000	00	961,600	00	767,787	60		50	50	00
Pittsburgh, Cincinnati, and St. Louis.	13,500,000	00	8,437,200	00	8,437,200	00	168,744	50	50	00
Pittsburgh and Connellsville.	5,000,000	00	2,310,474	50	1,944,400	00	38,888	50	50	00
Pittsburgh, Fort Wayne, and Chicago.			26,043,585	71	26,043,585	71	260,435	100	100	00
Pittsburgh and Lake Erie.	2,000,000	00	2,000,000	00	1,583,787	00	30,587	50	50	00
Pittsburgh, Virginia, and Charleston.			830,000	00	697,846	48	10,944	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		
Pittsburgh, Titusville, and Buffalo.	5,000,000	00	5,000,000	00	4,959,450	00	99,189	50		
Pennsylvania, Poughkeepsie, and N. E.			535,000	00	53,000	00		50		
Pennsylvania Company.	100,000	00	11,000,000	00	11,000,000	00	220,000	50	50	00
Reading and Columbia.	1,050,000	00	961,500	00	958,268	09	19,144	50	50	00
Salisbury.	200,000	00	104,250	00	104,250	00	2,083	50	50	00
Schuylkill Valley Navigation and Railroad.	576,050	00	576,050	00	576,050	00	11,521	50	50	00
Selinsgrove and North Branch.	200,000	00	101,700	00	70,074	91	861	50	50	00
Shamokin Valley and Pottsville.	1,500,000	00	869,450	00	869,450	00	7,389	50	50	00
Somerset and Cambria.			100,000	00	100,000	00		50		
South Mountain Railway and Mining.	200,000	00	200,000	00	200,000	00	4,000	50	50	00
Southern Pennsylvania Railway and Mining.	800,000	00	800,000	00	800,000	00	16,000	50	50	00

TABLE A.—STOCK AND DEBT.—Continued.

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.
South-West Pennsylvania,	\$1,000,000 00	\$549,400 00	\$548,162 50	10,923	\$50	\$50 00
State Line and Sullivan,	1,300,000 00	1,000,000 00	1,000,000 00	20,000	50	50 00
Stony Creek,	300,000 00	120,850 00	178,100 00	3,522	50	50 00
Sunbury and Lewistown,	600,000 00	600,000 00	181,000 00	12,000	50	13 41 <sup>2</sup>
Sunbury, Hazleton and Wilkes-Barre,	3,350,000 00	1,000,000 00	1,000,000 00	20,000	50	50 00
Sharon,	300,000 00	200,100 00	200,100 00	4,002	50	50 00
Slate Ridge and Delta,	2,000 00	2,000 00	200 00		50	50 00
Susquehanna and Clearfield,	700,000 00	175,000 00	17,500 00	3,500	50	50 00
Tioga,	1,000,000 00	580,900 00	580,900 00	11,818	50	50 00
Troscow,	250,000 00	130,000 00	130,000 00	2,600	50	50 00
Tyrone and Clearfield,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	50	50 00
Waynesburg and Washington,	270,000 00	136,550 00	100,318 47		50	50 00
West Chester,	185,000 00	185,000 00	185,000 00	3,300	50	50 00
West Chester and Philadelphia,	2,975,000 00	821,300 00	821,300 00	16,426	50	50 00
Western Maryland,	1,000,000 00		682,250 00	13,645	50	50 00
Western Pennsylvania,	4,000,000 00	1,022,450 00	1,022,450 00			
Wheeling, Pittsburgh and Baltimore,	500,000 00	500,000 00	500,000 00	10,000	50	50 00
Wilcox and Howard Hill Improvement,	500,000 00		600 00	6	100	100 00
Wilmingon and Northern,	1,500,000 00	1,253,050 00	1,253,050 00	25,061	50	50 00
Total,	\$539,587,154 00	\$403,678,979 00	\$503,631,034 14	6,699,546		

\* Common.

† Preferred.

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 float- ing debt.	Rate per cent. per annum of interest.	Rate per cent. of dividends.	
Allegheny Valley, . . . . .	\$23,974,000	00	\$2,842,982	04	\$26,632,482	04
Allentown, . . . . .			23,854	49	23,854	49
Atlantic and Great Western,	68,850,311	28			68,850,311	28
Bachman Valley, . . . . .	45,000	00	16,543	10	61,543	10
Bald Eagle Valley, . . . . .	400,000	00			400,000	00
Barclay Coal Company, . . . . .	65,000	00			65,500	00
Bedford and Bridgeport, . . . . .	1,000,000	00	176,697	25	1,176,697	25
Bellefonte and Snow Shoe, . . . . .	70,500	00			70,500	00
Bell's Gap, . . . . .	200,000	00			200,000	00
Buffalo, New York and Philadelphia,	3,546,500	00	1,039,802	35	4,586,302	35
Berlin Branch, . . . . .	25,700	00	12,341	10	38,041	10
Catasauqua and Fogelsville, . . . . .			160,000	00	160,000	00
Catawissa, . . . . .	1,802,350	00			1,802,350	00
Chartiers, . . . . .	500,000	00			500,000	00
Chester Creek, . . . . .	185,000	00	6,297	67	191,297	67
Chester and Delaware River, . . . . .			195,100	99	195,100	99
Chester Valley, . . . . .	500,000	00	402,500	00	902,500	00
Chestnut Hill, . . . . .						12
Cleveland and Pittsburgh, . . . . .	5,078,343	63			5,078,343	63
Colebrookdale, . . . . .	600,000	00	54,432	03	654,432	03
Columbia and Port Deposit, . . . . .	1,882,000	00	321,090	00	2,203,090	00
Connecting, . . . . .	991,000	00	78,288	74	1,069,288	74
Corning, Cowanesque and Antrim, . . . . .	450,000	00			450,000	00
Cornwall, . . . . .						24
Cumberland Valley, . . . . .	352,300	00			352,300	00
Delaware, Lackawanna and Western, . . . . .	5,837,100	00			5,887,100	00
Delaware River and Lancaster, . . . . .			1,035	00	1,035	00
Dillsburg and Mechanicsburg, . . . . .	100,000	00	37,081	50	137,081	50
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	200,000	00	211,920	84	3,411,920	84

TABLE A.—STOCK AND DEBT.—Continued.

NAME OF COMPANY.	Total amount now of fund- ed debt.	Total amount now of float- ing debt.	Total amount now of fund- ed and float- ing debt.	Rate per cent. per annum of interest.	Rate per cent. of dividends.
Delaware Western, . . . . .					2
Danville and Riverside, . . . . .		\$107	\$107		
East Brandywine and Waynesburg, . . . . .	\$375,000	150,459	525,459		
East Broad Top, . . . . .	602,550		602,550	6 and 7	10
East Mahanoy, . . . . .					6
East Pennsylvania, . . . . .	495,900		495,900		
Ebensburg and Cresson, . . . . .	80,000		80,000		
Edgewood, . . . . .		19,534	19,532		
Elmira and Williamsport, . . . . .	1,620,000		1,620,000		12
Erie and Pittsburgh, . . . . .	3,322,000	51,987	3,373,987		7
Emilonton, Shippensburg and Clarion, Fayette County, . . . . .	150,000	9,910	159,910	7	8½ and 16½
Foxburg, St. Petersburg and Clarion, Frankford and Holmesburg, . . . . .	66,048	3,074	69,122	54	7
Geneva, Hornelsville and Pine Creek, Hanover Junction, Hanover and Gettysburg, Hanover Junction and Susquehanna, . . . . .	50,000		50,000	7	
Harrisburg, Portsmouth, Mt. Joy and Lancaster, Harrisburg and Potomac, . . . . .	200,500	16,000	216,500		6
Huntingdon and Broad Top Mountain, . . . . .	94,100	23,799	117,899		7
Hanover and York, . . . . .	700,000		700,000		6
Ironton, . . . . .	507,200		507,200		7
Jamestown and Franklin, . . . . .	2,404,600	133,500	2,538,100		7
Jefferson, . . . . .	185,000		185,000		7
Jersey Shore, Pine Creek and Buffalo, Junction, . . . . .	200,000	11,400	211,400		18
Kendall and Eldred, . . . . .	897,000	1,062,579	1,959,579		42
Lake Shore and Michigan Southern, Lancaster and Reading, (narrow gauge,) . . . . .	2,300,000		2,300,000		7
Lawrence, . . . . .	755,000		755,000		6
Lawrenceville and Evergreen, . . . . .					10
	35,915,000		35,915,000	7	49
	350,000		350,000	7	6½
	355,000		355,000	7	9
	12,500	1,308	13,803	7	

X

ANNUAL REPORT OF THE

NO. 9,

Lehigh and Eastern, . . . . .	75,000	00			75,000	00	7	
Lehigh and Lackawanna, . . . . .	600,000	00			600,000	00	7	
Lehigh Valley, . . . . .	25,437,000	00	347,359	72	25,784,359	72	6 and 7	{ 4 on com. 10 on pfd
Lewisburg Centre and Spruce Creek, . . . . .	1,944,000	00	404,320	00	2,348,320	00	7	
Ligonier Valley, . . . . .	62,747	41			62,747	41	6	
Little Saw Mill Run, . . . . .	80,000	00	86,953	51	116,953	51	7	5
Littlestown, . . . . .	40,000	00	20,207	32	60,207	32	7	
Little Schuylkill Navigation, . . . . .	468,000	00			468,000	00	7	7
Lykens Valley, . . . . .								11
McKean and Buffalo, . . . . .	398,000	00	48,118	85	446,118	85	7	
Mifflin and Centre County, . . . . .	200,000	00			200,000	00	6	
Mill Creek and Mine Hill Navigation, . . . . .								10
Mont Alto, . . . . .	125,000	00			125,000	00	7	
Montrose, . . . . .	44,900	00			44,900	00	7	
Mount Oliver Inclined Plane, . . . . .	55,000	00	3,383	33	58,383	33	8	
Muncy Creek, . . . . .	1,000,000	00			1,000,000	00	7	
Nesquehoning Valley, . . . . .			97,149	53	97,149	53		10
New Castle and Franklin, . . . . .	563,032	75	278,511	98	836,544	73	6 and 7	
New Castle and Mining, . . . . .	2,000	00	9,924	44	11,924	44	6	
Newry, . . . . .			10,810	06	10,810	06		
Northern Central, . . . . .	15,445,000	00			15,445,000	00	6 and 5	
North-East Pennsylvania, . . . . .	160,000	00	140,019	08	300,019	08	7	
North Pennsylvania, . . . . .	6,017,000	00	1,133,489	68	7,150,489	68	6 and 7	1½
New York, Lake Erie and Western, . . . . .	66,678,501	10			66,678,501	10	7	
Olean, Bradford and Warren, . . . . .			750	00	750	00		12
Peach Bottom, . . . . .	451,400	00	91,104	00	542,504	00	5 and 7	
Pennsylvania, . . . . .	54,871,300	00	1,040,000	00	55,911,300	00	6	4½
Pennsylvania Coal, . . . . .	472,500	00	303,365	83	775,765	83	7	12
Pennsylvania and New York Canal and, . . . . .	3,000,000	00			3,000,000	00		9
People's, . . . . .	15,000	00	18,191	55	33,191	55	6	
Perkiomen, . . . . .	1,924,600	00	773,253	83	2,697,853	83	6	
Philadelphia and Baltimore Central, . . . . .	1,500,000	00			1,500,000	00	7 and 6	
Philadelphia and Chester County, . . . . .	14,500	00	1,155	00	15,655	00	6 and 7	
Philadelphia and Erie, . . . . .	17,666,000	00	1,503,469	52	19,164,469	52	6 and 7	
Philadelphia, Germantown and Norristown, . . . . .								12
Philadelphia, Newton and New York, . . . . .	700,000	00			700,000	00	6	
Philadelphia and Reading, . . . . .	74,850,611	04	7,550,079	54	82,400,690	58	5, 6, and 7	
Philadelphia and Trenton, . . . . .			21,742	72	21,742	72		10
Philadelphia, Wilmington and Baltimore, . . . . .	2,753,500	00	160,000	00	2,913,500	00	6	8
Pickering Valley, . . . . .	332,300	00	301,891	67	634,191	67	7	
Pittsburgh and Castle Shannon, . . . . .	192,428	36	77,500	34	269,928	70	6 and 7	
Pittsburgh, Cincinnati and St. Louis, . . . . .	12,497,000	00	2,280,400	81	14,777,400	81	6 and 7	
Pittsburgh and Connellsville, . . . . .	10,718,600	00	4,065,789	33	14,784,389	33	6 and 7	

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.
Pittsburgh, Fort Wayne and Chicago, . . . . .	\$13,510,000 00		\$13,510,000 00	7 and 8	7
Pittsburgh and Lake Erie, . . . . .	2,000,000 00	\$751,550 35	2,751,550 35	6	
Pittsburgh, Virginia and Charleston, . . . . .	1,605,000 00	672,560 50	2,277,560 50	6	
Plymouth, . . . . .		274,495 19	274,495 19		
Pittsburgh, Titusville and Buffalo, . . . . .	4,050,933 00	75,022 50	4,125,955 50	6 and 7	
Pennsylvania, Poughkeepsie and N. E., . . . . .	1,000,000 00		1,000,000 00	6	
Pennsylvania Company, . . . . .	9,391,000 00	3,723,360 31	13,114,360 31	6	
Reading and Columbia, . . . . .	2,004,166 67		2,008,166 67	6 and 7	
Salisbury, . . . . .	150,000 00	10,399 37	160,399 37	7	
Schuylkill Valley Navigation and Railroad Company, . . . . .					5
Selinsgrove and North Branch, . . . . .	100,000 00	37,000 00	137,000 00	6	
Shamokin Valley and Pottsville, . . . . .	2,000,000 00	6,250 00	2,006,250 00	7	6
Somerset and Cambria, . . . . .	75,000 00		75,000 00		
South Mountain Railway and Mining, . . . . .	100,000 00		100,000 00	6	
Southern Pennsylvania Railway and Mining Company, . . . . .	625,000 00	211,890 00	836,890 00	7	
South-West Pennsylvania, . . . . .	989,500 00		989,500 00	7	7
State Line and Sullivan, . . . . .	400,000 00	41,677 86	441,677 86	7	
Stony Creek, . . . . .	350,000 00	209,234 29	557,234 29	7	
Sunbury and Lewistown, . . . . .	500,000 00		500,000 00	7	
Sunbury, Hazleton and Wilkes-Barre, . . . . .	2,350,000 00		2,350,000 00	5 and 6	
Sharon, . . . . .	156,000 00		156,000 00	7	7
Tioga, . . . . .	629,500 00		629,500 00	7	7
Trescow, . . . . .		101,454 31	101,454 31		
Waynesburg and Washington, . . . . .	97,900 00	16,087 07	113,987 07	7	
West Chester, . . . . .	11,000 00		11,000 00	5	
West Chester and Philadelphia, . . . . .	1,100,000 00	27,512 50	1,127,512 50	7	7
Western Maryland, . . . . .	3,852,596 00		3,852,596 00	6	
Western Pennsylvania, . . . . .	3,000,000 00	44,508 00	3,044,508 00	6 and 7	
Wilmington and Northern, . . . . .	13,000 00		13,000 00		
Total, . . . . .	\$522,676,007 90	\$34,286,880 04	\$556,962,834 89		

TABLE B.—COST OF ROAD AND EQUIPMENT.

NAMES 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.	
Allegheny Valley, . . . . .	\$21,568,350	41	\$2,413,882	53	\$23,982,212	94			\$33,275	44	\$9,319	93
Allentown, . . . . .	1,084,453	73			1,084,453	73	\$23,509	43	240,989	72		
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, . . . . .	622,600	00			622,600	00						
Bedford and Bridgeport, . . . . .	1,421,241	91			1,421,241	91			28,897	03		
Bellefonte and Snow Shoe, . . . . .	323,291	10	134,890	23	458,181	33	28,051	00	13,470	46	5,620	46
Bell's Gap, . . . . .	201,346	61	15,352	97	216,699	58			20,973	61	1,599	27
Buffalo, New York and Philadelphia, . . . . .	5,555,720	30	1,245,327	73	6,801,048	03			45,915	04	56,207	01
Berlin Branch, . . . . .	75,157	97			75,157	97			10,736	85		
Berlin, . . . . .	5,000	00			5,000	00			615	77	615	77
Brownsville, . . . . .	186,850	00			186,850	00						
Catawauqua and Fogelsville, . . . . .	523,185	59	135,150	00	658,335	59	15,000	00	20,927	42	5,408	00
Catawissa, . . . . .	6,206,663	08			6,208,668	08						
Chartiers, . . . . .	1,122,336	10			1,122,336	10	4,402	20				
Chester Creek, . . . . .	378,297	67			376,297	67			51,903	12		
Chester and Delaware River, . . . . .	220,915	21			220,914	21	30,480	00	53,881	78		
Chester Valley, . . . . .	1,774,400	00			1,774,400	00	3,000	00				
Chestnut Hill, . . . . .	120,650	00			120,650	00	15,505	98	29,284	00		
Cleveland and Pittsburg, . . . . .	13,064,719	62	3,551,151	90	16,615,871	52			66,066	85	17,957	78
Colebrookdale, . . . . .	667,774	72			667,774	73	14,108	07	52,169	90		
Columbia and Port Deposit, . . . . .	1,722,117	93			1,722,117	93	32,844	81				
Connecting, . . . . .	2,347,588	74			2,347,588	74			347,790	90		
Corning, Cowanesque and Antrim, . . . . .	1,900,000	00	500,000	00	2,400,000	00	41,233	71	29,687	50		
Cornwall, . . . . .	351,627	07	91,491	84	443,118	91	600	00	47,070	56	59,318	47
Cumberland Valley, . . . . .	1,887,465	95			1,887,465	95	100,000	00				
Delaware and Hudson Canal Co., . . . . .	3,667,471	95	1,201,630	00	4,869,101	95			89,605	00	12,648	00
Delaware, Lackawanna and Western, . . . . .	16,918,875	10	6,536,015	95	23,454,891	05	5,971,790	91	81,532	82	81,497	06
Delaware River and Lancaster, . . . . .	17,200	00			17,200	00						

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.		A'v'age cost of equip- ment per mile.	
Dillsburg and Mechanicsburg, . . .	\$166,171	85			\$166,171	85						
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	4,552,654	35	\$262,725	00	4,815,379	35	\$50,000	00	\$50,250	05	\$53,050	05
Delaware Western, . . . . .	742,203	79	74,617	32	816,821	11	4,990	32	30,543	37	35,614	04
Danville and Shamokin, . . . . .	20,000	00			20,000	00						
Danville and Riverside, . . . . .	3,897	68			3,897	58						
East Brandywine and Waynesburg, East Broad Top, . . . . .	537,464	57			537,464	57						
East Mahony, . . . . .	915,342	82	137,048	10	1,052,390	92	10,717	75	25,697	44	3,847	50
East Pennsylvania, . . . . .	392,550	00			392,550	00			36,686	92		
Ebensburg and Cresson, . . . . .	1,884,683	79			1,884,683	79			52,352	33		
Edgewood, . . . . .	122,000	00			122,000	00	400	00				
Elmira and Williamsport, . . . . .	28,172	36	2,000	00	30,172	36						
Erie and Pittsburgh, . . . . .	2,268,000	00	352,000	00	2,620,000	00			29,439	37	4,589	31
Emlenton, Shippenville and Clarion, Fayette County, . . . . .	3,180,937	26	1,895,725	18	5,076,662	44			31,419	77	18,725	06
Foxburg, St. Petersburg & Clarion, Frankford and Holmesburg, . . . . .	313,476	05	80,177	68	393,653	73	606	00	10,449	20	2,672	58
Geneva, Hornellsville & Pine Creek, Grenlick and Narrow Gauge, Hanover Junction, Hanover and Gettysburg, . . . . .	130,000	00			130,000	00						
Hanover Junction and Susquehanna, Harrisburg, Portsmouth, Mt. Joy and Lancaster, . . . . .	121,264	68	39,685	93	160,950	61			9,328	05	3,050	46
Harrisburg and Potomac, . . . . .							2,000	00				
Huntingdon & Broad Top Mountain, Hanover and York, . . . . .	442,175	00			442,175	00						
Huntingdon, Fulton and Franklin, Ironton, . . . . .	26,017	84	6,325	52	32,343	36	50	00	7,433	67	1,807	30
	387,816	00	91,322	36	479,138	36	16,000	00	12,927	00	3,044	07
	203,256	08			203,256	03						
	1,882,550	00			1,882,550	00						
	827,987	83	5,766	05	833,753	89	77,692	36	29,439	52	205	01
	4,376,091	38			4,376,091	38						
	344,310	20			344,310	20			19,126	12		
	2,000	00			2,000	00						
	250,000	00	18,000	00	268,000	00	22,555	00	25,000	00	1,800	00



Jamestown and Franklin, . . . . .	2,530,872	61			2,530,872	61			49,527	84		
Jefferson, . . . . .	4,396,050	00			4,396,050	00						
Jersey Shore, Pine Creek and Buffalo Junction, . . . . .	833,362	76			833,362	70						
Kendall and Eldred, . . . . .	1,064,730	50			1,064,730	50						
Lake Shore and Michigan Southern, Lancaster and Reading, (narrow gauge,) . . . . .	150,000	00			150,000	00			10,000	00		
Lawrence, . . . . .	65,600,000	00	14,378,000	00	79,978,000	00			75,874	00	12,227	00
Lawrenceville and Evergreen, . . . . .	142,041	43			142,041	43						
Lehigh and Lackawanna, . . . . .	800,343	72			800,343	72			36,313	23		
Lehigh and Susquehanna, . . . . .	23,481	00			23,481	00			7,827	00	2,580	81
Lehigh Valley, . . . . .	975,100	00			975,100	00						
Lewisburg, Centre & Spruce Creek, Ligonier Valley, . . . . .	13,844,255	90			13,844,255	90						
Little Saw Mill Run, . . . . .	23,861,189	76	8,480,829	83	32,342,019	59						
Littlestown, . . . . .	1,404,089	83			1,404,089	83						
Little Schuylkill Navigation, . . . . .	64,654	29			64,654	29						
Lykens Valley, . . . . .	106,987	13	29,175	00	136,162	13	54,850	00	35,662	38	9,725	00
McKean and Buffalo, . . . . .	115,616	00			115,616	00	2,000	00	12,170			
Mifflin and Centre County, . . . . .	1,416,187	00			1,416,187	00	10,000	00	50,000	00		
Mill Creek and Mine Hill Navigation, . . . . .	578,767	24	17,000	00	595,767	24						
Monongahela Inclined Plane, . . . . .	804,375	68	34,848	16	839,223	84			36,314	92	1,578	28
Mont Alto, . . . . .	269,551	74			269,551	74			21,564	14		
Montrose, . . . . .	323,045	00			323,045	00						
Mount Carbon and Port Carbon, . . . . .	303,383	00	16,617	00	320,000	00	4,500	00				
Mount Pleasant and Broad Ford, . . . . .	332,141	18	37,909	14	370,050	32			15,801	20	865	46
Muncy Creek, . . . . .	282,815	45			282,815	45			11,862	18	1,353	89
Nesquehoning Valley, . . . . .	201,669	69			201,669	69						
New Castle and Beaver Valley, . . . . .	*345,450	00	9,300	00	354,750	00					1,550	00
New Castle and Franklin, . . . . .	1,397,279	42			1,397,279	42						
Newry, . . . . .	852,632	96			852,632	96			56,956	00		
Northern Central, . . . . .	56,202	26			56,202	26					1,550	40
North-East Pennsylvania, . . . . .	23,573	71			23,573	71	393	25	23,573	71		
North Pennsylvania, . . . . .	13,206,050	42	4,196,107	35	17,402,157	77						
Olena, Bradford and Warren, . . . . .	291,881	26			291,881	26	13,780	87				
Peach Bottom, . . . . .	8,394,077	36	1,750,935	65	10,145,013	01	1,285,072	62				
Pennsylvania, . . . . .	135,816	62			135,816	62			12,934	00		
Pennsylvania Coal, . . . . .			73,040	00	73,040	00	3,600	00	1,328	00		
Perkiomen, . . . . .	32,469,544	48	17,693,304	49	50,162,848	97	9,812,290	63				
Philadelphia and Baltimore Central, . . . . .	2,000,000	00			2,000,000	00						
	86,517	12	33,465	29	119,982	41						
	2,057,733	23			2,057,733	28	19,591	91	53,047	62		
	1,864,756	21	259,820	74	2,124,576	95	25,000	00	40,538	18	4,558	26

TABLE B.—COST OF ROAD AND EQUIPMENT—Cont'ued.

NAME OF COMPANY.	Total cost of road.		Total cost of equip- ment.		Total cost of road and equipment.		Value of real es- tate held by the company, exclu- sive of roadway.		Average cost of construction per mile.		Average cost of equipment per mile.	
Philadelphia and Chester County,	\$153,398	25			\$153,398	25	\$5,500	00				
Philadelphia and Erie,	26,176,101	35			26,176,101	35			\$90,889	24		
Philadelphia, Germantown and Nor- ristown,	1,139,078	84	\$367,988	09	1,507,036	93	500,793	49	56,953	94	\$18,399	40
Philadelphia, Newton and New York,	1,878,500	00			1,878,500	00	52,500	00				
Philadelphia and Reading,	38,201,433	17	9,355,442	24	47,556,875	41	7,684,344	25	116,823	95	12,591	44
Philadelphia and Trenton,	1,799,295	19			1,799,295	19	70,532	71				
Philadelphia, Wilmington and Bal- timore,	13,029,265	96			13,029,265	96	394,972	94	23,625	78		
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			50,614	13	10,345	28
Pittsburgh, Cincinnati and St. Louis,	16,107,384	35	3,834,910	46	19,942,294	81	15,000	00	80,376	16	19,136	27
Pittsburgh and Connellsville,	12,018,670	98	470,693	49	12,489,369	47	93,911	00	80,338	71	2,705	16
Pittsburgh, Fort Wayne and Chicago,	38,619,806	86			38,619,806	86			82,468	90		
Pittsburgh and Lake Erie,	3,814,054	27	529,990	96	4,344,045	23	307,711	90	54,215	42	7,533	63
Pittsburgh, Virginia and Charleston,	1,861,464	97	196,419	65	2,057,884	62			59,425	95	6,547	21
Plymouth,	286,545	19			286,545	19			30,977	85		
Point Breeze,	4,183	75			4,183	75						
Pittsburgh, Titusville and Buffalo,	6,473,622	16	587,500	00	9,061,122	16	40,000	00	70,613	52	4,895	83
Reading and Columbia,	2,104,084	56	245,241	18	2,349,325	74	62,536	22	43,835	09	3,877	33
Salisbury,	218,360	76	10,516	12	228,876	88	575	00	19,583	92	943	15
Schuylkill Valley Navigation and Railroad,	576,840	96			576,840	96						
Selinsgrove and North Branch,	216,300	91			216,300	91						
Shamokin Valley and Pottsville,	1,208,050	00			1,208,050	00	4,543,350	00				
South Mountain Railway and Mining,	342,841	34	45,639	29	388,480	63			19,282	41	2,566	89
Southern Pennsylvania Railway and Mining,	974,065	86			974,065	86			29,761	90		

B RAILROAD REPORT.	South-West Pennsylvania, . . . . .	1,568,299	87			1,568,299	87			84,959	87				
	State Line and Sullivan, . . . . .								1,070,000	00					
	Stony Creek, . . . . .	497,138	23			497,138	23		46,461	98		48,265	86		
	Sunbury, Hazleton, and Wilkes- Barre, . . . . .	3,500,000	00			3,500,000	00								
	Sharon, . . . . .	356,064	67			356,064	67		25,500	00		35,000	00		
	Slate Ridge and Delta, . . . . .	109	00			109	00					109	00		
	Tioga, . . . . .	1,539,836	04	506,098	85	2,045,934	89		39,901	51		22,644	65	7,442	68
	Tresckow, . . . . .	231,454	31			231,454	31								
	Tyrone and Clearfield, . . . . .	1,000,000	00			1,000,000	00					16,393	44		
	Waynesburg and Washington, . . . . .	139,342	89	20,375	41	159,718	30		18,000	00		4,875	52	712	97
	West Chester, . . . . .	165,000	00			165,000	00								
	West Chester and Philadelphia, . . . . .	1,886,177	51	163,012	00	2,049,189	51		339,072	37		71,717	77	6,198	17
	Western Maryland, . . . . .	4,536,895	07			4,536,895	07		25,000	00					
	Western Pennsylvania, . . . . .	3,990,507	06			3,990,507	06								
	Wheeling, Pittsburgh, and Balti- more, . . . . .	462,820	66			462,820	66		10,000	00		14,463	14		
Wilcox and Howard Hill Improve- ment Company, . . . . .	72,428	98			72,428	98									
<b>Total, . . . . .</b>	<b>\$182,885,679</b>	<b>05</b>	<b>\$82,144,312</b>	<b>30</b>	<b>\$565,029,919</b>	<b>35</b>	<b>\$33,100,480</b>	<b>02</b>	<b>\$3,292,141</b>	<b>23</b>	<b>\$466,474</b>	<b>55</b>			

\* As per last report.

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.	No. of first-class passenger cars.	No. of second-class passenger cars.	No. of baggage, mail, and express cars.	No. of freight cars of all classes.
Allegheny Valley, . . . . .	259.50	70.00	. . . .	329.50	63	62	10	112	15	5	75	28	. .	17	1,956
Allentown, . . . . .	4.50	.40	. . . .	4.90	1	1		1	1						
Atlantic and Great Western, . . . . .	422.43	223.13	89.23	735.19	93	3	8	93	76		165	12	35	33	2,596
Bachman Valley, . . . . .	9.00	. . . .	. . . .	9.00	8			6	1						
Bald Eagle Valley, . . . . .	53.20	. . . .	. . . .	58.30	5			17	5						
Bedford and Bridgeport, . . . . .	49.20	5.15	. . . .	54.35	46	1	3	47	5						
Bellefonte and Snow Shoe, . . . . .	21.40	8.20	4.10	33.70	12			11	3		5	2			88
Bell's Gap, . . . . .	8.30	1.30	. . . .	9.60	4			5	1		2	1	1	1	45
Buffalo, New York and Philadelphia, . . . . .	120.55	. . . .	. . . .	120.55	12	6	4	29	13		31	12	12	5	1,350
Berlin Branch, . . . . .	7.00	. . . .	. . . .	7.00	2			3	1						
Berlin, . . . . .	5.12	. . . .	. . . .	8.12				8	2		1		1	1	1
Brownsville, . . . . .	21.00	. . . .	. . . .	21.00											
Catasauque and Fogelsville, . . . . .	25.00	8.00	. . . .	33.00	2	3	5	21	6		6	3		1	577
Catawissa, . . . . .	94.00	4.50	27.00	121.50	15		2	23		8					
Chartiers, . . . . .	22.80	2.90	. . . .	25.70	23		2	28	2						
Chester Creek, . . . . .	7.25	. . . .	. . . .	7.25	4		4	8	1						
Chester and Delaware River, . . . . .	4.10	1.80	. . . .	5.90	3		1	2	2						
Chester Valley, . . . . .	21.50	. . . .	. . . .	21.50	28	26		16	2						
Chestnut Hill, . . . . .	4.12	. . . .	. . . .	4.12	3			8							
Cleveland and Pittsburgh, . . . . .	197.75	64.00	25.65	287.40	58	13	10	73	25	1	97	38	5	23	3,016
Colebrookdale, . . . . .	12.80	2.10	. . . .	14.90	7		1	9	1						
Columbia and Port Deposit, . . . . .	39.40	2.20	. . . .	41.60	8		1	40	3						
Connecting, . . . . .	6.75	10.20	. . . .	16.90		3	12	7	1						
Corning, Cowanesque and Antrim, . . . . .	64.00	8.11	. . . .	72.11	6		2	13	8		31	7	4	6	1,027
Cornwall, . . . . .	12.75	. . . .	. . . .	12.75	7	7	5	15	4		4				173
Cumberland Valley, . . . . .	82.20	13.50	42.80	138.50	2	4	5	48	12		21	22	3	5	246
Delaware and Hudson Canal Company, . . . . .	113.70	. . . .	. . . .	113.70	33			16	12		36	6		6	67
Delaware, Lackawanna and Western, . . . . .	207.50	109.50	. . . .	3.17	11	5	10	47	87	3	154	80		27	17,247
Delaware River and Lancaster, . . . . .	83.00	. . . .	. . . .	83.00	1										
Dillsburg and Mechanicsburg, . . . . .	8.00	. . . .	. . . .	8.00											

Dunkirk, Allegheny Valley & Pittsburgh,	90.60	11.00	102.60	18	1	9	21	12	12	6	2	3	88
Delaware and Western,	20.00	4.55	24.55	10		5	12	2	4	8		2	80
Danville and Shamokin,	8.00		8.00	1									
East Brandywine and Waynesburg,	28.11	1.70	29.81	30			40	2					
East Broad Top,	80.00		80.00	17			9	6	2	6	2	10	177
East Mahanoy,	10.70	4.17	14.87	3		6	4	2	1				
East Pennsylvania,	54.30	16.60	70.90	23	7	10	12	5					
Ebensburg and Cresson,	11.00		11.00	1			3	1					
Edgewood,	1.00		1.00					1	1				
Elmira and Williamsport,	76.70		76.70	26			21	8					
erie and Pittsburgh,	84.49	28.50	110.99	8	4	1	20	6	29	5		4	1,331
Emilento, Shippenville, and Clarion,	29.70	2.40	32.10	1			20	6	5		6	2	72
Fayette County,	12.68		12.68	22			16	1					
Foxburg, St. Petersburg and Clarion,	13.20		13.20	1			8	1	3	3	1	1	19
Frankford and Holmesburg,	4.18	.95	5.11	5			7	1					
Germantown and Chestnut Hill,	10.00		10.00										
Geneva, Hornelsville and Pine Creek,	122.00												
Greenlick Narrow Gauge,	3.50		3.50	5			3	1	1		1		17
Hanover Junction, Hanover & Gettysburg	30.00	2.90	32.90	19		1	16	5	8	8	3	2	75
Hanover Junction and Susquehanna,	34.00		34.00										
Harrisburg, Portsmouth, Mt. Joy & Lanc.	36.00	18.00	54.00										
Harrisburg and Potomac,	28.12		28.12	33			17	3	1	1			6
Huntingdon and Broad Top Mountain,	61.30	16.00	77.30	28		4	28	10	18	4		3	61
Hanover and York,	18.00		18.00										
Huntingdon, Fulton and Franklin,	82.50		82.50										
Ironton,	10.00	4.00	14.00	10				2	2				1
Jamestown and Franklin,	52.80	16.81	69.61	9		1	18	9	1				
Jefferson,	44.80	34.50	79.30	51	1		10	7					
Jersey Shore, Pine Creek and Buffalo,	118.00		118.00										
Junction,	3.12		3.12			4			1				
Kendall and Eldred,	15.00		15.00	1			8	2			6	2	65
Keystone Coal and,	5.50		5.50					2	2				80
Lake Shore and Michigan Southern,	540.37	471.92	1,012.29	76	11	47	318	132	499	99	68	81	10,789
Lancaster & Reading, (narrow gauge,)	34.00	15.50	49.50										
Lawrence,	22.40		22.40	4	1	1	15	3					
Lawrenceville and Evergreen,	2.61		2.61	13	1		10	2	1	1	1		1
Lehigh and Lackawanna,	25.00	2.00	27.00	2			4	1					
Lehigh and Susquehanna,	154.75	80.00	234.75	37	21	18	45	19	2	91	15	11	22,619
Lehigh Valley,	161.00	132.40	293.40	26	5	26	113	45	1	238	71		26,942
Lewistown, Centre and Spruce Creek,	43.42	2.55	45.97	19			28	3	2				
Lights V. Hey,	10.50	2.50	13.00	3			11	3		2	1	1	16
Little Saw Mill Run,	3.00	1.50	4.50	4				1		3			75
Littlestown,	9.50		9.50	5			6	1					

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.	No. of wood and water stations.	Number of tunnels.	Number of engines.	No. of first class passenger cars.	No. of second class passenger cars.	No. of baggage, mail, and express cars.	No. of freight cars of all classes.
Little Schuylkill Navigation, . . . . .	31.20	7.50	27.20	65.90	33	..	2	11	5	..	..	..	..	..	..
Lykens Valley, . . . . .	20.75	..	..	20.75	3	..	1	9	4	..	7	..	2	1	15
McKean and Buffalo, . . . . .	22.15	4.65	..	26.80	19	..	..	10	4	..	..	1	..	1	5
Mifflin and Centre County, . . . . .	12.42	4.69	..	17.11	16	..	..	16	1	..	..	..	..	..	..
Mill Creek and Mine Hill Navigation, . . . . .	7.27	..	..	7.27	..	..	2	6	2	..	..	..	..	..	..
Mine Hill and Schuylkill Haven, . . . . .	66.50	71.00	..	137.50	78	2	..	..	..	..	..	..	..	..	..
Monongahela Inclined Plane, . . . . .	..	..	..	..	..	..	1	2	..	..	..	..	..	..	..
Mont Alto, . . . . .	10.25	7.70	..	17.95	11	..	..	12	2	..	1	..	1	..	..
Montrose, . . . . .	28.00	..	..	28.00	4	..	..	13	3	..	2	1	1	1	14
Mount Carbon and Port Carbon, . . . . .	2.50	13.00	..	2.50	1	..	1	2	2	..	..	..	..	..	..
Mount Oliver Inclined Plane, . . . . .	..	..	..	..	1	..	4	..	..	..	..	2	..	..	..
Muncy Creek, . . . . .	6.75	..	..	6.75	4	..	..	4	2	..	1	1	1	..	..
Nesquehoning Valley, . . . . .	16.50	1.12	..	17.62	12	..	..	12	4	1	..	..	..	..	..
New Castle and Beaver Valley, . . . . .	19.72	..	..	19.72	3	5	..	7	2	..	..	..	..	..	..
New Castle and Franklin, . . . . .	33.00	..	..	33.00	7	..	..	20	3	..	3	..	2	..	29
New Castle and Mining, . . . . .	4.00	..	..	4.00	2	..	..	..	..	..	3	..	..	..	62
Newry, . . . . .	1.00	..	..	1.00	..	..	..	1	..	..	..	..	..	..	..
Northern Central, . . . . .	146.60	74.66	175.00	306.26	80	31	58	61	23	2	152	60	9	42	4,629
North East Pennsylvania, . . . . .	10.70	..	..	9.80	5	..	..	11	..	..	..	..	..	..	..
North Pennsylvania, . . . . .	168.62	..	..	168.62	4	1	25	54	12	2	58	63	..	32	1,148
Olena, Bradford and Warren, . . . . .	10.43	..	..	10.43	1	..	..	8	1	..	3	2	2	2	83
Peach Bottom, . . . . .	60.00	2.80	..	60.00	18	..	..	38	10	..	6	3	6	2	41
Pennsylvania, . . . . .	429.91	587.73	961.54	2,385.54	115	81	168	1,075	148	7	877	399	151	174	16,198
Pennsylvania Coal, . . . . .	47.00	25.00	..	47.00	5	..	..	6	1	..	2	11	..	..	2,860
Pennsylvania and New York Canal and, . . . . .	118.22	..	..	118.22	5	..	23	29	15	..	50	..	..	..	1,654
People's, . . . . .	6.00	..	..	6.00	1	..	..	..	..	..	3	..	11	..	..
Perkiomen, . . . . .	38.50	7.90	..	46.40	14	..	8	26	4	1	..	..	..	..	..
Philadelphia and Baltimore Central, . . . . .	46.00	7.00	11.00	64.00	28	..	8	35	8	..	10	8	..	8	121
Philadelphia and Erie, . . . . .	287.49	..	..	287.49	130	..	14	153	46	..	..	..	..	..	..

PA Internal Affairs 1879



Philadelphia, Germantown & Norristown	29.25			29.25	6	5	14	21	4		24	45		18	92
Philadelphia, Newton and New York,	22.00			22.00				22	1						
Philadelphia and Reading,	331.50	558.80	494.50	1,889.80	205	112	118	272	119	10	478	340	88	76	20,573
Philadelphia and Trenton,	26.44			26.44	12	12	7	40							
Philadelphia, Wilmington & Baltimore,	112.18		100.50	212.68	18	82	88	144	16		74	134		37	1,283
Pickering Valley,	11.80			11.80	2		8	9							
Pittsburgh and Castle Shannon,	6.00			6.00				14	2	2	5	4	3	1	403
Pittsburgh, Cincinnati and St. Louis,	200.04		970.80	1,171.20	42	25	19	588	100	9	109	19	21	26	3,391
Pittsburgh and Connellsville,	153.76		22.50	175.26	12	1	27	70	26	4	18	15		7	206
Pittsburgh, Fort Wayne and Chicago,	468.30		37.22	505.52	15	41	67	156	56		278	127	28	69	6,782
Pittsburgh and Lake Erie,	68.00	2.35		70.35	3	9	18	44	5		22	14		1	693
Pittsburgh, Virginia and Charleston,	36.20			36.20			1	17	4						
Plymouth,	9.25			9.25	11		2	4	1						
Pittsburgh, Titusville and Buffalo,	120.00			120.00	10			43	28		32	11	6	5	258
Pennsylvania Company,											25	4		1	4,750
Reading and Columbia,	51.77	9.80	15.25	76.82	72	2	5	35	13		10	7		1	98
Salisbury,	10.75	.40		11.15	4			8	2		1				
Schuylkill Valley Nav. and R. R. Co.,	18.57	4.25		22.82	3	1	1	12	1						
Sellinsgrove and North Branch,	38.00														
Shamokin Valley and Pottsville,	31.80	12.23		44.03	37			11	5						
Somerset and Cambria,	9.00			9.00											
South Mountain Railway and Mining,	17.78			17.78	1			10	3		3		2		11
Southern Penn'a Railway & Mining Co.,	23.00				3			15	2						
South-West Pennsylvania,	44.86	9.23		54.09	49			58	6						
State Line and Sullivan,	24.00	1.00		25.00	10			7	3		2	2		1	
Stony Creek,	10.30	1.80		12.10			3	8	1						
Sunbury and Lewistown,	44.00			44.00	66			30	4						
Sunbury, Hazleton and Wilkes-Barre,	43.44	6.38		49.82	13			28	5						
Sharon,	9.00	4.00		13.00	6			5	1						
Susquehanna and Clearfield,	35.00														
Tioga,	48.00	13.40	6.60	68.00	22		2	22	9		17	5	3	3	949
Trescow,	6.50			6.50				2	2						
Tyrone and Clearfield,	60.89	8.56		69.45	46			56	8						
Waynesburg and Washington,	27.93	.65		28.58	3			26	3		2	1	1	2	11
West Chester,	9.24	.55		9.79	2		1	18	2						
West Chester and Philadelphia,	26.30	4.50		30.80	13		10	24	5		10	22		5	68
Western Maryland,	90.00	11.50		101.50	112		4	53	9		13	21	5	9	306
Western Pennsylvania,	63.50	21.05		84.55	34	6		111	16						
Wheeling, Pittsburgh and Baltimore,	32.00			32.00	12	1		10	4	6					
Wilmington and Northern,	70.50	11.30		81.80	16			38	9		11	4	4	3	137
<b>Total,</b>	<b>8,220.13</b>	<b>2,893.34</b>	<b>3,199.64</b>	<b>15,011.89</b>	<b>2,430</b>	<b>553</b>	<b>869</b>	<b>5,244</b>	<b>1308</b>	<b>67</b>	<b>3,864</b>	<b>1,698</b>	<b>520</b>	<b>778</b>	<b>157,759</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 pounds of through freight for the year on main road.	Gross amount of tonnage for the year, 2,000 pounds per ton.
Allegheny, Valley, . . . . .	473,560	840,846		15,900	786,550	42,945	2,335,820
Atlantic and Great Western, . . . . .	1,120,322	4,253,092		137,746	933,491	1,731,876	3,259,843
Bellefonte and Snow Shoe, . . . . .	28,350	35,726		10,982	10,982	71,774	83,368
Bell's Gap, . . . . .	27,560			12,152	12,735	87,843	83,628
Buffalo, New York and Philadelphia, . . . . .	132,394	485,334		1,242	207,239	361,963	1,063,256
Berlin Branch, . . . . .	4,368				4,809		7,126
Berlin, . . . . .	5,000			1,288	1,727		4,568
Catasauqua and Fogelsville, . . . . .	25,040		26,292	350	5,460	42,306	299,023
Chartiers, . . . . .	45,328	17,955	4,264		132,688	1,477,552	167,608
Cleveland and Pittsburgh, . . . . .	529,317	1,512,642		32,993	690,398	591,459	1,810,187
Corning, Cowanesque and Antrim, . . . . .	56,653	24,101	107,708	2,179	60,668	230,214	707,885
Cornwall, . . . . .		21,096				338,177	537,371
Cumberland Valley, . . . . .	191,121	135,024		11,160	323,045	9,188	374,172
Delaware and Hudson Canal, . . . . .	78,876	56,340	658,087	1,160	132,835	95,849	3,102,849
Delaware, Lackawanna and Western, . . . . .	470,431	651,598	2,973,087	13,290	500,709	61,130	5,283,442
Dillsburg and Mechanicsburg, . . . . .	3,941	6,315			16,034		
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	153,140	276,844		20,583	114,866	175,267	254,164
Delaware Western, . . . . .	36,000			9,545	32,204	85,116	113,637
East Broad Top, . . . . .	25,844	49,763		485	23,655	67,584	169,692
Edgewood, . . . . .							92,000
Elmira and Williamsport, . . . . .	147,951	508,457		30,130	121,681	693,040	1,118,693
Erie and Pittsburgh, . . . . .	147,673	402,755		6,279	125,942	21,415	715,282
Emlenton, Shippenville and Clarion, . . . . .					49,179		11,097
Foxburg, St. Petersburg and Clarion, . . . . .					29,453		5,202
Greenlick Narrow Gauge, . . . . .		2,700			200	12,567	12,567
Hanover Junction, Hanover and Gettysburg, . . . . .	89,550		36,800	16,895	36,231	57,488	57,485
Harrisburg and Potomac, . . . . .	20,034			6,501	6,501		35,780
Huntingdon and Broad Top Mountain, . . . . .	53,840	27,810	94,775	6,267	46,560	283,398	415,337
Ironton, . . . . .		9,610				80,531	80,531





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

NAME OF COMPANY.	No. of miles run by passenger trains.	No. of miles run by freight trains.	No. of miles run by coal trains.	No. of through passengers for the year on main road.	No. of passengers, (all classes,) carried in cars.	No. of tons of 2,000 lbs. of through freight for the year on main road.	Gross amount of tonnage for the year, 2,000 lbs. per ton.
Salisbury,	16,099		15,900	515	7,454	517	91,562
Shamokin Valley and Pottsville,	24,013	80,879		1,414	46,448	53,054	1,149,275
South Mountain Railway and Mining,					86,666		37,321
State Line and Sullivan,	32,790			553	8,154		52,993
Stony Creek,	22,330			7,249	18,725	6,033	6,805
Tioga,	66,865	36,092	184,872	4,431	73,186	670,720	691,137
Waynesburg and Washington,	32,700			8,230	24,232	4,369	8,009
West Chester and Philadelphia,	209,384	16,848	29,558	228,055	738,127	40,648	95,439
Western Maryland,	431,380				362,168	136,220	186,220
Wheeling, Pittsburgh and Baltimore,	28,680	21,168		326	44,026		15,130
Wilmington and Northern,	113,799	47,148		3,323	93,538	12,503	241,352
Total,	24,017,273	58,662,775	14,484,645	3,612,026	41,583,552	31,440,789	111,727,809

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 oils.
Allegheny Valley, . . . . .	7,801	1,029,810	453,467	90,108	2,392		118,454
Atlantic and Great Western, . . . . .	74,441	612,193	295,347	144,266		157,146	428,142
Bellefonte and Snow Shoe, . . . . .	62	68,543	23			196	
Bell's Gap, . . . . .		84,184					
Buffalo, New York and Philadelphia, . . . . .	141,964	321,049	383,448	235	142	15,145	992
Berlin, . . . . .		3,948	11		10	17	
Catasauqua and Fogelsville, . . . . .	16,395	2,111		27,369			157,988
Chartiers, . . . . .	129,266		170		6	179	
Cleveland and Pittsburgh, . . . . .		911,085	33,137	65,553	13,227	28,915	308,483
Corning, Cowanesque and Antrim, . . . . .		653,064	160		510	80	
Cornwall, . . . . .	106,059			90,763			298,736
Cumberland Valley, . . . . .	96,535	17,997	1,519	13,886	1,479	7,244	64,354
Delaware and Hudson Canal Company, . . . . .	2,930,481						84,763
Delaware, Lackawanna and Western, . . . . .	4,444,629	43,282	6,798	59,906	75,809	39,103	113,142
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	9,711	30,217	153,090	17		1,427	
Delaware Western, . . . . .	3,522	65,448	100	835			18,997
East Broad Top, . . . . .	12,228	109,459	132	19,706			21,348
Elmira and Williamsport, . . . . .	666,992		255	4,234	29,985	9,828	1,483
Erie and Pittsburgh, . . . . .	12	360,072	5,639	53,412	414	16,744	111,018
Emlenton, Shippensville and Clarion, . . . . .	734	1,935					
Foxburg, St. Petersburg and Clarion, . . . . .	528	47					
Grenlick and Narrow Gauge, . . . . .							12,393
Hanover Junction, Hanover and Gettysburg, . . . . .	10,250						9,207
Harrisburg and Potomac, . . . . .	4,390	532	3	1,816		9	22,690
Huntingdon and Broad Top Mountain, . . . . .	1,043	313,535	236	10,569	1,806	325	32,344
Ironton, . . . . .	6,878						61,656
Kendall and Eldred, . . . . .		5,130				9,853	
Keystone Coal and, . . . . .		57,490					
Lake Shore and Michigan Southern, . . . . .	322,823	730,018	470,991	142,569	65,517	184,542	60,913
Lawrence, . . . . .	118	273,588	165	44,039	1,221	12,389	231,023
Lehigh and Lackawanna, . . . . .	12,674	10	5			80	14,733
Lehigh and Susquehanna, . . . . .	4,579,629	921	61,259	50,406	300	17,801	151,176

[Reg. Doc.]

SECRETARY OF INTERNAL AFFAIRS.

XXV

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

NAME OF COMPANY.	Anthracite coal.	Bituminous coal.	Petroleum and other oils.	Pig iron.	Railroad iron.	Other iron or castings.	Iron and other ores.
Lehigh Valley, . . . . .	4,885,199	53,499	389,551	317,242	69,895		475,310
Ligonier Valley, . . . . .		76					43
Little Saw Mill Run, . . . . .		180,030					
Lykens Valley, . . . . .	457,979						
McKean and Buffalo, . . . . .	275	79,298	5,445				
Mont Alto, . . . . .		7,872			3,541		4,570
Montrose, . . . . .	3,703						
Muncy Creek, . . . . .	624	225					
New Castle and Beaver Valley, . . . . .	128	248,577	916	80,572	2,306	26,408	233,473
New Castle and Franklin, . . . . .		35,439	451	46		7,270	10,312
Northern Central, . . . . .		1,319,940	325,526	77,369	48,706	36,416	77,897
North-East Pennsylvania, . . . . .	5,196						
New York, Lake Erie and Western, . . . . .		4,410,327					
Olena, Bradford and Warren, . . . . .		2,125				4,539	
Peach Bottom, . . . . .	653						
Pennsylvania, . . . . .	1,078,146	5,301,843	913,042	641,253	216,414	361,907	572,351
Pennsylvania Coal, . . . . .	1,546,210						
Pennsylvania and New York Canal and, . . . . .	963,331	329,901		24,423	16,235		1,995
Perkiomen, . . . . .	6,126		12	1,735		14	6,260
Philadelphia and Baltimore Central, . . . . .	26,856	506	276	4,369			8,490
Philadelphia and Erie, . . . . .	1,004,707	549,174	709,397	31,858	57,837	67,763	18,603
Philadelphia and Reading, . . . . .	7,856,741	268,549	89,966	339,174	110,456	340,854	741,459
Philadelphia, Wilmington and Baltimore, . . . . .	85,056	28,473	18,468	14,527	3,764	96,424	2,596
Pittsburgh and Castle Shannon, . . . . .		71,423					
Pittsburgh, Cincinnati and St. Louis, . . . . .	913,813		11,018	47,511	60,222	82,590	60,692
Pittsburgh and Connellsville, . . . . .		1,600,386	25,300	46,898	16,530	75,539	49,994
Pittsburgh, Fort Wayne and Chicago, . . . . .	89,563	919,923	23,462	137,293	59,534	121,817	200,186
Pittsburgh and Lake Erie, . . . . .		57,103	867	21,195	5,376	55,865	122,144
Pittsburgh, Titusville and Buffalo, . . . . .	11,243	279,014	182,961			32,638	
Reading and Columbia, . . . . .	206,032						
Salisbury, . . . . .		90,806					
Shamokin Valley and Pottsville, . . . . .		1,089,474	72	7,492	255	2,410	1,089

State Line and Sullivan, . . . . .	52,993						
Stony Creek, . . . . .	929		41	56		16	
Tioga, . . . . .	1,520	647,653	334	45	700	600	33
Waynesburg and Washington, . . . . .		1,603	64	10	8	104	
West Chester and Philadelphia, . . . . .	44,119						
Western Maryland, . . . . .	16,483	21,317					1,148
Wheeling, Pittsburgh and Baltimore, . . . . .		2,658	56	21		103	
Wilmington and Northern, . . . . .	48,282	34,790		27,961		26,443	28,768
<b>Total, . . . . .</b>	<b>33,815,096</b>	<b>23,427,682</b>	<b>4,567,155</b>	<b>2,690,739</b>	<b>955,219</b>	<b>1,840,741</b>	<b>4,939,488</b>

TABLE B—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, . . . . .		26,305	156,301	1,836	178,928	269,218
Atlantic and Great Western, . . . . .	61,487	495,551	268,032	76,457	81,627	567,149
Bellefonte and Snow Shoe, . . . . .	420	698	424		6,123	6,941
Bell's Gap, . . . . .			523		3,259	660
Buffalo, New York and Philadelphia, . . . . .	3,974	33,335	45,136	1,058	102,258	14,513
Berlin, . . . . .	42	324	146		52	
Catasauqua and Fogelsville, . . . . .	83,443	88,619	8,210		2,470	14,016
Chartiers, . . . . .	15,956	9,028	5,600	8,666	2,541	1,134
Cleveland and Pittsburgh, . . . . .	52,806	61,647	183,957	19,626	79,814	46,937
Corning, Cowanesque and Antrim, . . . . .	450	4,677	14,999	40	28,639	5,266
Cornwall, . . . . .	25,775					16,035
Cumberland Valley, . . . . .	3,212	54,820	67,850	8,572	34,118	2,586
Delaware and Hudson Canal Company, . . . . .		18,628	28,622	3,291	30,596	7,468
Delaware, Lackawanna and Western, . . . . .	105,973	176,043	96,799	53,339	105,031	11,593
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	2,582	6,037	19,468	680	21,868	4,067
Delaware Western, . . . . .	2,229	1,235	8,864	45	5,636	447
East Broad Top, . . . . .	44	676	2,562		878	2,556
Elmira and Williamsport, . . . . .	2,232	232,137	111,864	11,041	44,221	4,423
Erie and Pittsburgh, . . . . .	51,284	6,805	10,161	3,923	13,471	82,327
Emlenton, Shippensburg and Clarion, . . . . .		1,160	6,336		736	193
Foxburg, St. Petersburg and Clarion, . . . . .		311	3,943		199	175
Greenlick Narrow Gauge, . . . . .			174			
Hanover Junction, Hanover and Gettysburg, . . . . .	15,115			129	4,449	18,334
Harrisburg and Potomac, . . . . .		3,264	2,946			138
Huntingdon and Broad Top Mountain, . . . . .	21,381	358	15,409	605	17,734	
Ironton, . . . . .	10,415					1,580
Kendall and Eldred, . . . . .	231	2,134	8,522		12,130	2,362
Lake Shore and Michigan Southern, . . . . .	144,540	2,119,121	816,939	616,845	633,444	1,243,532
Lawrence, . . . . .	102,495	2,187	13,113	4,935	4,884	12,034

Lehigh and Lackawanna, . . . . .	19,491	185	206	51	246	60
Lehigh and Susquehanna, . . . . .	53,100	23,388	47,968	1,250	64,333	22,675
Lehigh Valley, . . . . .	87,260			28,524	88,641	1,276,894
Ligonier Valley, . . . . .	723	554	762	413	8,380	1,686
Little Saw Mill Run, . . . . .						109
Lykens Valley, . . . . .					1,893	6,536
McKean and Buffalo, . . . . .	534	550	5,200		9,047	
Mont Alto, . . . . .		2,822	2,205		2,121	
Montrose, . . . . .					2,568	2,751
Muncy Creek, . . . . .			742	9,281		709
New Castle and Beaver Valley, . . . . .	84,232	11,214	36,955	10,405	11,893	25,858
New Castle and Franklin, . . . . .		278	4,420	673	8,660	1,143
Northern Central, . . . . .	60,234	1,100,320	562,911	33,777	299,832	21,990
North-East Pennsylvania, . . . . .			7,040			
Olena, Bradford and Warren, . . . . .	73	937	3,868		6,340	813
Peach Bottom, . . . . .	2,854	1,991	1,773	2,082	811	12,397
Pennsylvania, . . . . .	451,247	1,894,741	839,087	871,726	562,475	479,807
Pennsylvania Coal, . . . . .			893		1,527	
Pennsylvania and New York Canal and, . . . . .	3,304		666,018	27,459	32,244	
Perkiomen, . . . . .	1,752	63,205	22,317	1,161	4,810	203,333
Philadelphia and Baltimore Central, . . . . .	4,340	36,709	34,907	1,907	10,965	17,025
Philadelphia and Erie, . . . . .	23,245	933,505	194,609	18,833	415,133	101,402
Philadelphia and Reading, . . . . .	394,358	1,122,976	296,886	47,237	302,160	1,712,343
Philadelphia and Trenton, . . . . .						3,156,010
Philadelphia, Wilmington and Baltimore, . . . . .	49,207	118,511	374,846	79,322	50,660	173,288
Pittsburgh and Castle Shannon, . . . . .						65
Pittsburgh, Cincinnati and St. Louis, . . . . .	54,432	758,676	359,029	162,569	80,073	137,836
Pittsburgh and Connellsville, . . . . .	60,670	13,929	78,681	2,184	20,092	56,264
Pittsburgh, Fort Wayne and Chicago, . . . . .	129,801	763,361	458,330	504,706	223,777	154,556
Pittsburgh and Lake Erie, . . . . .	39,527	6,353	17,155	959	9,749	35,168
Pittsburgh, Titusville and Buffalo, . . . . .	3,154	5,820	36,568		46,062	28,209
Reading and Columbia, . . . . .			143,329			
Shamokin Valley and Pottsville, . . . . .	2,884	6,502	26,928	202	11,485	482
Stony Creek, . . . . .	168	1,011	1,802	102	485	1,691
Tioga, . . . . .	2,496	8,269	13,920	632	14,422	513
Waynesburg and Washington, . . . . .	184	2,904	1,361	867	342	562
West Chester and Philadelphia, . . . . .	4,338	13,746	22,242	6,630		4,364
Western Maryland, . . . . .	4,639		29,048	3,127	9,900	50,558
Wheeling, Pittsburgh and Baltimore, . . . . .	219	2,055	1,959	1,826	2,075	4,158
Wilmington and Northern, . . . . .	20,086	7,565	32,694		14,763	
	2,269,563	10,246,567	6,227,619	1,122,976	3,730,570	9,925,668

TABLE F.—RECEIPTS.

NAME OF COMPANY.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.					
Allegheny Valley, . . . . .	\$339,643	26	\$1,267,570	07	\$54,483	24	\$2,196	01	\$1,711,696	57
Allentown, . . . . .							\$2,196	01	\$2,196	01
Atlantic and Great Western, . . . . .	691,211	91	3,084,716	41	87,788	67	71,579	48	4,135,296	47
Rachman Valley, . . . . .	894	93	3,787	25	287	85			4,970	03
Bellefonte and Snow Shoe, . . . . .	4,166	93	36,224	71	150	00	424	83	40,966	47
Bell's Gap, . . . . .	2,330	39	37,339	04	302	16	1,657	20	41,628	79
Buffalo, New York and Philadelphia, . . . . .	128,364	91	797,081	28	19,015	32	10,221	36	954,682	87
Berlin Branch, . . . . .	842	97	2,157	46			18	29	3,018	72
Berlin, . . . . .	539	45	1,215	31	182	32			1,937	08
Catasauqua and Fogelsville, . . . . .	1,652	20	96,034	51			535	40	98,222	71
Chartiers, . . . . .	44,716	00	36,336	16	3,421	01	185	55	84,658	12
Cleveland and Pittsburgh, . . . . .	432,042	64	1,889,504	40	56,132	16	36,430	89	2,414,150	09
Colebrookdale, . . . . .	2,289	86	6,356	15	179	16	1,136	21	9,961	38
Corning, Cowanesque and Antrim, . . . . .	29,512	32	282,140	47	6,229	56	136,132	30	454,014	65
Cornwall, . . . . .			117,376	61					117,376	61
Cumberland Valley, . . . . .	152,422	09	300,933	78	15,325	55	34,916	47	503,597	89
Delaware and Hudson Canal, . . . . .	52,478	78	1,102,141	57	4,529	99	52,439	69	1,211,590	03
Delaware, Lackawanna and Western, . . . . .	302,422	04	4,695,693	96	51,051	54	322,129	85	5,371,297	39
Dillsburg and Mechanicsburg, . . . . .	3,695	46	15,135	82	378	34			19,209	62
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	57,802	61	149,580	94	6,522	58	69,228	11	283,134	24
Delaware Western, . . . . .	11,385	97	38,017	44	845	55	3,090	61	53,339	57
East Broad Top, . . . . .	8,301	05	84,192	53	1,233	12	4,012	23	97,738	93
East Mahanoy, . . . . .							25,679	21	25,679	21
Elmira and Williamsport, . . . . .	98,079	00	377,331	17	14,093	40	5,799	00	495,303	61
Erie and Pittsburgh, . . . . .	82,538	86	456,394	61	14,725	87	24,142	91	577,802	25
Emlenton, Shippensburg and Clarion, . . . . .	26,852	83	17,393	33	2,302	84	40	61	46,589	61
Fayette County, . . . . .							9,000	00	9,000	00
Foxburg, St. Petersburg and Clarion, . . . . .	11,445	67	7,685	12	967	09		50	20,198	38
Greenlick and Narrow Gauge, . . . . .	19	13	3,936	11					3,955	24



Hanover Junction, Hanover and Gettysburg, . . . . .	19,203	46	28,277	97	2,487	80	2,911	48	52,880	66
Harrisburg and Potomac, . . . . .	1,705	91	9,118	81	9	68	465	02	11,294	42
Huntingdon and Broad Top Mountain, . . . . .	24,898	69	221,268	88	249	20	2,229	19	253,689	86
Ironton, . . . . .			82,404	01					32,414	01
Jaamestown and Franklin, . . . . .	25,191	68	135,123	99	8,240	36	620	88	104,176	91
Junction, . . . . .	15,745	14	151,486	85	6,830	40	8,813	20	177,375	59
Kendall and Eldred, . . . . .	78,091	55	68,814	00	3,985	30	2,185	53	148,076	38
Lake Shore and Michigan Southern, . . . . .	3,138,003	59	11,288,260	62	729,141	81	126,086	45	15,271,492	47
Lawrence, . . . . .	12,217	26	156,838	87	8,431	75	205	19	172,693	07
Lawrenceville and Evergreen, . . . . .	1,994	44							1,994	44
Lehigh and Lackawanna, . . . . .	5,423	99	25,639	93	878	89			31,942	81
Lehigh and Susquehanna, . . . . .	117,360	83	2,292,983	27	3,417	79			2,413,761	89
Lehigh Valley, . . . . .	384,125	67	1,488,578	38	48,177	10	4,619,482	59	6,510,363	74
Ligonier Valley, . . . . .	4,781	92	8,250	61	470	46	7	00	13,509	99
Little Saw Mill Run, . . . . .	138	25	36,424	36			6,456	17	43,014	59
Littlestown, . . . . .	4,831	68	9,760	07	565	59	15	00	15,175	34
Lykens Valley, . . . . .	7,713	01	133,000	00	1,130	11	246	15	142,090	21
McKean and Buffalo, . . . . .	8,189	17	38,704	81	1,944	94	1,399	11	50,238	03
Mine Hill and Schuylkill Haven, . . . . .							321,800	00	321,800	00
Monongahela Inclined Plane, . . . . .	16,253	89					479	92	16,733	81
Mont Alto, . . . . .	6,577	35	10,067	35	694	31			17,339	01
Montrose, . . . . .	5,685	17	12,467	88	2,319	08	409	97	20,854	10
Mount Oliver Inclined Plane, . . . . .	10,849	50							10,849	50
Muncy Creek, . . . . .	741	90	7,162	91	336	73	563	92	8,805	46
New Castle and Beaver Valley, . . . . .	34,080	93	215,717	30	5,415	59	181	86	255,395	68
New Castle and Franklin, . . . . .	17,722	04	29,984	65	1,925	75	3,567	12	53,199	56
Northern Central, . . . . .	419,665	99	2,219,443	31	71,477	66	98,971	00	2,809,558	37
North-East Pennsylvania, . . . . .	10,668	68	5,809	23	510	69	350	50	17,449	10
North Pennsylvania, . . . . .	230,419	00	416,243	16	11,514	56	363,006	75	1,021,183	84
New York, Lake Erie and Western, . . . . .	3,118,913	75	12,283,480	99	483,603	22	515,310	75	16,351,338	71
Olena, Bradford and Warren, . . . . .	41,849	45	29,046	50	2,304	11	2,695	62	75,795	68
Peach Bottom, . . . . .	14,265	69	23,105	85			2,613	40	39,974	44
Pennsylvania, . . . . .	3,553,207	00	17,016,983	65	661,951	32	511,481	28	21,743,628	31
Pennsylvania Coal, . . . . .	6,149	67	5,855	46					12,105	13
Pennsylvania and New York Canal and, . . . . .							1,322,987	92	1,322,937	92
Peoples', . . . . .	7,376	88	335	85			285	00	7,997	68
Perkiomen, . . . . .	22,164	34	170,420	61			2,105	49	194,690	44
Philadelphia and Baltimore Central, . . . . .	90,027	78	155,506	91	7,426	08	2,812	04	255,772	81
Philadelphia and Erie, . . . . .	340,366	78	2,589,029	65	57,783	88	104,627	50	3,091,807	81
Philadelphia and Reading, . . . . .	1,994,158	74	11,013,718	06	887,940	77	95,422	58	13,992,239	58
Philadelphia and Trenton, . . . . .	831,797	12	939,679	69	122,323	49	7,935	80	1,901,736	10
Philadelphia, Wilmington and Baltimore, . . . . .	1,541,049	95	1,176,081	15	113,877	97	21,080	07	2,852,089	14
Pickering Valley, . . . . .	1,897	45	1,838	27	154	68	263	47	4,123	87

TABLE F.—RECEIPTS.—Continued.

NAME OF COMPANY.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
Pittsburgh and Castle Shannon, . . . . .	\$12,404 83		\$299 25	\$128,542 00	\$141,245 03
Pittsburgh, Cincinnati and St. Louis, . . . . .	762,433 19	\$2,649,732 62	186,655 20	26,860 18	3,625,686 19
Pittsburgh and Connellsville, . . . . .	246,052 67	1,297,120 35	53,803 88	1,136 73	1,598,113 63
Pittsburgh, Fort Wayne and Chicago, . . . . .	1,922,652 28	6,060,501 26	275,452 67	103,033 94	8,453,640 15
Pittsburgh and Lake Erie, . . . . .	81,386 00	244,754 41	6,175 00	334 51	335,648 92
Pittsburgh, Virginia and Charleston, . . . . .	65,637 93	71,444 77	3,786 02	3,865 53	144,734 25
Pittsburgh, Titusville and Buffalo, . . . . .	138,190 12	306,874 52	15,162 44	6,908 72	467,135 80
Pennsylvania Company, . . . . .				1,406,846 78	1,406,846 78
Reading and Columbia, . . . . .	72,489 28	199,428 15	2,927 00		274,844 43
Salisbury, . . . . .	1,533 80	10,085 26	218 59		11,837 65
Shamokin Valley and Pottsville, . . . . .	16,040 53	399,016 93	1,478 28	26 21	416,561 95
Somerset and Cambria, . . . . .	763 40	674 42	101 55		1,539 37
South Mountain Railway and Mining, . . . . .	7,390 46	14,171 99	681 44	284 52	22,528 41
Southern Pennsylvania Railway and Mining, . . . . .	5,238 07	9,087 91	1,369 86		15,693 90
State Line and Sullivan, . . . . .	3,540 91	35,271 54	731 36	23,543 82	63,087 63
Stony Creek, . . . . .	8,474 82	6,168 85	297 28	711 70	15,652 65
Tioga, . . . . .	29,267 17	350,465 55	4,366 85	3,125 08	367,224 65
Waynesburg and Washington, . . . . .	11,634 28	13,583 96	1,649 74	1,183 85	27,051 83
West Chester and Philadelphia, . . . . .	186,147 01	104,461 68	2,292 97	11,510 36	304,452 02
Western Maryland, . . . . .	140,244 60	175,397 02		31,801 04	347,442 66
Wheeling, Pittsburgh and Baltimore, . . . . .	21,048 46	16,862 99	3,281 85		41,193 30
Wilmingon and Northern, . . . . .	30,987 75	115,254 42	5,501 03	2,461 62	154,204 82
<b>Total, . . . . .</b>	<b>\$22,466,688 41</b>	<b>\$91,276,627 08</b>	<b>\$4,160,408 99</b>	<b>\$11,081,164 41</b>	<b>128,984,838 82</b>

TABLE C.—EXPENSES DURING THE YEAR.

C RAILROAD REPORT.	NAME OF COMPANY.	Charged to cost of road and equipment.		Charged to maintenance of way and buildings.		Charged to maintenance of motive power and cars.		Miscellaneous.		Total.	
	Allegheny Valley, . . . . .	\$10,680	59	\$311,778	58	\$283,928	92	\$390,270	25	\$985,977	75
	Allentown, . . . . .							1,236	90	1,236	90
	Atlantic and Great Western, . . . . .	116,421	35	909,597	39	669,353	68	1,857,536	98	3,436,488	05
	Bachman Valley, . . . . .			1,506	67	1,257	60	499	36	3,263	63
	Bellefonte and Snow Shoe, . . . . .			20,303	15	6,564	31	25,337	08	52,204	54
	Bell's Gap, . . . . .	1,500	00	4,065	68	3,931	86	15,495	83	23,493	37
	Buffalo, New York and Philadelphia, . . . . .	221,193	83	228,228	47	70,849	41	275,251	00	574,327	88
	Berlin Branch, . . . . .	1,270	06					2,526	71	2,526	71
	Berlin, . . . . .							2,012	88	2,012	88
	Catasauqua and Fogelsville, . . . . .			20,181	53	5,185	53	29,011	74	54,378	60
	Chartiers, . . . . .			30,482	84	8,402	11	15,179	56	54,064	01
	Cleveland and Pittsburgh, . . . . .	55,912	66	281,838	09	216,516	86	868,365	53	1,366,720	48
	Colebrookdale, . . . . .							36,648	58	36,648	58
	Connecting, . . . . .	351	57								
	Corning, Cowanesque and Antrim, . . . . .	43,397	94	79,799	83	81,891	51	170,620	95	326,312	29
	Cornwall, . . . . .			6,832	75	9,091	19	11,436	36	27,360	30
	Cumberland Valley, . . . . .			61,072	33	55,616	09	143,780	06	260,468	48
	Delaware and Hudson Canal Company, . . . . .	24,645	00	93,187	06	68,112	42	446,876	82	608,126	30
	Delaware, Lackawanna and Western, . . . . .	732,065	98	328,054	32	437,683	56	1,059,526	15	1,825,264	03
	Dillsburg and Mechanicsburg, . . . . .			5,092	71	3,422	49	4,186	61	12,701	81
	Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	3,956	36	126,509	63	30,705	91	146,027	97	303,243	51
	Delaware Western, . . . . .	7,000	00	16,282	92	4,602	33	22,908	56	43,793	81
	East Broad Top, . . . . .	4,603	42	13,701	37	10,273	56	31,438	77	55,413	70
	East Mahanoy, . . . . .							25,425	42	25,425	42
	Elmira and Williamsport, . . . . .			120,247	12	56,867	01	527,819	91	704,934	04
	Erie and Pittsburgh, . . . . .			150,237	68	93,009	18	170,976	14	414,223	00
	Emlenton, Shipperville and Clarion, . . . . .	645	36	10,103	38	4,472	18	23,714	87	33,290	33
	Fayette County, . . . . .							432	68	432	68
	Foxburg, St. Petersburg and Clarion, . . . . .	1,331	03	6,996	93	2,041	18	12,186	11	21,224	23

TABLE G.—EXPENSES DURING THE YEAR—Continued.

NAME OF COMPANY.	Charged to cost of road and equipment.	Charged to maintenance of way and buildings.	Charged to maintenance of motive power and cars.	Miscellaneous.	Total
Greenlick and Narrow Gauge, . . . . .		\$1,168 64	\$471 86	\$2,180 78	\$3,771 28
Hanover Junction, Hanover and Gettysburg, . . . . .	\$3,050 00	8,805 09	6,785 40	21,311 72	36,902 21
Harrisburg and Potomac, . . . . .	90 32	3,051 73	853 35	5,816 38	9,721 46
Huntingdon and Broad Top Mountain, . . . . .	6,895 07	46,605 02	16,471 28	68,128 45	129,204 75
Ironton, . . . . .		5,272 06	212 90	12,323 70	17,808 66
Jamestown and Franklin, . . . . .	225 77			100,022 56	100,022 56
Junction, . . . . .		87,460 88		11,516 57	98,977 45
Kendall and Eldred, . . . . .	7,614 04	10,257 86	3,252 72	31,296 32	44,506 90
Lake Shore and Michigan Southern, . . . . .		1,811,283 31	1,204,527 55	5,918,713 56	8,934,524 32
Lawrence, . . . . .		37,091 09	10,734 09	46,706 04	94,531 22
Lawrenceville and Evergreen, . . . . .				2,199 50	2,199 50
Lehigh and Lackawanna, . . . . .		8,962 68	7,239 63	15,740 50	31,942 81
Lehigh and Susquehanna, . . . . .	41,300 20	239,075 14	181,453 68	729,126 20	1,149,655 02
Lehigh Valley, . . . . .	94,374 57	803,069 22	821,215 53	1,372,696 53	2,996,981 28
Ligonier Valley, . . . . .	1,906 88	1,341 77	415 54	4,012 60	5,769 92
Little Saw Mill Run, . . . . .	5,769 97	7,168 22	3,500 93	13,996 13	24,065 28
Littlestown, . . . . .				12,456 38	12,456 38
Lykens Valley, . . . . .				142,048 36	142,048 36
McKean and Buffalo, . . . . .	9,994 06	7,251 27	1,826 11	15,381 66	28,959 04
Monongahela Inclined Plane, . . . . .				7,835 71	7,835 71
Mont Alto, . . . . .		4,625 72	121 00	8,523 09	13,269 81
Montrose, . . . . .		6,501 94	3,266 72	8,284 44	18,053 10
Mount Oliver Inclined Plane, . . . . .				5,709 20	5,709 20
Muncy Creek, . . . . .	78 06	1,540 21	81 93	5,743 51	7,367 65
New Castle and Beaver Valley, . . . . .		77,059 04	15,852 37	61,276 97	154,188 38
New Castle and Franklin, . . . . .	5,274 38	15,084 42		16,070 33	31,154 75
Northern Central, . . . . .		473,570 69	503,603 90	939,450 00	1,916,624 79
North Pennsylvania, . . . . .		95,054 12	153,798 01	210,996 35	460,748 48
New York, Lake Erie and Western, . . . . .		8,622,160 49	2,158,931 46	398,607 00	11,174,698 95

PA Internal Affairs 1879

Olena, Bradford and Warren, . . . . .	3,251	50	9,458	80	4,406	99	25,587	84	39,455	83
Peach Bottom, . . . . .	2,734	34	4,648	63	1,252	45	11,675	00	17,576	08
Pennsylvania, . . . . .	1,226,871	99	2,184,663	67	2,532,961	11	7,033,967	77	11,751,620	55
Pennsylvania Coal, . . . . .							390,000	00	390,000	00
Pennsylvania and New York Canal and, . . . . .	25,491	20	191,694	08	119,498	93	437,158	89	748,351	90
Peoples', . . . . .			2,570	76			4,780	55	7,351	31
Perkiomen, . . . . .			25,453	68			103,365	52	128,819	18
Philadelphia and Baltimore Central, . . . . .	3,205	66	70,569	32	23,345	87	71,852	46	171,767	65
Philadelphia and Erie, . . . . .	25,991	43	622,650	31	441,826	87	1,065,780	89	2,130,253	07
Philadelphia and Reading, . . . . .			1,363,979	60	1,312,865	90	6,794,767	74	9,471,613	24
Philadelphia and Trenton, . . . . .	5,968	01	151,191	69	181,316	10	600,974	83	933,482	62
Philadelphia, Wilmington and Baltimore, . . . . .	87,179	68	282,400	74	255,252	61	1,030,089	06	1,567,742	41
Pickering Valley, . . . . .							23,790	46	23,790	46
Pittsburgh and Castle Shannon, . . . . .					7,883	06	109,743	77	117,628	83
Pittsburgh, Cincinnati and St. Louis, . . . . .			416,439	18	629,349	45	987,858	04	2,033,646	67
Pittsburgh and Connellsville, . . . . .			344,394	75	243,619	31	377,817	52	965,831	58
Pittsburgh, Fort Wayne and Chicago, . . . . .			924,131	87	893,894	05	2,716,963	58	4,534,989	50
Pittsburgh and Lake Erie, . . . . .			46,269	37	39,881	18	91,575	22	177,725	77
Pittsburgh, Virginia and Charleston, . . . . .	186,534	05								
Pittsburgh, Titusville and Buffalo, . . . . .			56,264	44	39,301	28	181,239	48	276,805	20
Pennsylvania Company, . . . . .							60,141	11	60,141	11
Reading and Columbia, . . . . .	1,135	10	46,389	28	12,816	87	115,491	99	174,697	86
Salisbury, . . . . .	11,661	86	1,321	74	3,041	97	3,154	78	7,518	49
Shamokin Valley and Pottsville, . . . . .			39,971	17	19,597	13	70,188	92	129,757	22
Somerset and Cambria, . . . . .					687	75			687	75
South Mountain Railway and Mining, . . . . .			3,992	45	2,472	68	7,930	06	14,395	19
Southern Pennsylvania Railway and Mining Co., . . . . .			11,038	04	3,836	23	239	55	15,114	82
State Line and Sullivan, . . . . .	10,000	00	7,525	68	5,855	08	33,636	75	47,017	51
Stony Creek, . . . . .			7,081	49			13,549	98	20,631	47
Tioga, . . . . .	16,331	86	41,244	16	42,632	18	131,777	29	215,653	63
Waynesburg and Washington, . . . . .	7,825	79	7,430	98	2,122	48	10,035	88	19,589	34
West Chester, . . . . .	37,391	27								
West Chester and Philadelphia, . . . . .	19,113	08	46,039	23	22,701	26	103,010	24	171,750	73
Western Maryland, . . . . .	11,177	70					274,347	58	274,347	58
Western Pennsylvania, . . . . .	2,946	80								
Wheeling, Pittsburgh and Baltimore, . . . . .			19,091	12	7,197	82	7,305	82	33,594	76
Wilmington and Northern, . . . . .	2,593	95	56,915	12	18,830	35	72,634	78	148,380	25
<b>Total, . . . . .</b>	<b>\$3,099,853</b>	<b>74</b>	<b>\$22,183,259</b>	<b>09</b>	<b>\$14,088,342</b>	<b>74</b>	<b>\$39,419,605</b>	<b>07</b>	<b>\$75,731,288</b>	<b>67</b>

TABLE H.—ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allegheny Valley, . . . . .			8	12			8	12
Atlantic and Great Western, . . . . .			3	8	4	1	7	9
Buffalo, New York and Philadelphia, . . . . .	1		8	10			9	10
Chartiers, . . . . .					2		2	
Cleveland and Pittsburgh, . . . . .				1	2	4	2	5
Corning, Cowanesque and Antrim, . . . . .			1	3		1	1	4
Cornwall, . . . . .								1
Cumberland Valley, . . . . .		14			2	1	2	15
Delaware and Hudson Canal Company, . . . . .				6	2	4	2	10
Delaware, Lackawanna and Western, . . . . .			9	8	9	3	18	11
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .		6	1	6	3	3	4	15
East Broad Top, . . . . .			1				1	
Elmira and Williamsport, . . . . .			1	6			1	6
Erie and Pittsburgh, . . . . .			1	8		1	1	9
Hanover Junction, Hanover and Gettysburg, . . . . .				1				1
Harrisburg and Potomac, . . . . .						1		1
Jefferson, . . . . .			4	14			4	14
Junction, . . . . .			1		1		2	
Lake Shore and Michigan Southern, . . . . .				2	4	3	4	5
Lehigh and Susquehanna, . . . . .			3	3	4	6	7	9
Lehigh Valley, . . . . .		1	14	43	13	14	27	58
Little Saw Mill Run, . . . . .							1	
Lykens Valley, . . . . .					1		1	
Muncy Creek, . . . . .				2				2
New Castle and Beaver Valley, . . . . .						2		2
New Castle and Franklin, . . . . .				1				1
Northern Central, . . . . .		1	5	12	6	7	11	20
North Pennsylvania, . . . . .		1	3	8	5	6	9	15
New York, Lake Erie and Western, . . . . .	3	11	47	261	56	79	106	351
Pennsylvania, . . . . .	2	6	51	447	75	135	128	588
Pennsylvania Coal, . . . . .			2	4	1	4	6	5
Pennsylvania and New York Canal and, . . . . .			2	35	2		4	35
People's, . . . . .			3	2			3	2
Philadelphia and Baltimore Central, . . . . .			1		1	1	2	1

Philadelphia and Erie, . . . . .	8	9	120	16	18	25	141
Philadelphia and Reading, . . . . .	4	23	63	48	48	71	115
Philadelphia and Trenton, . . . . .	2	5	17	16	11	21	30
Philadelphia, Wilmington and Baltimore, . . . . .	1	1	7	14	4	16	4
Pittsburgh, Cincinnati and St. Louis, . . . . .	2	7	7	9	5	16	14
Pittsburgh and Connellsville, . . . . .	1	3	5	13	5	16	11
Pittsburgh, Fort Wayne and Chicago, . . . . .		2	13	9	19	11	32
Pittsburgh and Lake Erie, . . . . .		1	2	2		3	2
Pittsburgh, Titusville and Buffalo, . . . . .		1	10	1	4	2	14
Reading and Columbia, . . . . .			1	1	2	1	3
Shamokin Valley and Pottsville, . . . . .			2				2
Stony Creek, . . . . .			2				2
Waynesburg and Washington, . . . . .			2		1		3
West Chester and Philadelphia, . . . . .				1		1	
Western Maryland, . . . . .			1				1
Wheeling, Pittsburgh and Baltimore, . . . . .		1				1	
Wilmington and Northern, . . . . .		3	3			3	3
Total, . . . . .	8	52	221	1,146	323	395	1,581

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

XXXVIII

ANNUAL REPORT OF THE

[No. 9,

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
Allegheny Valley, . . . . .	\$2,166,500	00	\$2,166,500	00			\$2,166,500	00	\$2,166,500	00
Allentown, . . . . .	568,744	47	568,744	47	\$568,884	47	1,268,884	47	1,268,884	47
Atlantic and Great Western, . . . . .	34,675,804	00	34,675,804	00	34,675,804	00	34,675,804	00	34,675,804	10
Buchman Vallev, . . . . .	66,792	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, . . . . .	86,800	00	846,427	88.	846,427	88				
Barelay 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					599,400	00
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
Buffalo, New York and Philadelphia, . . . . .	1,720,950	00	1,808,650	00	1,944,650	00	1,968,950	00	2,004,350	00
Brownsville, . . . . .									186,850	00
Berlin, branch, . . . . .					41,708	00	42,685	21	42,693	85
Buffalo Valley, . . . . .					46,052	33	46,052	33		
Berlin Branch, . . . . .									5,000	00
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, . . . . .	647,910	00	647,910	00					648,763	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	39,550	00	39,550	00	39,550	00
Chester Valley, . . . . .	871,900	00	871,900	00	871,900	00	871,900	00	871,900	00
Chesnut Hill, . . . . .	120,650	00	120,650	00	120,650	00	120,650	00	120,650	00
Cleveland and Pittsburgh, . . . . .	11,231,400	00	11,232,150	00	11,232,450	00	11,233,850	00	11,233,200	00
Colebrookdale, . . . . .	47,215	00	47,215	00	47,215	00	297,215	00	297,215	00
Columbia and Port Deposit, . . . . .	208,177	11	208,177	11					498,827	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	1,775,850	00	1,777,850	00	1,777,850	00
Danville and Riverside, . . . . .							3,790	00	3,790	00
Danville, Hazleton and Wilkes-Barre, . . . . .	684,235	00	658,500	00						
Delaware, Lackawanna and Western, . . . . .	25,889,000	00	26,200,000	00	26,200,000	00	26,200,000	00	26,200,000	00
Delaware River and Lancaster, . . . . .	17,200	00	17,200	00					17,200	00
Dillsburg and Mechanicsburg, . . . . .	33,566	18	46,678	66	48,626	74	52,741	22	52,564	08
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	1,300,000	00	1,300,000	00	1,300,000	00	1,300,000	00	1,300,000	00
Delaware Western, . . . . .					248,400	00	248,400	00	248,400	00
Danville and Shamokin, . . . . .									203,000	00



East Brandywine and Waynesburg, . . . . .	137,850	00	145,550	00			156,888	00
East Broad Top, . . . . .	505,760	00	545,583	20	549,248	00	549,248	00
East Mahanoy, . . . . .	392,550	00	392,550	00	392,550	00	392,550	00
East Pennsylvania, . . . . .	1,594,650	00	1,709,550	00	1,709,550	00	1,709,550	00
Ebensburg and Cresson, . . . . .	42,000	00	42,000	00	42,000	00	42,000	00
Edgewood, . . . . .	15,000	00	15,000	00	15,000	00	15,000	00
Elmira and Williamsport, . . . . .	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00
Erie, . . . . .	86,531,910	00	86,538,910	00				
Emlenton, Shippenville and Clarion, . . . . .					46,390	00	131,612	40
Erie and Pittsburgh, . . . . .	1,101,550	00	1,101,550	00	1,101,550	00	1,101,550	00
Fayette County, . . . . .	90,000	00	125,395	71	125,895	71	125,395	71
Foxburg, St. Petersburg and Clarion, . . . . .					96,700	00	100,000	00
Frankford and Holmesburg, . . . . .	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	29,700	00	31,450	00
Germantown and Chestnut Hill, . . . . .							50,000	00
Hanover Junction, Hanover and Gettysburg, . . . . .	116,850	00	116,850	00	116,850	00	116,850	00
Hanover Junction and Susquehanna, . . . . .	33,781	40	61,203	30	75,935	26	79,009	38
Harrisburg, Portsmouth, Mt. Joy and Lancaster, . . . . .	1,182,550	00	1,182,550	00			1,182,550	00
Harrisburg and Potomac, . . . . .	251,000	00	308,000	00	358,273	00	379,165	20
Huntingdon and Broad Top Mountain, . . . . .			2,052,800	00	2,052,800	00	2,052,800	00
Huntingdon, Franklin and Fulton, . . . . .					1,867	00	1,867	00
Hanover and York, . . . . .			207,200	00	207,200	00	207,200	00
Ironton, . . . . .	200,000	00	200,000	00	200,000	00	200,000	00
Jamestown and Franklin, . . . . .	605,027	50	605,027	50	601,310	59	601,310	50
Jefferson, . . . . .	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
Junction, . . . . .	125,250	00	250,000	00			250,000	00
Karns City and Butler, . . . . .					15,000	00		
Kendall and Eldred, . . . . .							150,000	00
Lake Shore and Michigan Southern, . . . . .	50,000,000	00	50,000,000	00	50,000,000	00	50,000,000	00
Lancaster and Reading, (narrow gauge), . . . . .	82,720	00	82,720	00	82,720	00	82,720	00
Lawrence, . . . . .	450,000	00	450,000	00			450,000	00
Lawrenceville and Evergreen, . . . . .			10,000	00	10,000	00	10,000	00
Lehigh and Eastern, . . . . .	58,580	00	58,000	00				
Lehigh and Lackawanna, . . . . .	375,100	00	375,100	00	375,100	00	375,100	00
Lehigh Valley, . . . . .	27,042,900	00	27,228,600	00	27,228,855	00	27,428,780	00
Lewistown, Centre and Spruce Creek, . . . . .	258,790	40	277,889	50			296,312	00
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
Littlestown, . . . . .	31,850	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
Lykens Valley, . . . . .	600,000	00	600,000	00	600,000	00	600,000	00

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

x1

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Lock Haven and Clearfield, . . . . .					\$25,000 00
McKean and Buffalo, . . . . .	\$387,600 00	\$387,600 00	\$387,600 00	\$387,600 00	387,600 00
Mifflin and Centre County, . . . . .	65,675 00	65,675 00			167,775 00
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	4,022,000 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, . . . . .	279,184 00	305,213 58	305,583 85	306,310 85	306,335 85
Mount Carbon and Port Carbon, . . . . .	283,350 00	283,350 00	283,350 00	283,350 00	283,350 00
Mount Oliver Inclined Plane, . . . . .	21,315 83	24,330 00	26,480 00	30,484 00	31,064 00
Mount Pleasant and Broad Ford, . . . . .	150,400 75	150,625 00	150,625 00	150,625 00	150,605 55
Muncy Creek, . . . . .		124,450 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, . . . . .	333,506 00	335,150 00	339,414 87	339,442 78	339,414 87
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	11,925 00	11,925 00	11,925 00
Northern Central, . . . . .	5,842,000 00	5,842,200 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, . . . . .	3,978,150 00	4,000,100 00	4,043,750 00	4,264,350 00	4,397,300 00
New York, Lake Erie and Western, . . . . .					86,536,900 00
Oil Creek and Allegheny River, . . . . .	4,959,450 00				
Olena, Bradford and Warren, . . . . .			35,000 00		150,000 00
Parker and Karns City, . . . . .	150,000 00		150,000 00		
Peach Bottom, . . . . .	209,852 50		221,675 10	221,847 37	225,914 55
Pennsylvania, . . . . .	68,870,200 00	68,870,200 00			68,870,200 00
Pennsylvania Coal, . . . . .	5,000,000 00	5,000,000 00	5,000,000 00	5,000,000 00	5,000,000 00
Pennsylvania Inland, . . . . .	3,510 00	3,510 00	3,510 00	3,000 00	3,000 00
Pennsylvania and New York Canal and, . . . . .	4,561,700 00	4,861,700 00	5,061,700 00		5,061,700 00
Pennsylvania and Western, . . . . .	110,000 00				
People's, . . . . .	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Perkiomen, . . . . .	38,040 00	38,040 00	38,040 00	638,040 00	38,040 00
Philadelphia and Baltimore Central, . . . . .	220,606 11	220,606 11	224,606 11	220,606 11	220,606 11
Philadelphia and Chester County, . . . . .		39,950 00	35,220 00		85,220 00
Philadelphia and Erie, . . . . .	8,448,700 00	8,453,700 00			8,453,700 00

ANNUAL REPORT OF THE

[No. 9,

PA Internal Affairs 1879

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, Newtown and New York, . . . . .	300,000	00							1,200,000	00
Philadelphia and Reading, . . . . .	34,274,575	28	34,278,175	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, . . . . .	11,536,250	00	11,561,250	00			11,567,750	00	11,572,750	00
Pickering Valley, . . . . .	92,945	00	93,065	00	95,592	17	95,655	00	95,655	00
Pittsburgh and Castle Shannon, . . . . .	621,732	30	655,439	77	661,355	27	750,780	90	767,787	60
Pittsburgh, Cincinnati and St. Louis, . . . . .	8,537,300	00	8,436,600	00					8,437,200	00
Pittsburgh and Connellsville, . . . . .	1,960,682	45	1,960,682	45	1,960,682	45	1,944,050	00	1,944,400	00
Pittsburgh, Fort Wayne and Chicago, . . . . .	23,814,285	71	24,897,285	71			25,383,585	71	26,043,585	71
Pittsburgh and Lake Erie, . . . . .									1,583,787	00
Pittsburgh, Virginia and Charleston, . . . . .	675,628	91	676,613	13					697,846	48
Pit Hole Valley, . . . . .	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
Pennsylvania Company, . . . . .							11,000,000	00	11,000,000	00
Pittsburgh, Titusville and Buffalo, . . . . .			4,959,450	00	4,959,450	00	4,959,450	00	4,959,450	00
Pennsylvania, Poughkeepsie and N. E., . . . . .									53,000	00
Reading and Columbia, . . . . .	508,268	09	508,268	09	508,268	09	958,268	09	958,268	09
Salisbury, . . . . .	70,850	00	78,650	00	104,250	00	104,250	00	104,250	00
Schuylkill Valley Navigation and Railroad, . . . . .	576,050	00	576,050	00	576,050	00	576,050	00	576,050	00
Selinsgrove and North Branch, . . . . .	67,592	92			67,592	92	69,300	91	70,074	91
Shamokin Valley and Pottsville, . . . . .	869,450	00	869,450	00					869,450	00
Shenango and Allegheny, . . . . .	200,000	00	200,000	00	200,000	00				
Shenango Valley and Alliance, . . . . .	10,250	00	10,250	00						
Somerset and Cambria, . . . . .			63,000	00	6,300	00			100,000	00
South Mountain, . . . . .	582,803	35	582,803	35	582,803	35				
South Mountain Iron Company's, . . . . .					200,000	00				
Southern Pennsylvania Railway and Mining, . . . . .	800,000	00	800,000	00	800,000	00	800,000	00	800,000	00
Southwark, . . . . .	58,468	00	58,468	00						
South-West Pennsylvania, . . . . .	442,202	50	443,120	00					546,162	50
Spring Brook, . . . . .	37,800	00			37,800	00				
State Line and Sullivan, . . . . .	987,650	00	987,650	00	1,000,000	00	1,000,000	00	1,000,000	00
Stony Creek, . . . . .	144,100	00	144,750	00	146,000	00	176,100	00	176,100	00
Summit Branch, . . . . .	3,907,600	00	3,996,250	00						
Sunbury and Lewistown, . . . . .									161,000	00
Sharon, . . . . .	64,100	00	173,800	00	183,400	00	198,600	00	200,100	00
Sunbury, Hazleton and Wilkes-Barre, . . . . .									1,000,000	00
Slate Ridge and Delta, . . . . .									200	00
Susquehanna and Clearfield, . . . . .									17,500	00
South Mountain Railway and Mining, . . . . .									200,000	00
Tioga, . . . . .	580,900	00	580,900	00	580,900	00	580,900	00	580,900	00

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

xiii

ANNUAL REPORT OF THE

[No. 9,

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
Tresckow, . . . . .	\$130,000	00	\$130,000	00	\$130,000	00	\$130,000	00	\$130,000	00
Tyrone and Clearfield, . . . . .	1,000,000	00	1,000,000	00	.. . . .	.. . . .	.. . . .	.. . . .	1,000,000	00
Uniontown and West Virginia, . . . . .	80,000	00	80,000	00	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .
Waynesburg and Washington, . . . . .	.. . . .	.. . . .	50,419	37	85,478	31	92,334	32	100,316	47
West Chester, . . . . .	165,000	00	165,000	00	165,000	00	165,000	00	165,000	00
West Chester and Philadelphia, . . . . .	821,400	00	821,350	00	821,300	00	821,300	00	185,300	00
West Chester and Phoenixville, . . . . .	13,000	00	13,000	00	13,000	00	13,000	00	.. . . .	.. . . .
Western Maryland, . . . . .	683,300	00	681,300	00	681,600	00	683,250	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
Wilcox and Howard Hill Improvement Co., . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	600	00
Wilmington and Reading, . . . . .	759,627	88	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .
Wilmington and Northern, . . . . .	249,503	50	249,503	50	1,203,100	00	1,253,050	00	1,253,050	00
<b>Total, . . . . .</b>	<b>\$483,255,225</b>	<b>48</b>	<b>\$486,419,097</b>	<b>05</b>	<b>\$257,577,357</b>	<b>09</b>	<b>\$277,038,864</b>	<b>13</b>	<b>\$503,631,034</b>	<b>14</b>

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
Allegheny Valley, . . . . .	\$24,463,836	91	\$27,767,515	94			\$26,632,482	04	\$26,632,482	04
Allentown, . . . . .	728,580	22	727,429	71	\$724,919	02	24,197	96	23,854	49
Atlantic and Great Western, . . . . .	75,469,938	03			68,850,311	28	68,850,311	28	68,850,311	28
Bachman Valley, . . . . .			45,000	00	51,294	62	58,090	24	61,543	10
Bald Eagle Valley, . . . . .	426,900	00	416,900	00			400,900	00	400,000	00
Baltimore, Philadelphia and New York, . . . . .	416,621	57	4,244,017	11	2,994,017	11				
Barclay Coal Company, . . . . .	15,500	00	15,500	00	85,500	00	65,500	00	65,500	00
Bedford and Bridgeport, . . . . .	1,070,631	44	1,302,723	44					1,176,697	25
Bellefonte and Snow Shoe, . . . . .	99,000	00	99,000	00	99,000	00	99,000	00	70,500	00
Bell's Gap, . . . . .	203,800	00	200,000	00	203,300	00	200,000	00	200,000	00
Buffalo, New York and Philadelphia, . . . . .	4,430,020	77	4,620,478	59	4,525,808	89	4,518,839	29	4,586,302	35
Berlin Branch, . . . . .					31,000	00	33,026	47	38,041	10
Buffalo Valley, . . . . .					69,000	00	83,262	81		
Catawauqua and Fogelsville, . . . . .					161,029	36	160,000	00	160,000	00
Catawissa, . . . . .	1,740,350	00	1,740,350	00	1,802,350	00	1,802,350	00	1,802,350	00
Chartiers, . . . . .	596,776	66	507,237	35					500,000	00
Chester Creek, . . . . .	185,000	00	185,000	00	192,000	00	191,297	67	191,297	67
Chester and Delaware River, . . . . .	169,644	23	176,281	73	195,100	00	195,100	99	195,100	99
Chester Valley, . . . . .	1,060,000	00	1,060,000	00	920,000	00	902,000	00	902,500	00
Cleveland and Pittsburgh, . . . . .	5,152,000	00	5,137,500	00	5,104,343	63	5,059,343	63	5,078,343	63
Colebrookdale, . . . . .	578,970	24	822,460	18	852,260	55	628,872	01	654,432	08
Columbia and Port Deposit, . . . . .	1,539,647	41	2,022,045	33					2,203,090	00
Connecting, . . . . .	1,196,962	06	1,030,489	12					1,039,288	74
Corning, Cowanesque and Antrim, . . . . .	500,000	00	500,000	00	621,449	99	500,000	00	450,000	00
Cumberland Valley, . . . . .	357,300	00	352,300	00	352,300	00	352,300	00	352,300	00
Danville, Hazleton and Wilkes-Barre, . . . . .			1,634,000	00						
Delaware, Lackawanna and Western, . . . . .	3,596,248	75	3,700,415	73	4,708,269	99	7,580,269	99	5,837,100	00
Delaware River and Lancaster, . . . . .	996	55	996	55					1,035	00
Dillsburg and Mechanicsburg, . . . . .			129,943	58	125,203	90	137,589	31	137,081	50
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	3,401,540	29	3,394,403	37	3,382,295	79	3,388,552	89	3,411,920	84
Danville and Riverside, . . . . .							107	58	107	58
East Brandywine and Waynesburg, . . . . .	306,600	00	377,000	00					525,459	56
East Broad Top, . . . . .	543,044	94	514,462	56	514,741	54	561,985	00	602,550	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, . . . . .	13,126	37	14,262	12	18,559	59	19,532	64	19,532	64
Elmira and Williamsport, . . . . .	1,620,000	00	1,620,000	00	1,620,000	00	1,620,000	00	1,620,000	00

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

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
Erie, Emlenton, Shippensburg and Clarion, . . . . .	\$55,693,455	83	\$55,430,874	46	\$232,302	95	\$158,476	10	\$159,910	48
Erie and Pittsburgh, . . . . .	3,377,000	00	3,322,000	00	3,382,785	30	3,382,785	30	3,373,987	54
Foxburg, St. Petersburg and Clarion, . . . . .					23,756	28	69,529	25	69,122	54
Frankford and Holmesburg, . . . . .	55,342	36			58,374	45	50,000	00	50,000	00
Geneva, Hornellsville and Pine Creek, . . . . .					40,000	00	42,000	00	60,000	00
Hanover Junction, Hanover and Gettysburg, . . . . .			143,300	00	178,700	00	204,900	00	216,500	00
Hanover Junction and Susquehanna, . . . . .	68,181	74	95,884	09	105,427	13	121,279	09	117,899	99
Harrisburg, Portsmouth, Mt. Joy and Lancaster, . . . . .	700,000	00	700,000	00	433,251	00			700,000	00
Harrisburg and Potomac, . . . . .			460,000	00			513,149	34	507,200	00
Huntingdon and Broad Top Mountain, . . . . .	2,585,214	50	2,592,914	70	2,591,970	00	2,572,810	00	2,538,100	00
Hanover and York, . . . . .			185,254	00	185,000	00	185,000	00	185,000	00
Ironton, . . . . .	205,297	50	23,071	18	213,179	81	213,410	93	211,400	18
Jamestown and Franklin, . . . . .	2,013,752	43	1,981,506	94	1,975,654	34	1,960,296	26	1,959,579	42
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, . . . . .	281,381	51	303,780	17	313,179	79	328,039	22	333,362	76
Junction, . . . . .	800,000	00	780,000	00			755,000	00	755,000	00
Karns City and Butler, . . . . .					146,600	00				
Lake Shore and Michigan Southern, . . . . .	38,250,000	00	38,000,000	00	35,750,000	00	35,500,000	00	35,915,000	00
Lancaster and Reading, (narrow guage,) . . . . .					350,000	00	350,000	00	350,000	00
Lawrence, . . . . .	344,000	00	355,000	00					355,000	00
Lawrenceville and Evergreen, . . . . .	18,348	26	13,146	38	13,815	76	13,575	51	13,803	47
Lehigh and Eastern, . . . . .							75,000	00	75,000	00
Lehigh and Lackawanna, . . . . .	300,000	00	300,000	00	600,000	00	600,000	00	600,000	00
Lehigh Valley, . . . . .	20,501,333	65	24,646,208	14	24,936,813	80			25,784,359	72
Lewisburg, Centre and Spruce Creek, . . . . .	1,554,000	00	1,888,000	00					2,348,320	00
Ligonier Valley, . . . . .	8,862	10	1,800	00	49,460	00	64,000	00	62,747	00
Little Saw Mill Run, . . . . .	83,588	21	82,592	94	83,506	15	116,977	33	116,953	51
Littlestown, . . . . .	40,000	00	40,000	00	55,546	65	59,527	75	60,207	32
Little Schuylkill Navigation, . . . . .	723,500	00	715,500	00	492,000	00	480,000	00	468,000	00
McKean and Buffalo, . . . . .	453,611	50	467,776	16	461,424	54	442,187	16	446,113	85
Mifflin and Centre County, . . . . .	235,468	77	268,433	90					200,000	00
Mont Alto, . . . . .	125,000	00	125,000	00	125,000	00	125,000	00	125,000	00
Montrose, . . . . .	45,100	00	44,900	00	44,900	00	44,900	00	44,900	00
Mount Oliver Inclined Plane, . . . . .	63,740	49	51,579	78	62,312	38	58,894	18	58,383	33
Mount Pleasant and Broad Ford, . . . . .	38,198	83	38,198	83						
Muncy Creek, . . . . .			195,000	00	205,000	00			1,000,000	00
Nesquehoning Valley, . . . . .	75,020	84	94,615	08			96,794	53	97,149	53

Xlii ANNUAL REPORT OF THE [No. 9,

New Castle and Franklin, . . . . .	670,463	28	699,419	18	753,808	84	784,514	25	836,544	73
New Castle and Mining, . . . . .			6,836	66	7,200	00	7,914	44	11,924	44
Newry, . . . . .	10,778	99	10,778	99	20,773	71	10,810	06	10,810	06
Northern Central, . . . . .	14,384,000	00	14,480,910	50					15,445,000	00
North East Pennsylvania, . . . . .	256,028	58	210,902	21	278,388	92	291,802	81	300,019	08
North Pennsylvania, . . . . .	5,825,500	00	6,820,736	40	7,140,566	67	7,121,925	00	7,150,489	68
New York, Lake Erie and Western, Oil Creek and Allegheny River, Olena, Bradford and Warren, Parker and Karns City, . . . . .	4,065,322	89	4,146,717	03					66,678,501	10
Peach Bottom, . . . . .	116,207	00			21,147	76			750	00
Pennsylvania, . . . . .	443,011	14	542,545	00	37,000	00			542,504	00
Pennsylvania Coal, . . . . .	54,219,760	00	55,219,760	00	555,172	00	552,275	00	55,911,300	00
Pennsylvania Inland, . . . . .	937,500	00	753,000	00	790,720	97	742,827	93	775,765	83
Pennsylvania and New York Canal and, Pennsylvania and Western, People's, . . . . .	3,000,000	00	3,000,000	00					3,000,000	00
Perkiomen, . . . . .	5,025,000	00								
Philadelphia and Baltimore Central, Philadelphia and Chester County, Philadelphia and Erie, Philadelphia, Newton and New York, Philadelphia and Reading, Philadelphia and Trenton, Philadelphia, Wilmington and Baltimore, Pickering Valley, Pittsburgh and Castle Shannon, . . . . .	26,770	00	29,148	87	33,127	99	33,318	04	33,191	55
Pittsburgh, Cincinnati and St. Louis, Pittsburgh, and Connellsville, Pittsburgh, Fort Wayne and Chicago, Pittsburgh and Lake Erie, Pittsburgh, Virginia and Charleston, Plymouth, . . . . .	2,404,040	87	2,497,155	29	2,631,326	48	2,048,378	42	2,697,853	83
Pennsylvania Company, Pittsburgh, Titusville and Buffalo, Pennsylvania, Poughkeepsie and N. E., Reading and Columbia, Reading and Lehigh, Salisbury, . . . . .	1,500,000	00	1,500,000	00	1,500,000	00	1,500,000	00	1,500,000	00
Selinsgrove and North Branch, Shamokin Valley and Pottsville, Shenango and Allegheny, Somerset and Cambria, . . . . .	17,914,244	11	18,173,885	16	13,900	00	13,375	00	15,655	00
	700,000	00							19,164,459	52
	56,428,006	42	71,228,673	09	78,371,174	76	79,354,565	47	82,400,690	58
	2,790,000	00	2,790,000	00			2,918,500	00	21,742	72
	556,585	62	575,058	66	594,078	03	613,867	81	3,913,500	00
	339,415	93	290,321	34	313,320	69	289,928	70	634,191	67
	17,251,917	57	17,809,584	43					289,928	70
	13,106,523	75	13,625,253	35	14,177,969	06	14,618,724	57	14,777,400	81
	13,535,000	00	13,510,000	00			13,510,000	00	14,784,389	83
	1,566,093	36	1,794,440	33					13,510,000	00
	274,495	19	274,495	19	274,495	19	274,495	19	2,751,550	35
			4,120,128	00	4,085,530	50	4,125,955	50	2,277,560	50
			2,443,885	19	2,443,576	57	2,004,166	67	274,495	19
	2,409,895	32							13,114,360	31
	254,112	91							4,125,955	50
	40,028	29	40,028	29	126,916	08	147,723	62	1,000,000	00
							137,000	00	2,004,166	67
	1,994,000	00							160,399	37
	1,163,578	20	1,268,870	27	1,225,100	86			137,000	00
	95,000	00	95,000	00	96,524	72			2,006,250	00
									75,000	00

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

XLVI

ANNUAL REPORT OF THE

[No. 9,

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
South Mountain,	1,016,600 00	1,016,000 00	1,056,000 00		
South Mountain Iron Company's,	376,000 00	376,000 00	376,000 00		
Southern Pennsylvania Railway and Mining Co.,	661,890 00	705,640 00	749,390 00		836,890 00
Southwest Pennsylvania,	927,283 96	1,116,500 00			989,500 00
Spring Brook,	21,500 00				
State Line and Sullivan,	100,000 00	100,000 00	456,850 00	472,769 40	441,677 86
Stony Creek,	428,751 83	466,520 19	499,726 82	512,021 65	559,234 29
Summit Branch,		1,146,977 94			
Sunbury and Lewistown,					500,000 00
Sharon,	12,000 00	169,493 62	156,000 00	156,000 00	156,000 00
Sunbury, Hazleton and Wilkes-Barre,					2,350,000 00
South Mountain Railway and Mining,					100,000 00
Tioga,	239,500 00	621,500 00	629,500 00	629,500 00	629,500 00
Tresckow,	84,492 41	100,866 84	100,866 81	100,866 81	101,454 31
Tyrone and Clearfield,	7,801 09	1,000,503 50			
Waynesburg and Washington,			69,585 00	114,090 78	113,987 07
West Chester,					11,000 00
West Chester and Philadelphia,	1,100,000 00	1,100,000 00	1,162,512 50	1,162,512 50	1,127,512 50
West Chester and Phoenixville,			1,200 00	2,180 19	
Western Maryland,	3,846,131 00	3,848,111 00	3,850,271 00	3,852,011 00	3,852,596 00
Western Pennsylvania,	3,000,000 00	3,000,000 00			3,044,508 00
Wheeling, Pittsburgh and Baltimore,		79,641 65			
Wilmington and Northern,	3,432,195 54				130,000 00
Wilmington and Western,	663,497 04	705,852 39			
<b>Total,</b>	<b>\$496,599,997 33</b>	<b>\$448,324,012 95</b>	<b>\$301,805,083 95</b>	<b>\$327,560,357 83</b>	<b>\$556,962,834 89</b>



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

LEG. DOC. 1

SECRETARY OF INTERNAL AFFAIRS.

XLVIII

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
Allegheny Valley. . . . .	\$23,750,028	79	\$23,963,025	66			\$21,705,169	82	\$23,982,212	94
Allentown, . . . . .	1,084,202	19	1,084,202	19	\$1,094,002	19	1,084,002	19	1,084,453	78
Atlantic and Great Western, . . . . .	81,279,696	21	131,340	57						
Bachman Valley, . . . . .	113,190	99	112,412	29	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
Barclay Coal, . . . . .					622,600	00	622,600	00	622,600	00
Bedford and Bridgeport, . . . . .	1,420,525	46	1,420,525	46					1,421,241	91
Bellefonte and Snow Shoe, . . . . .	458,181	33	458,181	33	458,181	33	323,291	10	458,181	33
Bell's Gap, . . . . .	221,122	13	221,122	13	221,122	13	201,346	66	216,899	58
Buffalo, New York and Philadelphia, . . . . .	6,053,075	85	6,285,381	94	6,403,226	17	5,498,034	96	6,801,048	03
Brownsville, . . . . .									186,850	00
Berlin Branch, . . . . .					72,000	29	73,887	91	75,157	97
Berlin, . . . . .									5,000	00
Catasauqua and Fogelsville . . . . .	742,156	64	642,156	64	658,335	59	523,185	59	658,335	59
Catawissa, . . . . .	6,126,500	00	6,126,500	00	6,206,628	08	6,206,668	08	6,206,668	08
Chartiers, . . . . .	1,129,991	61	1,131,003	11					1,122,336	10
Chester Creek, . . . . .	370,000	00	370,000	00	376,322	57	376,297	67	376,297	67
Chester and Delaware River, . . . . .	156,202	72	163,126	72	220,915	21	220,915	21	220,915	21
Chester Valley, . . . . .	1,371,900	00	1,371,900	00	1,371,900	00	1,371,900	00	1,774,400	00
Chestnut Hill, . . . . .	120,650	00	120,650	00	120,650	00	120,650	00	120,650	00
Cleveland and Pittsburgh, . . . . .	16,312,994	96	16,313,256	06	16,488,681	08	12,937,566	77	16,615,871	52
Colebrookdale, . . . . .	667,994	02	667,994	02	667,471	27	667,471	27	667,774	73
Columbia and Port Deposit, . . . . .	1,491,974	77	1,689,392	35					1,722,117	93
Connecting, . . . . .	2,484,262	06	2,358,789	12					2,347,588	74
Corning, Cowanesque and Antrim, . . . . .	2,400,000	00	2,458,585	10	2,400,000	00	1,900,000	00	2,400,000	00
Cornwall, . . . . .	423,643	23	431,926	88	433,679	84	351,620	77	443,118	91
Cumberland Valley, . . . . .	1,842,509	73	1,887,465	95	1,887,465	95	1,886,496	23	1,887,465	95
Danville, Hazleton and Wilkes-Barre, . . . . .			1,102,600	00						
Delaware and Hudson Canal, . . . . .	4,879,777	95	4,853,136	95	4,858,386	95	3,667,471	95	4,869,101	95
Delaware, Lackawanna and Western, . . . . .	27,871,799	61	28,816,561	11	22,741,313	77	16,873,486	12	23,454,891	05
Delaware River and Lancaster, . . . . .	5,159	92	17,200	00					17,200	00
Dillsburg and Mechanicsburg, . . . . .	177,429	16	177,429	16	177,429	16	177,429	16	168,171	85
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	4,790,054	29	4,797,992	93	4,804,235	67	4,548,697	99	4,815,379	85
Danville and Riverside, . . . . .							3,887	58	3,897	58
Delaware Western, . . . . .					816,821	11	742,203	79	816,821	11
Danville and Shamokin, . . . . .									20,000	00
East Brandywine and Waynesburg, . . . . .	444,180	00	522,550	00					537,464	57

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

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
East Broad Top, . . . . .	\$1,025,510	00	\$1,037,670	74	\$1,048,972	59	\$912,935	15	\$1,052,390	82
East Mahanoy, . . . . .	392,550	00	392,550	00	392,550	00	392,550	00	392,550	00
East Pennsylvania, . . . . .	1,769,766	68	1,884,683	79	1,884,683	79	1,884,683	79	1,884,683	79
Ebensburg and Cresson, . . . . .			122,000	00	122,000	00	122,000	00	122,000	00
Edgewood, . . . . .	27,431	23	27,431	23	30,172	36	28,172	36	30,172	36
Elmira and Williamsport, . . . . .	2,620,000	00	2,600,000	00	2,620,000	00	2,268,000	00	2,620,000	00
Erie, . . . . .	115,995,946	63	117,140,287	47						
Emlenton, Shippenville and Clarion, . . . . .					371,507	17	312,830	69	393,653	73
Erie and Pittsburgh, . . . . .	5,074,336	22	5,075,496	59	5,076,551	29	3,180,937	26	5,076,662	44
Fayette County, . . . . .	130,000	00	130,000	00	130,000	00	130,000	00	130,000	00
Foxburg, St. Petersburg and Clarion, . . . . .					112,358	22	119,933	65	160,950	51
Frankford and Holmesburg, . . . . .	159,427	07	159,427	07						
Greenlick Narrow Gauge, . . . . .			31,935	41	32,935	41	25,609	89	32,343	36
Geneva, Hornellsville and Pine Creek, . . . . .					340,659	27	425,175	00	442,175	00
Hanover Junction, Hanover and Gettysburg, . . . . .	466,995	00	470,085	58	474,331	00	387,816	00	479,138	36
Hanover Junction and Susquehanna, . . . . .	103,963	14	143,742	98	176,952	77	195,797	60	203,256	08
Harrisburg, Portsmouth, Mt. Joy and Lancaster, . . . . .	1,882,550	00	1,882,550	00					1,882,550	00
Harrisburg and Potomac, . . . . .	468,776	05	789,558	71	712,580	80	827,987	83	833,753	83
Huntingdon and Broad Top Mountain, . . . . .	4,210,152	09	4,249,303	44	4,366,190	83	4,376,620	92	4,376,091	38
Hanover and York, . . . . .			347,460	96	345,061	00	345,000	00	344,310	20
Huntingdon, Fulton and Franklin, . . . . .							2,000	00	2,000	00
Ironton, . . . . .	268,000	00	268,000	00	268,000	00	250,000	00	268,000	00
Jamestown and Franklin, . . . . .	2,516,597	34	2,517,634	52	2,530,414	07	2,530,646	84	2,530,872	61
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, . . . . .	782,962	27	789,395	19			812,723	61	833,362	76
Junction, . . . . .	927,383	12	1,045,121	12			1,064,730	50	1,064,730	50
Karns City and Butler, . . . . .					216,632	08				
Kendall and Eldred, . . . . .									150,000	00
Lake Shore and Michigan Southern, . . . . .	79,530,719	48	79,691,042	08	79,819,914	69	65,601,205	65	79,978,000	00
Lancaster and Reading, (narrow gauge,) . . . . .	142,041	43	142,041	43	142,041	43	142,041	43	142,041	43
Lawrence, . . . . .	791,917	89	806,260	75					800,343	72
Lawrenceville and Evergreen, . . . . .	10,000	00	12,381	86	24,881	86	23,275	94	23,481	00
Lehigh and Eastern, . . . . .	52,000	00					75,000	00		
Lehigh and Lackawanna, . . . . .	675,100	00	675,100	00	675,100	00	775,100	00	975,100	00
Lehigh and Susquehanna, . . . . .	13,232,332	90	13,705,901	09	13,799,817	88	13,802,955	70	13,814,255	90
Lehigh Valley, . . . . .	21,846,165	84	22,756,194	35	31,091,518	56	1,382,955	70	32,342,019	59
Lewisburg, Centre and Spruce Creek, . . . . .	1,102,057	69	1,292,158	40					1,404,089	83

Lygonier Valley, . . . . .	58,518	15	58,518	15	107,976	80	71,347	48	64,654	29
Little Saw Mill Run, . . . . .	133,842	64	137,076	39	119,650	00	101,017	16	186,162	18
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	50	1,416,187	00	1,416,187	00
Lykens Valley, . . . . .	595,767	24	595,767	24	595,767	24	578,767	24	595,767	24
McKean and Buffalo, . . . . .	817,138	55	833,110	88	829,128	84	802,156	95	839,223	84
Mifflin and Centre County, . . . . .	266,318	74	269,551	74	269,551	74	269,551	74	269,551	74
Mill Creek and Mine Hill Navigation, . . . . .	323,375	00	323,375	00	323,045	00	323,045	00	323,045	00
Mine Hill and Schuylkill Haven, . . . . .	4,022,500	00	4,022,500	00	3,977,808	41	3,977,808	41	3,977,808	41
Monongahela Inclined Plane, . . . . .	81,717	09	81,567	09	81,567	09	81,567	09	81,567	09
Mont Alto, . . . . .	235,000	00	236,674	34	235,000	00	217,799	02	320,000	00
Montrose, . . . . .	349,646	19	362,331	67	369,120	69	322,141	18	370,060	32
Mount Carbon and Port Carbon, . . . . .	282,815	45	282,815	45	282,815	45	282,815	45	282,815	45
Mouht Oliver Inclined Plane, . . . . .	82,327	55	82,568	86	82,815	53	82,215	53	82,215	53
Mount Pleasant and Broad Ford, . . . . .	178,972	99	178,972	99	201,669	69	201,669	69	201,669	69
Murcy Creek, . . . . .	156,400	00	12,500	00	341,950	00	345,450	00	354,750	00
Nesquehoning Valley, . . . . .	1,376,063	73	1,394,615	08	1,394,615	08	1,397,279	42	1,397,279	42
New Castle and Beaver Valley, . . . . .	827,614	91	828,087	29	828,120	29	834,082	79	852,632	96
New Castle and Franklin, . . . . .	958,769	59	1,039,156	27	1,062,852	98	1,011,494	69	56,202	26
New Castle and Mining, . . . . .	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Newry, . . . . .	22,657	31	22,657	31	35,503	16	23,573	71	23,573	71
Northern Central, . . . . .	16,745,406	53	17,450,776	45	17,450,776	45	17,402,157	77	17,402,157	77
North-East Pennsylvania, . . . . .	287,410	89	290,632	19	305,597	10	291,881	23	291,881	26
North Pennsylvania, . . . . .	9,930,798	21	11,156,963	95	10,076,969	05	8,392,492	42	10,145,013	01
Olena, Bradford and Warren, . . . . .	280,652	15	304,228	11	56,147	76	56,147	76	135,816	62
Parker and Karns City, . . . . .	576,475	00	576,475	00	645,240	00	646,248	00	73,040	00
Peach Bottom, . . . . .	53,666,966	41	56,518,478	57	56,518,478	57	56,518,478	57	50,162,848	97
Pennsylvania, . . . . .	2,000,000	00	2,000,000	00	2,000,000	00	2,000,000	00	2,000,000	00
Pennsylvania Coal, . . . . .	3,500	00	3,500	00	3,500	00	3,500	00	3,500	00
Pennsylvania Inland, . . . . .	6,570,536	99	6,859,096	78	5,841,660	39	5,841,660	39	5,841,660	39
Pennsylvania and New York Canal and, . . . . .	116,884	89	119,048	13	121,089	63	88,141	54	119,982	41
People's, . . . . .	2,042,819	12	2,055,296	62	2,056,191	62	2,056,629	34	2,057,732	28
Perkiomen, . . . . .	1,992,085	13	1,992,097	38	2,116,239	81	1,864,494	93	2,124,576	95
Philadelphia and Baltimore Central, . . . . .	61,577	65	61,577	65	61,577	65	61,577	65	153,398	25
Philadelphia and Chester County, . . . . .	24,219,397	00	26,145,184	89	26,145,184	89	26,145,184	89	26,176,101	35
Philadelphia and Erie, . . . . .	1,514,526	52	1,514,526	52	1,507,066	93	1,139,078	84	1,507,067	93
Philadelphia, Germantown and Norristown, . . . . .	761	20	761	20	761	20	761	20	761	20
Philadelphia and Merion, . . . . .	692,051	39	692,051	39	692,051	39	692,051	39	1,878,500	00
Philadelphia, Newton and New York, . . . . .	61,944,296	75	47,556,875	41	47,556,875	41	38,201,433	17	47,556,875	41
Philadelphia and Reading, . . . . .	1,545,950	41	1,545,950	41	1,545,950	41	1,545,950	41	1,799,295	19
Philadelphia and Trenton, . . . . .	12,236,875	46	12,476,446	54	12,476,446	54	13,026,536	71	13,029,265	96
Philadelphia, Wilmington and Baltimore, . . . . .	476,653	97	476,159	14	476,292	63	476,342	63	476,342	62
Pickering Valley, . . . . .										

D RAILROAD REPORT.

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

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
Pittsburgh and Castle Shannon, . . . . .	\$527,698	79	\$543,751	90	\$548,634	77	\$455,527	18	\$548,634	77
Pittsburgh, Cincinnati and St. Louis, . . . . .	19,827,550	46	19,882,005	10					19,942,294	81
Pittsburgh and Connellsville, . . . . .	12,452,532	09	12,498,369	47	12,489,369	47	12,018,670	98	12,489,369	47
Pittsburgh, Fort Wayne and Chicago, . . . . .	29,322,247	17	29,581,900	73			88,781,123	55	38,619,806	86
Pittsburgh and Lake Erie, . . . . .									4,344,045	23
Pittsburgh, Virginia and Charleston, . . . . .	1,306,028	42	1,331,444	13					2,057,884	62
Plymouth, . . . . .	274,495	19	274,495	19	286,545	19	286,545	19	286,545	19
Point Breeze, . . . . .					4,003	00	1,908	75	4,183	75
Pittsburgh, Titusville and Buffalo, . . . . .			9,010,383	00	9,070,622	16	8,473,622	16	9,061,122	16
Reading and Columbia, . . . . .	2,325,755	44	2,344,268	04	2,347,896	39	2,102,949	46	2,349,325	74
Salisbury, . . . . .	109,128	29	122,133	26	239,635	10	203,799	38	228,876	88
Schuylkill Valley Navigation and Railroad, . . . . .	576,840	94	576,840	94	576,840	96	576,840	96	576,840	96
Selinsgrove and North Branch, . . . . .	124,092	92					216,300	91	216,300	91
Shamokin Valley and Pottsville, . . . . .	2,863,450	00							1,208,050	00
Shenango and Allegheny, . . . . .	1,313,872	44	1,439,848	33	1,184,324	56				
Somerset and Mineral Point, . . . . .	189,040	00	190,154	83	191,591	64				
South Mountain, . . . . .	1,556,434	39	1,556,434	39						
South Mountain Iron Company's, . . . . .	388,480	63	388,480	63	342,841	34				
Southern Pennsylvania Railway and Mining, . . . . .	974,750	00	973,065	86	974,065	86	974,065	86	974,065	86
Southwark, . . . . .	58,468	00	58,468	00						
South-West Pennsylvania, . . . . .	1,331,428	97	1,578,255	27					1,568,299	87
Spring Brook, . . . . .	61,300	00								
State Line and Sullivan, . . . . .							1,102,807	41		
Stony Creek, . . . . .	522,113	11	525,785	56	490,283	71	497,054	42	497,138	28
Summit Branch, . . . . .	988,902	37	988,902	37						
Sunbury and Lewistown, . . . . .	1,900,000	00								
Sharon, . . . . .	73,083	69	343,298	62	355,000	00	355,000	00	356,064	67
Sunbury, Hazleton and Wilkes-Barre, . . . . .									3,500,000	00
Slate Ridge and Delta, . . . . .									109	00
South Mountain Railway and Mining, . . . . .									888,480	63
Tioga, . . . . .	1,356,547	04	1,796,831	07	2,027,761	64	1,534,366	67	2,045,934	89
Trescow, . . . . .	212,492	41	230,866	81	230,866	81	230,866	81	231,454	31
Tyrone and Clearfield, . . . . .	1,228,545	18	1,236,275	98					1,000,000	00
Uniontown and West Virginia, . . . . .			80,000	00						
Waynesburg and Washington, . . . . .			85,919	08	158,220	25	142,082	18	159,718	30
West Chester, . . . . .	205,486	64	205,486	64	205,835	64	205,835	64	165,000	00
West Chester and Philadelphia, . . . . .	1,716,412	17	1,732,876	67	2,077,987	65	2,078,011	86	20,049,189	51
Western Maryland, . . . . .	4,342,150	35	4,434,584	13	4,469,006	51	4,525,306	08	4,536,895	07

Western Pennsylvania, . . . . .	3,977,640	35	3,996,211	00	. . . . .	. . . . .	. . . . .	3,990,507	06	
Wheeling, Pittsburgh and Baltimore, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	44,006	31	464,620	66	462,620	66
Wilcox and Howard Hill Improvement, . . . . .	67,239	18	72,428	53	72,428	98	72,428	98	72,428	98
Wilmington and Reading, . . . . .	8,488,417	54	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Wilmington and Northern, . . . . .	796,720	58	797,693	84	1,203,100	00	1,203,100	00	. . . . .	. . . . .
<b>Total, . . . . .</b>	<b>\$740,173,058</b>	<b>83</b>	<b>\$675,459,341</b>	<b>44</b>	<b>\$349,553,568</b>	<b>57</b>	<b>\$345,590,320</b>	<b>38</b>	<b>\$565,029,919</b>	<b>35</b>

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

III

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Allegheny Valley, . . . . .	694,858	791,159		908,438	786,550
Atlantic and Great Western, . . . . .	1,194,252	918,768	833,190	902,302	963,491
Bachman Valley, . . . . .	8,305	2,669	1,428		
Barclay Coal Company, . . . . .	12,202	13,223	7,942		
Bellefonte and Snow Shoe, . . . . .	12,452	11,460	12,475	11,721	10,982
Bell's Gap, . . . . .			8,241	7,689	12,785
Buffalo, Bradford and Pittsburgh, . . . . .	4,715	5,249	7,813		
Buffalo, New York and Philadelphia, . . . . .	229,464	207,377	136,025	189,122	207,239
Berlin Branch, . . . . .			4,386	5,743	4,809
Buffalo Valley, . . . . .				3,363	
Berlin, . . . . .					1,727
Catawauqua and Foglesville, . . . . .	10,984	10,028	9,367	7,183	5,460
Chartiers, . . . . .	115,544	120,234		120,505	132,688
Chester and Delaware River, . . . . .	13,462				
Cleveland and Pittsburgh, . . . . .	665,683	635,684			690,398
Columbia and Port Deposit, . . . . .		9,884			
Corning, Cowanesque and Antrim, . . . . .	79,859	73,598	57,216	58,582	60,668
Cumberland Valley, . . . . .	376,133	377,397	349,141	325,551	323,045
Danville, Hazleton and Wilkes-Barre, . . . . .	376,133				
Delaware and Hudson Canal Company, . . . . .	186,047	162,151	119,215	116,177	132,835
Delaware, Lackawanna and Western, . . . . .	587,847	702,839	474,645	474,162	500,709
Dillsburg and Mechanicsburg, . . . . .					16,034
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	126,066	126,510	115,278	118,100	114,866
Delaware Western, . . . . .			28,297	24,957	32,204
East Broad Top, . . . . .		86,321	28,295	25,183	23,655
Elmira and Williamsport, . . . . .	116,919	165,013			121,681
Erie, . . . . .	5,052,855	5,042,831			
Eminton, Shippenville and Clarion, . . . . .			209,390	163,397	49,179
Erie and Pittsburgh, . . . . .	179,942	157,655		136,649	125,942
Foxburg, St. Petersburg and Clarion, . . . . .			15,158	73,163	29,453
Frankford and Holmesburg, . . . . .			89,787		
Greenlick Narrow Gauge, . . . . .		500		218	290
Hanover Junction, Hanover and Gettysburg, . . . . .	51,625	48,283	46,897	45,500	86,231
Harrisburg and Potomac, . . . . .	6,904	8,538	9,594	9,801	6,511
Huntingdon and Broad Top Mountain, . . . . .	51,407	54,175	47,362	43,618	46,560
Junction, . . . . .	401,315	850,650		308,237	278,125
Karns City and Butler, . . . . .			116,000		

ANNUAL REPORT OF THE

[No. 9,

Kendall and Eldred,					201,740
Lake Shore and Michigan Southern,	8,065,678	8,099,589	2,742,737	2,682,127	2,808,046
Lawrence,	63,210	54,286			85,527
Lawrenceville and Evergreen,	52,114	44,150	39,803	39,255	26,912
Lehigh and Lackawanna,	18,410	19,932	12,664	12,400	17,785
Lehigh and Susquehanna,	572,031	551,851	316,745	358,536	421,298
Lehigh Valley,	1,068,664	1,233,443	826,791		930,204
Ligonier Valley,				12,973	13,176
Little Saw Mill Run,		16,994	17,271	11,686	1,382
Lykens Valley,					21,243
McKean and Buffalo,	11,233	14,695	12,826	19,871	23,822
Monongahela Inclined Plane,	418,571	341,022	334,604	386,905	385,489
Mont Alto,	22,239	26,039	33,824	18,809	20,810
Montrose,	14,666	17,365		10,667	10,334
Mount Carbon and Port Carbon,					228,478
Mount Oliver Inclined Plane,		196,756	185,354	198,192	
Muncy Creek,	8,895	7,452	6,064		2,774
New Castle and Beaver Valley,	145,996	131,491		129,366	103,673
New Castle and Franklin,	85,758	35,253	44,432	33,634	32,791
Northern Central,	1,102,497	1,302,331			1,109,061
North-East Pennsylvania,	91,772	111,703	83,063	75,692	69,582
North Pennsylvania,	1,067,494	1,660,084	1,368,498	1,310,378	586,547
New York, Lake Erie and Western,					4,894,527
Oil Creek and Allegheny River,	241,516				
Olena, Bradford and Warren,			2,300		151,838
Parker and Karns City,	116,000		296,000		
Peach Bottom,			59,288	51,407	47,670
Pennsylvania,	5,609,787	6,926,016			5,948,645
Pennsylvania Coal,	5,765	3,667	2,437	4,772	9,415
Pennsylvania and New York Canal and,	201,907	333,785	170,853		140,118
People's,	115,730	114,673		66,873	
Perkiomen,					66,458
Philadelphia and Baltimore Central,	253,907	279,703	227,913	211,115	202,124
Philadelphia and Erie,	612,402	696,560			459,102
Philadelphia and Reading,	6,938,129	10,936,157	6,674,889	6,376,413	7,908,648
Philadelphia and Trenton,	1,723,586	5,231,969			1,745,977
Philadelphia, Wilmington and Baltimore,	2,152,901	2,818,560		2,243,781	2,371,114
Pittsburgh and Castle Shannon,	107,694	132,432	188,994	169,213	143,893
Pittsburgh, Cincinnati and St. Louis,	692,243	784,561			771,103
Pittsburgh and Connellsville,	668,153	703,403	737,914	764,307	852,542
Pittsburgh, Fort Wayne and Chicago,	2,200,446	2,201,227		2,257,404	2,230,334
Pittsburgh, Titusville and Buffalo,		286,953		281,919	236,554
Pittsburgh, Virginia and Charleston,	249,606	253,276	817,914		

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

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Reading and Columbia, . . . . .	187,239	248,335	207,619	197,984	200,130
Salisbury, . . . . .				1,446	7,454
Shamokin Valley and Pottsville, . . . . .	82,182	71,003			46,443
Shenango and Allegheny, . . . . .	22,365	34,374	33,533		
Somerset and Mineral Point, . . . . .	20,328	22,574	19,702		
South Mountain Iron Company's, . . . . .		8,904			
State Line and Sullivan, . . . . .		1,357	8,482	6,859	8,154
Stony Creek, . . . . .	47,547	44,844	42,189	42,725	18,725
Summit Branch, . . . . .	22,852	24,974		18,081	
South Mountain Railway and Mining, . . . . .					36,666
Tioga, . . . . .	66,572	54,890	77,341	71,977	78,186
Waynesburg and Washington, . . . . .					24,232
West Chester and Philadelphia, . . . . .	901,441	960,074	804,081	756,469	738,127
Western Maryland, . . . . .	309,245		339,111	368,956	362,168
Wheeling, Pittsburgh and Baltimore, . . . . .	57,419	58,302	52,316	43,681	44,026
Wilmington and Northern, . . . . .	99,804	83,760			93,538
Wilmington and Northern, . . . . .	20,646	32,044	64,695	76,715	
<b>Total, . . . . .</b>	<b>41,056,060</b>	<b>51,829,822</b>	<b>19,838,311</b>	<b>23,404,983</b>	<b>41,583,552</b>



COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Allegheny Valley, . . . . .	2,054,995	2,202,321		2,190,944	2,335,820
Atlantic and Great Western, . . . . .	2,583,362	2,641,360	2,761,498	2,647,146	3,259,843
Bachman Valley, . . . . .	14,936	8,614	6,097		
Barclay Coal Company, . . . . .	377,653	392,006	366,958		
Bellefonte and Snow Shoe, . . . . .	93,477	87,165	69,672	54,562	83,368
Bell's Gap, . . . . .	71,897	80,397	78,407	88,605	88,628
Buffalo, New York and Philadelphia, . . . . .	313,467	375,090	503,317	731,385	1,063,256
Berlin Branch, . . . . .			1,070	38,881	7,126
Buffalo Valley, . . . . .			8,680	6,244	
Berlin, . . . . .					4,568
Catasauqua and Foglesville, . . . . .	230,187	261,542	251,675	318,192	299,023
Chartiers, . . . . .	33,047	64,821		106,988	167,608
Chester and Delaware River, . . . . .	7,553				
Cleveland and Pittsburgh, . . . . .	1,323,380	1,189,862			1,810,187
Columbia and Port Deposit, . . . . .		7,806			
Corning, Cowansesque and Antrim, . . . . .	621,381	621,592	422,609	507,185	707,885
Cornwall, . . . . .	220,662	340,524	410,605	442,212	537,371
Cumberland Valley, . . . . .	357,364	358,664	320,510	318,696	374,172
Danville, Hazleton and Wilkes-Barre, . . . . .	34,377				
Delaware and Hudson Canal Company, . . . . .	2,606,710	1,760,272	1,590,372	2,045,762	3,102,849
Delaware, Lackawanna and Western, . . . . .	2,898,344	2,923,069	2,922,803	3,193,531	5,283,442
Dillsburg and Mechanicsburg, . . . . .			51,835		
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	308,102	350,092	419,018	330,673	254,164
Delaware Western, . . . . .			88,218	81,622	113,637
East Broad Top, . . . . .	72,017	127,646	116,130	132,463	169,692
Edgewood, . . . . .	24,612	27,240	52,223	63,318	92,000
Elmira and Williamsport, . . . . .	547,242	593,310			1,118,693
Erie, . . . . .	6,239,943	5,972,818			
Eminton, Shippenville and Clarion, . . . . .			83,387	16,318	11,097
Erie and Pittsburgh, . . . . .	609,608	594,612		753,020	715,282
Foxburg, St. Petersburg and Clarion, . . . . .			793	2,881	5,202
Frankford and Homlesburg, . . . . .			9,922		
Greenlick Narrow Gauge, . . . . .		22,040	18,276	11,065	12,567
Hanover Junction, Hanover and Gettysburg, . . . . .		44,713	46,572	40,366	57,485
Harrisburg and Potomac, . . . . .	36,333	41,707	35,373	30,342	35,780
Huntingdon and Broad Top Mountain, . . . . .	485,458	394,078	338,316	394,788	415,337
Ironton, . . . . .	69,243	49,832	73,387	77,789	80,531

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SECRETARY OF INTERNAL AFFAIRS.

14

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.—Continued.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Karns City and Butler,			14,676		
Kendall and Eldred,					40,862
Keystone Coal and,					57,490
Lake Shore and Michigan Southern,	5,022,492	5,635,167	5,513,798	6,098,445	7,541,794
Lawrence,	419,863	503,795			702,189
Lawrenceville and Evergreen,	134	90			
Lehigh and Lackawanna,	33,800	33,636	37,103	37,832	49,780
Lehigh and Susquehanna,	2,752,483	3,390,836	3,028,466	2,513,844	5,074,206
Lehigh Valley,	5,395,565	6,145,322	6,838,700		7,670,023
Ligonier Valley,				8,000	12,642
Little Saw Mill Run,	86,512	149,943	119,251	88,235	540,090
Lykens Valley,					465,908
McKean and Buffalo,	35,210	85,614	75,982	98,465	100,349
Mont Alto,	7,827	6,340	6,174	8,729	22,634
Montrose,	9,924	10,864	7,463	7,172	9,181
Mount Pleasant and Broad Ford,		17,863			
Muncy Creek,			13,187	18,460	11,584
New Castle and Beaver Valley,	816,740	790,980		938,444	1,004,916
New Castle and Franklin,	11,370	18,550	42,562	44,615	68,692
New Castle and Mining,			4,860	1,909	9,475
Northern Central,	2,760,192	2,575,474			3,964,918
North-East Pennsylvania,	20,453	20,044	20,771	14,749	12,237
North Pennsylvania,	912,003	839,131	858,467	917,484	607,724
New York, Lake Erie and Western,					8,212,641
Olena, Bradford and Warren,			1,070		18,195
Parker and Karns City,	18,816		35,098		
Peach Bottom,			23,285	23,026	22,624
Pennsylvania,	9,115,368	9,922,911			13,684,041
Pennsylvania Coal,	1,518,247	1,010,712	1,041,487	991,106	1,548,630
Pennsylvania and New York Canal and,	1,496,135	1,621,106	1,813,395		2,104,551
People's,		2,269			
Perkiomen,					310,729
Philadelphia and Baltimore Central,	133,889	141,293	143,110	131,308	146,850
Philadelphia and Erie,	2,396,434	2,517,470			4,130,126
Philadelphia and Reading,	10,099,040	10,236,328	11,833,826	10,883,317	14,673,159
Philadelphia and Trenton,	2,053,024	2,001,825			3,156,040
Philadelphia, Wilmington and Baltimore,	333,309	448,774		793,365	1,095,142

Pittsburgh and Castle Shannon, . . . . .	105,190	108,085	79,758	70,245	71,488
Pittsburgh, Cincinnati and St. Louis, . . . . .	1,535,114	1,792,057			2,728,461
Pittsburgh and Connellsville, . . . . .	1,490,747	1,547,156	1,551,552	10,829,465	2,045,367
Pittsburgh, Fort Wayne and Chicago, . . . . .	2,504,245	2,629,607		2,990,187	3,786,824
Pittsburgh and Lake Erie, . . . . .					371,461
Pittsburgh, Virginia and Charleston, . . . . .	86,497	119,011			
Pittsburgh, Titusville and Buffalo, . . . . .	789,711	755,342	724,483	522,432	625,669
Reading and Columbia, . . . . .	290,354	281,851	302,187	265,122	349,361
Salisbury, . . . . .		85,584	83,264	70,315	91,562
Shamokin Valley and Pottsville, . . . . .		912,123	688,700		1,149,275
Sharpville, Wheatfield, Sharon and Greenfield, . . . . .		10,135			
Shenango and Allegheny, . . . . .	264,092	265,196	349,229		
Somerset and Mineral Point, . . . . .	7,247	7,338	7,162		
South Mountain Iron Company's, . . . . .	19,569	15,021			
Spring Brook, . . . . .	12,000				
State Line and Sullivan, . . . . .		6,486			52,993
Stony Creek, . . . . .	15,361	10,583	14,021	20,616	6,305
Summit Branch, . . . . .	576,289	428,965		412,463	
South Mountain Railway and Mining, . . . . .					37,321
Tioga, . . . . .	507,648	501,442	478,742	529,294	691,137
Waynesburg and Washington, . . . . .					8,009
West Chester and Philadelphia, . . . . .	94,538	92,507	97,726	84,953	95,439
Western Maryland, . . . . .	106,798	112,689	131,367	136,021	136,220
Wheeling, Pittsburgh and Baltimore, . . . . .	9,471	24,307	20,263	20,627	15,130
Wilmington and Reading, } now Northern, { . . . . .	246,361	224,916			241,352
Wilmington and Western, } . . . . .	59,981	75,820	217,830	198,468	
<b>Total, . . . . .</b>	<b>85,247,749</b>	<b>79,382,012</b>	<b>46,582,063</b>	<b>44,894,492</b>	<b>111,727,809</b>

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
Allegheny Valley, . . . . .	\$2,392,341	25	\$2,438,254	50			2,012,273	97	1,711,696	57
Allentown, . . . . .	2,531	35	2,348	26	3,419	21	1,410	52	2,196	01
Atlantic and Great Western, . . . . .	3,913,649	68	3,661,206	48	3,961,506	66	3,844,290	38	4,135,296	47
Bachman Valley, . . . . .	6,021	29	3,674	11	2,562	06	2,619	72	4,970	00
Barclay Coal Company, . . . . .	48,220	58	56,011	88	47,773	23				
Bellefonte and Snow Shoe, . . . . .	246,676	57	204,680	57	48,655	31	37,096	12	40,966	47
Bell's Gap, . . . . .	38,146	42	44,031	77	41,963	89	41,570	11	41,628	79
Buffalo, New York and Philadelphia, . . . . .	613,176	55	656,513	75	665,388	73	864,868	59	954,682	87
Berlin Branch, . . . . .					2,184	09	3,011	33	3,018	72
Buffalo Valley, . . . . .					3,523	33	3,065	14		
Berlin, . . . . .									1,937	08
Catasauqua and Fogelsville, . . . . .	80,229	46	83,802	85	90,658	55	112,369	94	98,222	11
Catawissa, . . . . .					226,000	00	226,000	00		
Chartiers, . . . . .	72,148	78	77,176	08			84,487	38	84,658	72
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, . . . . .	2,629,037	15	2,474,861	52					2,414,150	09
Colebrookdale, . . . . .	9,190	28	11,808	06	8,374	88	7,888	54	9,961	38
Columbia and Port Deposit, . . . . .			7,417	43						
Corning, Cowanesque and Antrim, . . . . .	316,696	26	341,082	14	312,277	33	404,664	87	454,014	65
Cornwall, . . . . .	47,438	01	70,612	77	84,070	69	87,384	32	117,376	61
Cumberland Valley, . . . . .	526,076	14	547,993	65	519,851	37	512,121	03	503,597	89
Delaware and Hudson Canal, . . . . .	1,050,686	25	907,536	24	721,526	32	872,428	85	1,211,590	03
Delaware, Lackawanna and Western, . . . . .	6,282,107	90	4,051,285	93	3,617,659	35	3,699,600	85	5,371,297	39
Dillsburg and Mechanicsburg, . . . . .	20,669	65	22,673	44	19,324	31			19,209	62
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	350,147	21	398,636	25	342,272	48	331,798	18	283,134	24
Delaware Western, . . . . .					45,346	06	43,291	36	53,339	57
East Broad Top, . . . . .	67,618	63	94,689	37	79,591	48	90,808	05	97,738	93
East Mahanoy, . . . . .			25,804	35					25,679	21
Edgewood, . . . . .	3,409	38	1,360	13	2,611	15	1,899	42		
Elmira and Williamsport, . . . . .	649,160	00	633,316	40	218,002	60	165,000	00	495,303	61
Erie, . . . . .	17,677,746	49	16,539,765	33						
Emlenton, Shippenville and Clarion, . . . . .									46,589	61
Erie and Pittsburgh, . . . . .	519,313	52	539,315	93			531,297	36	577,802	25
Fayette County, . . . . .							9,000	00	9,000	00
Foxburg, St. Petersburg and Clarion, . . . . .					6,655	39	30,432	76	20,098	38
Frankford and Holmesburg, . . . . .					5,993	51				

Greenlick Narrow Gauge		6,976	24	6,849	61	3,491	89	8,955	24	
Hanover Junction, Hanover and Gettysburg,	79,808	25	59,622	53	55,955	69	54,037	70	52,880	66
Harrisburg and Potomac,	9,822	98	11,671	99	11,552	80	10,756	35	11,294	42
Huntingdon and Broad Top Mountain,	825,011	36	272,455	22	261,410	25	240,041	47	253,689	86
Hanover and York,					64,463	85	55,849	15		
Ironton,	23,998	09	27,290	85	29,195	68	34,702	08	32,404	61
Jamestown and Franklin,	223,847	11	225,102	97	218,440	05	205,036	55	164,176	91
Junction,	168,200	83	228,435	99			186,625	94	177,375	59
Karns City and Butler,					115,111	20				
Kendall and Eldred,									148,076	38
Lake Shore and Michigan Southern,	14,434,198	76	13,948,585	83			13,979,766	42	15,271,492	47
Lawrence,	174,257	13	178,172	33					172,693	07
Lawrenceville and Evergreen,	3,504	55	4,941	12	2,461	72	2,954	69	1,994	44
Lehigh and Lackawanna,	39,873	96	33,191	04	30,899	45	27,838	07	31,942	81
Lehigh and Susquehanna,	8,173,646	00	2,769,825	94	1,939,534	05	1,874,052	70	2,413,761	89
Lehigh Valley,	6,046,495	44	7,049,646	56	6,488,063	62			6,540,363	74
Ligonier Valley,							9,145	40	13,509	99
Little Saw Mill Run,	43,247	34	36,619	96	28,681	69	23,629	14	43,014	59
Littlestown,					16,706	54	16,720	99	15,175	34
Little Schuylkill Navigation,			242,703	81	267,282	85	227,672	43		
Lykens Valley,			62,843	42	62,882	03	6,297	39	142,090	21
McKean and Buffalo,	25,819	19	57,219	39	51,267	89	60,620	87	50,238	03
Mine Hill and Schuylkill Haven,					321,800	00			321,800	00
Monongahela Inclined Plane,	24,721	72	18,808	54	15,482	13	15,135	83	16,733	81
Mont Alto,	11,444	62	8,216	59	9,050	08	7,755	20	17,339	01
Montrose,	22,449	54	25,559	59	19,161	72	27,895	69	20,884	10
Mount Carbon and Port Carbon,					36,250	00	36,250	00		
Mount Oliver Inclined Plane,	9,353	20	9,476	05	8,905	59	9,644	45	10,849	50
Muncy Creek,			8,305	26	8,569	70	9,104	23	8,805	46
Nesquehoning Valley,					130,000	00	130,000	00		
New Castle and Beaver Valley,	357,181	45	806,897	49	101,267	22	122,675	88	255,395	68
New Castle and Franklin,	39,925	70	39,943	98	52,005	71	43,617	74	53,199	56
Northern Central,	8,246,348	45	2,889,074	35					2,809,558	37
North East Pennsylvania,	24,645	00	27,708	93	22,855	71	19,904	61	17,449	10
North Pennsylvania,	1,417,734	61	1,676,865	91	1,482,705	20	1,460,923	72	1,021,183	84
New York, Lake Erie and Western,									16,351,838	71
Olena, Bradford and Warren,					833	00			75,795	68
Oil Creek and Allegheny River,	809,796	01								
Parker and Karns City,	102,332	92			170,098	87				
Peach Bottom,			52,715	19	46,983	24	43,160	57	39,974	44
Pennsylvania,	20,493,251	97	20,788,075	62					21,743,628	31
Pennsylvania Coal,	22,119	85	15,661	31	8,564	65	7,229	07	12,105	13
Pennsylvania and New York Canal and,	1,480,269	67	1,677,706	19	1,562,335	27			1,322,937	92

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

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
Peoples',	\$15,296	58	\$14,284	40	\$9,654	05	\$7,897	40	\$7,997	68
Perkiomen,	22,397	05	66,338	89	67,134	21	72,773	10	194,690	44
Philadelphia and Baltimore Central,	284,027	84	304,425	54	275,672	23	257,870	46	255,772	81
Philadelphia and Erie,	3,365,897	24	3,352,979	15					3,091,807	81
Philadelphia, Germantown and Norristown,	278,073	66	277,923	34			278,495	86		
Philadelphia, Newton and New York,			3,038	82						
Philadelphia and Reading,	15,002,817	81	12,328,835	71	13,004,419	51	12,251,675	15	13,992,239	58
Philadelphia and Trenton,	1,942,922	40	3,076,343	81					1,901,736	10
Philadelphia, Wilmington and Baltimore,	2,849,553	60	3,305,437	87			2,660,445	85	2,852,089	14
Pickering Valley,	4,503	45	5,167	04	4,151	97	3,776	88	4,123	87
Pittsburgh and Castle Shannon,	375,930	47	390,582	07	123,454	83	106,317	37	141,245	03
Pittsburgh, Cincinnati and St. Louis,	3,175,970	00	3,282,705	50					3,625,686	19
Pittsburgh and Connellsville,	1,480,784	66	1,658,974	35	1,388,434	22	1,542,753	75	1,598,113	63
Pittsburgh, Fort Wayne and Chicago,	7,925,830	80	7,886,316	04			7,871,294	97	8,453,640	15
Pittsburgh, Virginia and Charleston,	123,593	80	127,738	70					144,734	25
Pennsylvania Company,							1,090,176	21	1,406,846	78
Pittsburgh, Titusville and Buffalo,			706,019	20	687,073	18	526,701	04	467,135	80
Reading and Columbia,	290,299	68	275,412	79	255,074	33	254,764	44	274,844	43
Salisbury,			3,588	00	8,393	81	7,563	69	11,837	65
Schuylkill Valley Navigation and Railroad Co.,							29,450	00		
Shamokin Valley and Pottsville,	410,022	98	280,885	16					416,561	95
Sharpsville, Wheatfield, Sharon and Greenfield,	2,025	85								
Shenango and Allegheny,	201,039	88	188,809	23	254,038	62				
Somerset and Cambria,	12,671	94	11,169	94	9,327	85			1,539	37
South Mountain Iron Company's,	15,146	01	12,274	71						
Southern Pennsylvania Railway and Mining Co.,	23,231	17	18,422	40	16,490	27			15,693	90
State Line and Sullivan,			21,695	39	28,146	22	65,113	62	63,087	63
Stony Creek,	15,970	42	17,006	12	15,898	64	17,943	57	15,652	65
Summit Branch,	349,117	30	244,469	08			131,412	87		
South Mountain Railway and Mining,									22,528	41
Tioga,	286,660	28	298,771	54	334,076	96	325,446	22	387,224	65
Waynesburg and Washington,							20,763	11	27,051	83
West Chester and Philadelphia,	350,540	92	369,544	90	332,274	41	312,486	64	304,452	02
Western Maryland,	293,718	04	311,902	55	332,085	87	347,201	63	347,442	66
Wheeling, Pittsburgh and Baltimore,	48,321	48	50,880	18	42,934	65	40,984	25	41,193	30
Wilmington and Reading,	197,776	39	157,791	81	2,914	24				
Wilmington and Northern, } now Northern, }	40,277	25	46,109	34	135,934	39	129,681	44	154,204	82
<b>Total,</b>	<b>\$131,798,375</b>	<b>69</b>	<b>\$125,780,841</b>	<b>57</b>	<b>\$42,078,109</b>	<b>36</b>	<b>\$61,448,962</b>	<b>53</b>	<b>\$128,984,838</b>	<b>82</b>

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
Allegheny Valley, . . . . .	\$1,395,617	40	\$1,353,158	77			\$1,042,991	15	\$985,977	75
Allentown, . . . . .					\$1,038	25	757	10	1,236	90
Atlantic and Great Western, . . . . .	3,241,094	87	2,954,391	81	3,043,881	94	3,026,524	08	3,433,493	05
Sachman Valley, . . . . .	2,532	91	1,389	96	2,536	05	2,630	53	3,263	63
Barclay Coal Company, . . . . .	93,223	53	86,630	64	75,767	93				
Bellefonte and Snow Shoe, . . . . .	59,510	32	51,200	03	59,851	22	50,237	50	52,204	54
Bell's Gap, . . . . .	18,504	85	17,018	46	14,601	39	19,424	95	23,493	37
Buffalo, New York and Philadelphia, . . . . .	334,797	38	427,982	82	328,793	93	414,419	44	574,327	37
Berlin Branch, . . . . .					865	11	425	83	2,526	71
Buffalo Valley, . . . . .					3,523	23	3,216	69		
Berlin, . . . . .									2,012	88
Catasauqua and Fogelsville, . . . . .	52,212	22	46,094	40	47,889	09	50,878	30	54,378	80
Chartiers, . . . . .	36,897	84	32,944	31					54,064	01
Chester and Delaware River, . . . . .	6,198	82								
Cleveland and Pittsburgh, . . . . .	1,287,131	83	1,292,683	56					1,866,720	48
Colebrookdale, . . . . .					406	52	36,304	63	36,648	58
Columbia and Port Deposit, . . . . .			5,429	48						
Corning, Cowanesque and Antrim, . . . . .	185,600	89	172,276	11	192,016	90	291,310	82	326,312	29
Cornwall, . . . . .	17,699	54	23,153	50	32,071	72	35,477	84	27,360	30
Cumberland Valley, . . . . .	265,481	34	249,892	46	265,598	29	312,560	73	260,468	48
Delaware and Hudson Canal Company, . . . . .	770,454	99	623,342	52	473,775	35	474,210	13	608,126	30
Delaware, Lackawanna and Western, . . . . .	1,822,184	90	1,190,422	51	1,512,818	29	1,379,119	43	1,825,264	03
Dillsburg and Mechanicsburg, . . . . .					10,092	15			12,701	81
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	344,772	95	343,412	41	365,113	02	332,423	47	303,243	51
Delaware Western, . . . . .					85,366	98	34,787	98	43,793	81
East Broad Top, . . . . .	39,708	71	52,274	34	44,202	77	52,685	14	55,413	70
East Mahanoy, . . . . .									25,425	42
Edgewood, . . . . .	5,044	63	924	76	1,285	04	1,899	42		
Elmira and Williamsport, . . . . .	513,538	59	541,097	03					704,934	04
Erie, . . . . .	12,679,130	95	12,231,201	78						
Eminton, Shippenville and Clarion, . . . . .					91,818	50	70,139	07	38,290	33
Erie and Pittsburgh, . . . . .	380,060	99	355,966	26			381,017	14	414,233	00
Fayette County, . . . . .							465	76	432	68
Foxburg, St. Petersburg and Clarion, . . . . .					12,305	03	31,630	86	21,224	22
Frankford and Holmesburg, . . . . .					8,901	38				
Greenlick Narrow Gauge, . . . . .			4,436	91	3,534	89	3,610	28	3,771	28
Hanover Junction, Hanover and Gettysburg, . . . . .	47,820	55	33,718	76	42,931	59	88,879	48	36,902	21

[Leg. Doc.]

SECRETARY OF INTERNAL AFFAIRS.

LXI

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
Hanover Junction and Susquehanna, . . . . .					176,952	77				
Harrisburg and Potomac, . . . . .	6,255	84	7,877	50	8,352	55	9,009	49	9,721	46
Huntingdon and Broad Top Mountain, . . . . .	166,259	59	125,332	87	51,333	02	125,032	50	129,204	75
Hanover and York, . . . . .			41,907	77	45,969	68	34,340	81		
Ironton, . . . . .	17,381	10	12,150	60	15,245	10	17,699	59	17,808	66
Jamestown and Franklin, . . . . .					131,064	03	124,967	17	100,022	56
Junction, . . . . .	81,312	30					98,562	65	98,977	45
Karns City and Butler, . . . . .					60,079	21				
Kendall and Eldred, . . . . .									44,806	90
Lake Shore and Michigan Southern, . . . . .	10,532,829	79	9,573,935	52	8,968,963	65	8,846,600	87	8,934,524	42
Lawrence, . . . . .	89,760	13	88,723	87					94,531	22
Lawrenceville and Evergreen, . . . . .	3,468	48	2,919	32	3,120	48	2,731	39	2,199	50
Lehigh and Lackawanna, . . . . .	27,948	38	23,558	25	23,562	64	23,005	41	31,942	81
Lehigh and Susquehanna, . . . . .	1,717,898	61	1,279,563	30	1,048,615	35	912,473	99	1,149,655	02
Lehigh Valley, . . . . .	3,262,861	97	3,842,750	04	3,341,566	68			2,996,981	28
Ligonier Valley, . . . . .									5,769	92
Little Saw Mill Run, . . . . .	36,087	23	17,832	98	21,675	76	20,203	80	24,065	28
Littlestown, . . . . .					16,235	64	16,215	05	12,456	38
Little Schuylkill Navigation, . . . . .					77,788	84	218,471	66		
Lykens Valley, . . . . .					1,541	77	1,701	61	142,048	36
McKean and Buffalo, . . . . .	25,208	78	28,994	71	21,946	38	4,774	78	23,959	04
Monongahela Inclined Plane, . . . . .	11,334	02	10,490	62	8,580	87	7,843	51	7,885	71
Mont Alto, . . . . .	7,340	82	7,332	94	8,289	89	7,366	06	13,269	81
Montrose, . . . . .	13,751	48	16,162	13	14,762	78	14,127	68	18,053	10
Mount Oliver Inclined Plane, . . . . .	5,632	53	7,821	99	5,863	38	5,541	33	5,709	20
Muncy Creek, . . . . .			6,687	40	6,041	80	7,907	31	7,367	65
New Castle and Beaver Valley, . . . . .	188,973	73	182,656	37	10,544	20	16,445	81	154,188	38
New Castle and Franklin, . . . . .	25,716	11	22,801	20	30,363	30	27,207	92	31,154	75
Northern Central, . . . . .	2,092,661	76	2,048,110	92					1,916,624	79
North-East Pennsylvania, . . . . .					5,494	85	4,459	06		
North Pennsylvania, . . . . .	905,542	27	889,346	78	1,052,758	08	887,862	49	460,748	48
New York, Lake Erie and Western, . . . . .									11,174,698	95
Olena, Bradford and Warren, . . . . .					595	08			39,455	63
Parker and Karns City, . . . . .	49,669	33			87,099	06				
Peach Bottom, . . . . .					31,615	69	6,777	26	17,576	08
Pennsylvania, . . . . .	11,749,053	36	12,452,689	23					11,751,620	55
Pennsylvania Coal, . . . . .	559,000	00	276,500	00			6,800	00	890,000	00



Pennsylvania and New York Canal and People's, . . . . .	941,111 15,651	18 34	1,069,972 8,894	08 68	921,088 8,788	29 59	. . . . . 2,370	23 23	748,351 7,351	90 31
Perkiomen, . . . . .					8,788	59	171,021	34	128,819	18
Philadelphia and Baltimore Central, Philadelphia and Erie, . . . . .	184,796 2,228,483	22 68	179,724 2,188,415	77 92	215,618	66	7,786,282	79	171,767	65
Philadelphia and Reading, Philadelphia and Trenton, . . . . .	6,059,624 1,013,342	53 91	6,129,757 1,049,664	72 64	8,277,308	51	282,005	04	2,130,258	07
Philadelphia, Wilmington and Baltimore, Pickering Valley, . . . . .	1,668,235 64,585	26 20	1,729,393 66,257	40 87			2,476	69	9,471,613	24
Pittsburgh and Castle Shannon, Pittsburgh, Cincinnati and St. Louis, Pittsburgh and Connellsville, . . . . .	2,400,951 1,322,924	86 44	2,386,375 1,129,300	54 05	982,015	58	100,832	21	933,482	62
Pittsburgh, Fort Wayne and Chicago, Pittsburgh and Lake Erie, . . . . .	4,586,097 87,750	93 51	4,798,624 87,393	50 15			964,441	47	1,567,742	41
Pittsburgh, Virginia and Charleston, Point Breeze, . . . . .							4,138,137	01	23,790	46
Pennsylvania Company, Pittsburgh, Titusville and Buffalo, Reading and Columbia, . . . . .	570,875 220,637	86 21	455,828 172,160	47 16	427,909	08	97,167	99	117,626	88
Salisbury, Shamokin Valley and Pottsville, Sharpville, Wheatfield, Sharon and Greenfield, Shenango and Allegheny, . . . . .	204,726 86,341	72 15	151,449 1,832	97 97	118,757	87	180	75	2,033,646	67
Somerset and Cambria, . . . . .	4,751	63	4,362	56	5,046	10	342,138	33	965,831	58
South Mountain Iron Company's, Southern Pennsylvania Railway and Mining Co., State Line and Sullivan, . . . . .	13,589 20,620	77 71	6,974	65	4,873	90	181,139	98	4,534,989	50
Stony Creek, Summit Branch, . . . . .	53,376 18,996	91 59	26,983	18	15,918	28	5,821	51	177,725	77
South Mountain Railway and Mining, Tioga, . . . . .	92,575 172,490	12 70	147,228	95	207,469	44			60,141	11
Waynesburg and Washington, West Chester and Philadelphia, . . . . .	183,465 264,735	52 81	188,571 206,219	01 56	188,295	56	47,089	86	276,805	20
Western Maryland, Wheeling, Pittsburgh and Baltimore, Wilmington and Reading, } now Northern, } Wilmington and Western, }	47,784 147,762 35,543	96 35 63	45,646 138,662 37,501	40 80 69	42,845 1,566 126,714	92 74 15	5,558 118,440	29 37	174,697	86
							179,918	94	7,518	49
							28,122	42	129,757	22
							166,359	41		
							217,275	43	687	75
							36,162	82	15,114	82
							147,909	68	47,017	51
									20,631	47
									14,395	19
									215,653	63
									19,589	34
									171,750	73
									274,347	58
									33,594	76
									148,380	25
Total, . . . . .	\$77,855,731	27	\$75,723,845	58	\$33,953,155	60	\$34,547,382	44	\$75,731,288	67

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allegheny Valley, . . . . .	10	39	19	30	.	.	17	22	8	12
Atlantic and Great Western, . . . . .	5	29	3	15	8	14	9	7	7	9
Barclay Coal Company, . . . . .	.	1	1	.	1	.	.	.	.	.
Bellefonte and Snow Shoe, . . . . .	.	.	1	1	.	2	1	6	.	.
Bell's Gap, . . . . .	1	1	.	.	.	.	.	.	.	.
Buffalo, New York and Philadelphia, . . . . .	.	.	4	2	3	2	4	.	9	10
Buffalo Valley, . . . . .	.	.	.	.	.	1	.	.	.	.
Catasauqua and Fogelsville, . . . . .	.	.	1	.	.	.	.	.	.	.
Catawissa, . . . . .	.	.	.	.	.	.	.	2	.	.
Chartiers, . . . . .	2	1	.	2	.	.	.	.	2	.
Cleveland and Pittsburgh, . . . . .	11	3	1	6	.	.	.	.	2	5
Corning, Cowanesque and Antrim, . . . . .	1	.	.	.	3	.	1	.	1	4
Cornwall, . . . . .	.	.	.	.	.	.	.	.	.	1
Cumberland Valley, . . . . .	2	1	1	1	.	1	1	1	2	15
Delaware and Hudson Canal Company, . . . . .	12	15	5	7	3	1	1	3	2	10
Delaware, Lackawanna and Western, . . . . .	22	17	19	36	20	6	14	11	18	11
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	4	6	.	.	1	8	2	1	4	15
East Broad Top, . . . . .	.	3	1	5	.	.	.	.	1	.
Elmira and Williamsport, . . . . .	3	15	3	8	.	.	.	.	1	6
Erie, . . . . .	106	203	101	169	.	.	.	.	.	.
Emilonton, Shippenville and Clarion, . . . . .	.	.	.	.	1	1	.	2	.	.
Erie and Pittsburgh, . . . . .	1	6	1	4	.	.	6	8	1	9
Foxburg, St. Petersburg and Clarion, . . . . .	.	.	.	1	.	.	1	1	.	.
Greenlick Narrow Gauge, . . . . .	.	.	.	1	.	.	.	.	.	1
Hanover Junction, Hanover and Gettysburg, . . . . .	.	1	.	.	.	.	.	.	.	1
Harrisburg and Potomac, . . . . .	.	.	1	.	.	.	.	.	.	1
Huntingdon and Broad Top Mountain, . . . . .	1	.	.	.	1	3	.	6	.	.
Jamestown and Franklin, . . . . .	.	.	.	.	4	.	.	.	.	.
Jefferson, . . . . .	1	3	.	.	.	.	1	2	4	14
Junction, . . . . .	2	.	.	.	.	.	2	2	2	.
Karns City and Butler, . . . . .	.	.	.	.	1	2	.	.	.	.

Lake Shore and Michigan Southern,	7	7	4	18			8	12	4	5
Lawrence,		1								
Lawrenceville and Evergreen,			1							
Lehigh and Lackawanna,	1									
Lehigh and Susquehanna,	12	7	13	13	5	4	9	3	7	9
Lehigh Valley,	28	25	34	71	30	27			27	58
Lewisburg, Centre and Spruce Creek,		1								
Little Saw Mill Run,			1					1	1	
Lykens Valley,									1	
McKean and Buffalo,							1			
Mine Hill and Schuylkill Haven,			1							
Monongahela Inclined Plane,								1		
Muncy Creek,										2
New Castle and Beaver Valley,	2	7		3				5		2
New Castle and Franklin,	1	2	1							1
Northern Central,	17	34	13	28					11	20
North Pennsylvania,	9	2	10	14	21	23	10	12	9	15
New York, Lake Erie and Western,									106	351
Oil Creek and Allegheny River,	3	19								
Parker and Karns City,		1			1	1				
Peach Bottom,					2	10				
Pennsylvania,	119	359	150	446					128	588
Pennsylvania Coal,	9	9	7	8	9	8	3	8	6	5
Pennsylvania and New York Canal and,	5	17	9	14	4	31			4	35
Perkiomen,									3	2
Philadelphia and Baltimore Central,	3				1	3	2	4	2	1
Philadelphia and Erie,	18	50	17	74					25	141
Philadelphia and Reading,	52	81	62	79	98	110	73	88	71	115
Philadelphia and Trenton,	19	37	19	17					21	30
Philadelphia, Wilmington and Baltimore,	13	10	22	12			22	12	16	4
Pittsburgh and Castle Shannon,		1			2	1	1			
Pittsburgh, Cincinnati and St. Louis,	10	13	14	25					16	14
Pittsburgh and Connellsville,	15	20	21	9	11	12	17	9	16	11
Pittsburgh, Fort Wayne and Chicago,	26	40	15	31					9	19
Pittsburgh and Lake Erie,									3	2
Pittsburgh, Virginia and Charleston,			1				8	39		
Pittsburgh, Titusville and Buffalo,			4	27	2	9	2	13	2	14
Reading and Columbia,		2		4	6	3	5	5	1	3
Shamokin Valley and Pottsville,		13	1	6						2
Shenango and Allegheny,	1	4								
Somerset and Mineral Point,				1						
State Line and Sullivan,							1	1		
Stony Creek,										2

RAILROAD REPORT.

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS —Continued.

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Summit Branch, . . . . .	1	2	..	3	..	..	2	..	..	..
Tioga, . . . . .	..	..	1	..	1	..	3	1	..	..
Waynesburg and Washington, . . . . .	..	..	..	..	..	..	..	..	..	3
West Chester and Philadelphia, . . . . .	3	..	2	2	4	2	1	..	1	..
Western Maryland, . . . . .	2	..	3	..	2	..	1	..	..	1
Wheeling, Pittsburgh and Baltimore, . . . . .	1	..	..	..	..	..	..	..	1	..
Wilcox and Howard Hill Improvement Company, . . . . .	1	2	..	..	..	..	..	..	..	..
Wilmington and Reading, } now Northern, { . . . . .	..	..	..	3	4	2	..	..	..	..
Wilmington and Western, } . . . . .	..	..	..	..	..	..	1	1	3	3
Totals, . . . . .	582	1,109	589	1,202	247	283	230	291	553	1,581

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**TABULATED RESULTS**

**COMPILED FROM PASSENGER RAILWAYS.**

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PASSENGER RAILWAY TABLE (A)—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Total amount now of floating and funded debt.	Rate per cent. on funded debt.	Rate per cent. of dividend.
Allentown, . . . . .		\$45,260 00	\$45,260 00	\$12,000 00	7	
Central, Pittsburgh, . . . . .	\$30,000 00	30,000 00	27,750 00	15,000 00	76	
Central, Reading, . . . . .	50,000 00	50,000 00	50,000 00	36,074 00	7	
Citizens', Philadelphia, . . . . .	500,000 00		192,500 00			
Citizens', Pittsburgh, . . . . .	200,000 00	100,000 00	184,000 00	9,748 16		10
Coalville, . . . . .	50,000 00	62,675 00	62,675 00	21,528 35	8	
Continental, . . . . .	1,000,000 00		580,000 00	380,000 00	7	
Easton and South Easton, . . . . .	75,000 00	29,562 50	29,562 50	7,500 00		
Empire, . . . . .	600,000 00			200,000 00	7	
Erie City, . . . . .	100,000 00	50,000 00	50,000 00	4,000 00		
Federal Street and Pleasant Valley, . . . . .	100,000 00	100,000 00	100,000 00	75,000 00		
Frankford and Southwark, . . . . .	750,000 00	600,000 00	600,000 00	102,000 00		
Germantown, . . . . .	1,500,000 00	1,500,000 00	572,860 00	227,500 00	7	
Green and Coates Streets, Philadelphia, . . . . .	500,000 00	500,000 00	150,000 00	121,916 68	6	
Harrisburg City, . . . . .		41,150 00	41,150 00	1,318 75		6
Hestonville, Mantua and Fairmount, . . . . .	2,050,000 00		299,381 36	528,704 00	6 and 7	
Lombard and South Street, . . . . .	500,000 00	325,000 00	195,000 00	62,500 00	7	60 cts. per share.
Manayunk and Roxborough Inclined Plane, . . . . .	100,000 00	58,475 00	58,475 00	3,000 00		
People's Street, Lackawanna county, . . . . .	150,000 00	150,000 00	150,000 00	20,000 00	7	
People's, Philadelphia, . . . . .	500,000 00	387,325 00	123,944 00	103,500 00		
Philadelphia City, . . . . .	1,000,000 00	1,000,000 00	475,000 00	300,000 00	7	
Philadelphia and Darby, . . . . .	1,000,000 00	2,000,000 00		100,000 00	7	
Philadelphia and Gray's Ferry, . . . . .	1,000,000 00	308,750 00	308,750 00			
Pittsburgh, Allegheny and Manchester, . . . . .	300,000 00	300,000 00	300,000 00	105,000 00	8	10
Pittsburgh and Birmingham, . . . . .	200,000 00	200,000 00	150,000 00	40,000 00	7 1/2	9
Pittsburgh, Oakland and East Liberty, . . . . .	150,000 00	150,000 00	150,000 00	83,741 71		
Pittston, . . . . .	25,000 00	20,675 00	18,362 50	6,737 50	7	
Reading City, . . . . .	50,000 00	41,550 00	41,550 00	200 00		
Ridge Avenue, Philadelphia, . . . . .	750,000 00		420,000 00	58,400 00	6	

Schuylkill River, . . . . .	500,000	00	500,000	00	50,000	00				
Second and Third Streets, . . . . .	1,080,200	00	1,080,200	00	771,078	25	9,800	00		
Sevönteenth and Nineteenth Streets, . . . . .	500,000	00	500,000	00	250,000	00				
South Side, . . . . .	65,000	00	41,050	00	41,050	00	25,285	75	7	
Stroudsburg, . . . . .	20,000	00	25,800	00	25,800	00	259	27		7
Thirteenth and Fifteenth Streets, . . . . .	1,000,000	00	1,000,000	00	834,529	44	100,000	00	7	
Union, Philadelphia, . . . . .	1,000,000	00	1,250,000	00	425,000	00	500,000	00	6 and 7	
West Philadelphia, . . . . .	750,000	00	400,000	00	400,000	00	246,000	00		
Wilkes-Barre and Kingston, . . . . .	100,000	00			100,000	00				2½
<b>Total, . . . . .</b>	<b>\$18,225,200</b>	<b>00</b>	<b>\$12,827,272</b>	<b>50</b>	<b>\$7,773,476</b>	<b>05</b>	<b>\$3,506,692</b>	<b>98</b>		

PASSENGER RAILWAY 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>2</sub>	19	2	1	2	4	3	14	\$10,000	00	
Central, Pittsburgh, . . . . .	49,204	50	3 00	5.2 <sub>2</sub>	38 & 45	1	2	8	2	2	58	6,000	00	
Central, Reading, . . . . .	78,932	41	2.20	5.2 <sub>2</sub>	45	1	1	6	5	5	17	150,000	00	
Citizens', Philadelphia, . . . . .	299,044	74	10.00	5.2 <sub>2</sub>	46	7	1	48	8	5	367	75,304	48	
Citizens', Pittsburgh, . . . . .	160,675	22	5.55	5.2 <sub>2</sub>	44	5	1	28	5	2	213	27,152	89	
Coalville, . . . . .	47,403	15	2.50	4.8 <sub>2</sub>	20 & 34	3	1	4	5	5	9	113,195	12	
Continental, . . . . .	376,848	77	9.75	5.2 <sub>2</sub>	43 to 56	3	3	65	22	5	617	4,000	00	
Easton and South Easton, . . . . .	25,962	50	1.40	5.2 <sub>2</sub>	43	2	1	5	5	5	17	6,000	00	
Empire, . . . . .	106,000	00	8.50	5.2 <sub>2</sub>	45	2	1	9	5	5	34	35,000	00	
Erie City, . . . . .	53,428	69	2.45	4.8 <sub>2</sub>	30	2	1	9	5	5	534	120,000	00	
Federal Street and Pleasant Valley, . . . . .	140,000	00	2.60	5.2 <sub>2</sub>	45	1	1	13	9	1	132	380,000	00	
Frankford and Southwark, . . . . .	963,887	45	16.75	5.2 <sub>2</sub>	49	9	4	89	30	648	380,000	64,285	19	
German town, . . . . .	940,977	70	31.00	5.2 <sub>2</sub>	45	13	3	90	5	3	237	1,500	00	
Green and Coates Streets, Philadelphia, . . . . .	247,128	62	7.00	5.2 <sub>2</sub>	47	5	2	37	5	3	23	319,111	74	
Harrisburg City, . . . . .	31,869	55	2.04	5.2 <sub>2</sub>	41	4	1	8	5	5	154	40,000	00	
Hestonville, Mantua and Fairmount, . . . . .	539,776	86	20.00	5.2 <sub>2</sub>	43	5	2	79	6	6	502	11,054	12	
Lombard and South Street, . . . . .	271,714	83	8.40	5.2 <sub>2</sub>	43	4	2	30	18	4	26	15,000	00	
Manayunk and Roxborough Inclined Plane, . . . . .	59,276	56	5.50	2.2 <sub>2</sub>	48	1	1	7	5	1	2	35	14,000	00
People's Street, Lackawanna County, . . . . .	162,101	39	9.50	4.8 <sub>2</sub>	25	3	1	9	9	2	35	14,000	00	
People's, Philadelphia, . . . . .	208,898	45	6.50	5.2 <sub>2</sub>	43	1	1	22	5	1	140	302,650	00	
Philadelphia City, . . . . .	842,656	81	9.62	5.2 <sub>2</sub>	78 & 47	6	4	120	1	1	743	190	00	
Philadelphia and Darby, . . . . .	5,005	00	5.05	5.2 <sub>2</sub>	42	3	1	29	1	1	190	00	00	
Philadelphia and Gray's Ferry, . . . . .	248,916	00	10.37	5.2 <sub>2</sub>	44	3	1	29	1	1	190	00	00	



Pittsburgh, Allegheny and Manchester, . . . . .	281,260	49	4.75	5.2	50	5	8	87	2	287	114,706	35	
Pittsburgh and Birmingham, . . . . .	131,565	00	3.40	5.2	45	3	1	18	2	115	52,381	67	
Pittsburgh, Oakland and East Liberty, . . . . .	179,471	98	6.00	5.2 $\frac{1}{2}$	27 & 43	4	2	26	4	122	38,576	67	
Pittston, . . . . .	28,768	75	2.00	5.2	42 & 25	1		8		4			
Reading City, . . . . .	47,223	14	2.50	5.2	45	3	1	10	1	76	1,000	00	
Ridge Avenue, Philadelphia, . . . . .	559,705	04	15.00	5.1	45	1	2	53		296	65,000	00	
Schuylkill River, . . . . .	47,463	54	3.12	5.2	44								
Second and Third Streets, . . . . .	859,555	50	37.00	5.2 $\frac{1}{2}$	43 to 55	2	7	100	9	11	626	100,000	00
Seventeenth and Nineteenth Streets, . . . . .	229,246	60	7.50	5.2	43 to 55								
South Side, . . . . .	81,851	13	3.00	5.2	27 & 38	2	1	2	14		79	10,000	00
Stroudsburg, . . . . .	24,124	84	1.37	4.8 $\frac{1}{2}$	28	1	1	1	1		6	3,000	00
Thirteenth and Fifteenth Streets, . . . . .	335,848	75	12.00	5.2	43	6	2	32	16	19	408	105,000	00
Union, Philadelphia, . . . . .	680,366	74	41.00	5.2	48	7	4	101	53	9	897	460,738	91
West Philadelphia, . . . . .	841,945	07	16.50	5.2 $\frac{1}{2}$	44	11	1	90	10	9	688	304,210	50
Wilkes-Barre and Kingston, . . . . .	94,833	87	4.50	5.2	45	1	1	4			16	10,000	00
Williamsport, . . . . .			2.15	4.8 $\frac{1}{2}$	16				5	4	16		
<b>Total, . . . . .</b>	<b>\$10,307,320</b>	<b>77</b>	<b>344.91</b>	<b>...</b>	<b>...</b>	<b>131</b>	<b>63</b>	<b>1,185</b>	<b>187</b>	<b>127</b>	<b>8,206</b>	<b>\$2,958,877</b>	<b>64</b>

TABLE C.—TRANSPORTATION OF PASSENGERS AND EXPENSES.

NAME OF COMPANY.	Number of passengers (all classes) carried in cars.	Of maintaining the road or real estate of corporation.	Of operating the road.	Total.
Allentown, . . . . .	102,373	\$553 61	\$5,130 81	\$5,684 42
Central, Pittsburgh, . . . . .	440,914	1,990 72	17,964 41	19,955 13
Central, Reading, . . . . .	175,235	287 77	6,054 80	6,342 57
Citizens', Philadelphia, . . . . .	5,126,559	8,791 62	165,315 70	174,107 32
Citizens', Pittsburgh, . . . . .	2,736,474	11,597 86	77,217 29	88,815 15
Coalville, . . . . .	75,928	205 60	3,419 02	3,624 62
Continental, . . . . .	5,202,058	3,704 32	152,351 13	156,055 45
Easton and South Easton, . . . . .	107,244	414 92	5,032 00	5,446 92
Empire, . . . . .	2,360,505			
Erie City, . . . . .	248,035	1,836 49	9,743 78	11,580 27
Federal Street and Pleasant Valley, . . . . .	1,092,584	559 52	34,486 65	34,996 17
Frankford and Southwark, . . . . .	7,760,698	31,207 48	267,376 42	298,583 90
Germantown, . . . . .	11,071,082	19,478 72	249,409 60	268,977 32
Green and Coates Streets, Philadelphia, . . . . .	3,099,366	4,084 60	90,229 31	94,313 91
Harrisburg City, . . . . .	255,952	652 56	10,913 14	11,565 70
Hestonville, Mantua and Fairmount, . . . . .	4,686,416	8,923 68	179,580 70	188,504 38
Lombard and South Street, . . . . .	1,387,817	3,058 03	56,791 19	59,849 22
Manayunk and Roxborough Inclined Plane, . . . . .		673 16	9,677 46	10,350 62
People's Street, Lackawanna County, . . . . .	258,223	1,940 33	14,210 03	16,150 76
People's, Philadelphia, . . . . .	1,224,553	790 56	49,546 19	50,336 75
Philadelphia City, . . . . .	8,453,018	20,082 05	295,604 52	315,686 75
Philadelphia and Gray's Ferry, . . . . .	2,276,352	4,417 56	75,997 25	80,414 81
Pittsburgh, Allegheny and Manchester, . . . . .	2,557,247	8,428 97	77,222 34	85,651 31
Pittsburgh and Birmingham, . . . . .	1,494,062	5,172 62	48,574 39	53,747 01
Pittsburgh, Oakland and East Liberty, . . . . .	991,027	4,080 47	54,882 66	58,963 13
Pittston, . . . . .	81,432	187 47	896 02	1,033 49
Reading City, . . . . .	190,894	1,854 60	10,756 14	12,110 74

Ridge Avenue, Philadelphia, . . . . .	4,404,020	18,281	25	188,658	42	151,939	67
Second and Third Streets, . . . . .	8,639,358	15,050	54	275,837	67	290,888	21
Seventeenth and Nineteenth Streets, . . . . .	1,185,592	8,729	62	63,051	29	71,780	91
South Side, . . . . .	463,067	2,501	02	21,921	67	24,422	69
Thirteenth and Fifteenth Streets, . . . . .	4,837,494	8,631	70	162,247	10	170,878	80
Union, Philadelphia, . . . . .	10,835,419	31,726	68	63,776	36	95,503	04
West Philadelphia, . . . . .	8,274,548	18,469	44	328,271	69	346,741	13
Wilkes-Barre and Kingston, . . . . .	184,010	1,022	00	9,980	61	11,002	61
Williamsport, . . . . .	102,919	107	68	5,438	10	5,545	78
<b>Total, . . . . .</b>	<b>102,332,475</b>	<b>\$243,945</b>	<b>22</b>	<b>\$3,037,605</b>	<b>86</b>	<b>\$3,281,551</b>	<b>08</b>

TABLE (D)—RECEIPTS.

NAME OF COMPANY.	Passengers.		Rent.		Manure.		Other sources.		Total.	
Allentown, . . . . .	\$6,635	43	\$672	90					\$7,308	33
Central, Pittsburgh, . . . . .	18,102	70	561	50	\$40	00	\$15,528	45	34,232	65
Central, Reading, . . . . .	7,791	87					55	17	7,847	04
Citizens', Philadelphia, . . . . .	253,722	12			2,450	00	56,179	58	312,351	70
Citizens', Pittsburgh, . . . . .	146,980	58					858	93	147,834	51
Coalville, . . . . .	4,803	45	477	05	49	50	161	75	5,491	75
Continental, . . . . .	261,486	24			2,852	16			264,338	40
Easton and South Easton, . . . . .	5,778	74	52	00	111	50	1,488	64	7,430	88
Erle City, . . . . .	11,597	39	60	00	100	00	67	10	11,814	49
Federal Street and Pleasant Valley, . . . . .	54,629	37	182	00	40	00	678	67	55,530	04
Frankford and Southwark, . . . . .	431,149	94	108	00	3,460	83	1,450	00	430,168	77
Germantown, . . . . .	447,846	02			4,044	07			451,890	99
Green and Coates Streets, Philadelphia, . . . . .	167,973	62			1,534	50			169,509	12
Harrisburg City, . . . . .	14,134	87	4	00			847	75	14,986	12
Hestonville, Mantua and Fairmount, . . . . .	249,725	32	656	00	3,359	83	96,321	11	350,061	76
Lombard and South Street, . . . . .	72,188	61			1,099	97			73,288	58
Manayunk and Roxborough Inclined Plane, . . . . .	11,497	09	38	32	422	27	36	60	11,969	28
People's Street, Lackawanna county, . . . . .	18,051	69			37	50	1,321	10	19,410	29
People's, Philadelphia, . . . . .	63,773	33			868	48	37,250	00	101,891	86
Philadelphia City, . . . . .	465,206	65	556	00	5,052	91	1,034	43	471,849	99
Philadelphia and Gray's Ferry, . . . . .	122,924	12	500	00	1,373	08	298	98	125,094	78
Pittsburgh, Allegheny and Manchester, . . . . .	138,182	86			462	50			138,625	86
Pittsburgh and Birmingham, . . . . .	74,284	37							74,284	37
Pittsburgh, Oakland and East Liberty, . . . . .	65,816	60	146	75	75	00			66,038	35
Pittston, . . . . .	1,515	15							1,515	15
Reading City, . . . . .	11,092	38					712	18	11,804	56
Ridge Avenue, Philadelphia, . . . . .	241,051	11							241,051	11
Second and Third Streets, . . . . .	481,775	88			5,334	82	2,100	00	492,210	70
Seventeenth and Nineteenth Streets, . . . . .	62,089	71			1,881	15			63,970	86
South Side, . . . . .	23,279	97	62	70	63	08			23,406	35
Thirteenth and Fifteenth Streets, . . . . .	262,919	74	1,082	18	2,839	86			266,821	73
Union, Philadelphia, . . . . .	654,530	54			7,330	94	3,525	00	665,436	48
West Philadelphia, . . . . .	442,030	44	885	00	4,457	50	3,659	81	450,532	75
Wilkes-Barre and Kingston, . . . . .	13,342	98					723	93	14,066	86
Williamsport, . . . . .	5,146	13							5,146	13
<b>Total, . . . . .</b>	<b>\$5,316,056</b>	<b>51</b>	<b>\$5,519</b>	<b>35</b>	<b>\$48,893</b>	<b>05</b>	<b>\$224,282</b>	<b>18</b>	<b>\$5,594,751</b>	<b>09</b>

TABLE E.—ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Central, Pittsburgh, . . . . .								1
Citizens' Philadelphia, . . . . .					1		1	
Continental, . . . . .		2				3		5
Frankford and Southwark, . . . . .						4		4
Hestonville, Mantua and Fairmount, . . . . .					1		1	
Lombard and South Street, . . . . .						1	1	
Philadelphia City, . . . . .		1				2		3
Pittsburgh, Allegheny and Manchester, . . . . .					1		1	
Pittsburgh and Birmingham, . . . . .		2						2
Reading City, . . . . .						1		1
Second and Third Streets, . . . . .					2			2
Seventeenth and Nineteenth Streets, . . . . .						1		1
West Philadelphia, . . . . .	1	4					1	4
Williamsport, . . . . .						1		1
Total, . . . . .	1	9			5	13	5	24

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SECRETARY OF INTERNAL AFFAIRS.

LXXV

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

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
Allentown, . . . . .	\$45,260	00	\$45,260	00	\$45,260	00	\$45,260	00	\$45,260	00
Central, Pittsburgh, . . . . .	27,450	00	27,650	00	27,750	00			27,750	00
Central, Reading, . . . . .					50,000	00	50,000	00	50,000	00
Citizens', Philadelphia, . . . . .	192,750	00	192,750	00	192,750	00	192,500	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	61,675	00	62,675	00	62,675	00	62,675	00
Continental, . . . . .	120,000	00	180,000	00	250,000	00	250,000	00	580,000	00
Easton and South Easton, . . . . .	29,562	50	29,562	50	29,562	50	29,562	50	29,562	50
Erie City, . . . . .	49,750	00	50,000	00	50,000	00	58,000	00	50,000	00
Federal Street and Pleasant Valley, . . . . .	100,000	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, . . . . .	537,760	00	572,860	00	572,860	00	572,860	00	572,860	00
Green and Coates Streets, Philadelphia, . . . . .	150,000	00	150,000	00	150,000	00	150,000	00	150,000	00
Harrisburg City, . . . . .	41,150	00	41,150	00	41,150	00	41,150	00	41,150	00
Hestonville, Mantua and Fairmount, . . . . .	299,381	36	299,381	36	299,381	36	299,381	36	299,381	36
Lombard and South Street, . . . . .	195,000	00	195,000	00	195,000	00	195,000	00	195,000	00
Manayunk and Roxborough Inclined Plane, . . . . .	58,475	00	58,475	00	58,475	00	58,475	00	58,475	00
People's Street, Lackawanna County, . . . . .	150,000	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	123,944	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		
Philadelphia and Gray's Ferry, . . . . .	291,800	00	298,750	00	308,750	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, . . . . .	17,975	00	18,312	50	18,312	50	18,362	50	18,362	50
Reading City, . . . . .	41,550	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	771,076	25	771,076	25
Seventeenth and Nineteenth Streets, . . . . .	160,000	00	250,000	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	25,600	00	25,600	00	25,600	00	25,600	00
Thirteenth and Fifteenth Streets, . . . . .	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	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
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	. . . . .	. . . . .
<b>Total, . . . . .</b>	<b>\$7,101,544</b>	<b>55</b>	<b>\$7,406,132</b>	<b>05</b>	<b>\$7,296,272</b>	<b>87</b>	<b>\$7,688,926</b>	<b>05</b>	<b>\$7,778,476</b>	<b>05</b>

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

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
Allentown, . . . . .	\$12,748	35	\$12,000	00	\$12,000	00	\$12,000	00	\$12,000	00
Central, Pittsburgh, . . . . .	12,775	00	12,183	34	12,100	00	15,000	00	15,000	00
Central, Reading, . . . . .	15,850	00	22,150	83	22,142	83	36,426	31	36,074	76
Citizens', Philadelphia, . . . . .			192,760	00						
Citizens', Pittsburgh, . . . . .	52,800	09	184,000	00	43,342	66	45,165	00	9,748	16
Coalville, . . . . .	20,129	55	20,078	14	20,235	11	21,754	73	21,528	85
Continental, . . . . .			140,000	00	100,000	00	100,000	00	380,000	00
Easton and South Easton, . . . . .							7,500	00	7,500	00
Empire, . . . . .	202,482	26	202,482	26	241,199	70	284,408	83	200,000	00
Erie City, . . . . .									4,000	00
Federal Street and Pleasant Valley, . . . . .	76,750	00	75,000	00	75,453	98	77,000	00	75,000	00
Frankford and Southwark, . . . . .	216,000	00	202,500	00	142,000	00	102,000	00	102,000	00
Germantown, . . . . .	137,687	51	223,000	00	240,456	65	229,000	00	227,500	00
Green and Coates' Street, Philadelphia, . . . . .	100,000	00	100,000	00	105,000	00	121,616	68	121,916	68
Harrisburg City, . . . . .					1,739	45	1,818	75	1,318	75
Hestonville, Mantua and Fairmount, . . . . .	412,499	79	461,127	32	558,342	47	535,401	30	528,704	00
Lombard and South Street, . . . . .	62,500	00	62,500	00	62,500	00	62,500	00	62,500	00
Manayunk and Roxborough Inclined Plane, . . . . .			3,000	00	2,225	00	3,000	00	3,000	00
People's Street, Lackawanna County, . . . . .	11,000	00	10,000	00	18,000	00	20,000	00	20,000	00
People's, Philadelphia, . . . . .	90,000	00	109,000	00	117,868	48	129,210	00	103,500	00
Philadelphia City, . . . . .	300,000	00			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, . . . . .	34,000	00	34,000	00	34,000	00	34,000	00		
Pittsburgh, Allegheny and Manchester, . . . . .	105,000	00	108,000	00	105,000	00	105,000	00	105,000	00
Pittsburgh and Birmingham, . . . . .	42,100	00	41,000	00	40,000	00	40,000	00	40,000	00
Pittsburgh, Oakland and East Liberty, . . . . .	74,541	98	79,105	21	87,054	98	83,662	89	83,741	71
Pittston, . . . . .	7,700	00	6,500	00	5,900	00	5,960	00	6,737	50
Reading City, . . . . .	3,262	44	1,500	00	412	89	187	07	200	00
Ridge Avenue, Philadelphia, . . . . .	65,482	66	58,400	00	78,400	00	58,400	00	58,400	00
Riverside, . . . . .	2,535	50	2,535	50						
Schuylkill River, . . . . .	109,300	00	93,500	00						
Second and Third Streets, . . . . .	85,133	87	116,877	37	93,500	00	9,800	00	9,800	00
Seventeenth and Nineteenth Streets, . . . . .	21,893	67	3,270	51	113,800	00	111,180	00		
South Side, . . . . .					18,672	86	23,507	14	25,285	75
Stroudsburg, . . . . .	5,600	00	458	50	132	28			259	27
Thirteenth and Fifteenth Streets, . . . . .	70,500	00	129,500	00	100,000	00	100,000	00	100,000	00
Union, Philadelphia, . . . . .	565,000	00	565,000	00	565,000	00	555,000	00	500,000	00



Union, Warren, . . . . .	600	00	500	00	.	.	.	.	.
West End, Philadelphia, . . . . .			87,829	90	.	.	.	.	.
West Philadelphia, . . . . .	100,000	00	250,000	00	285,182	00	246,000	00	246,000
Williamsport, . . . . .	1,999	89	1,790	82	969	94	182	50	.
<b>Total, . . . . .</b>	<b>\$3,117,839</b>	<b>97</b>	<b>\$3,691,539</b>	<b>70</b>	<b>\$3,697,665</b>	<b>68</b>	<b>\$3,561,479</b>	<b>33</b>	<b>\$3,506,692</b>

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

NAME OF COMPANY.	INTEREST ON FUNDED DEBT.					DIVIDEND DECLARED.				
	1875.	1876.	1877.	1878.	1879.	1875.	1876.	1877.	1878.	1879.
Allentown, . . . . .	7	7	7	7	7			2		
Central, Pittsburgh, . . . . .	6	6	6							
Central, Reading, . . . . .	7	7	7	7	7			\$12 50		
Citizens', Philadelphia, . . . . .						\$9 00	9 50		10 00	10 00
Citizens', Pittsburgh, . . . . .	7½	7		7		7 50	11½ p. c.		11	10
Coalville, . . . . .	8	8	8	8	8					
Continental, . . . . .		7	7	7	7				7	
Easton and South Easton, . . . . .						\$2 50				
Empire, . . . . .	7	7	7	7	7					
Erie City, . . . . .						\$5 00				
Federal Street and Pleasant Valley, . . . . .	7 <sup>3</sup> / <sub>10</sub>	7 <sup>3</sup> / <sub>10</sub>	7 <sup>3</sup> / <sub>10</sub>	7 <sup>3</sup> / <sub>10</sub> & 6	7 <sup>3</sup> / <sub>10</sub> & 6	\$9 00	4	6	7	9
Frankford and Southwark, . . . . .	7	7	7	7	7	10	9		10	17
Germantown, . . . . .	7	7	7	7	7	6	18	16	12	20
Green and Coates Streets, Philadelphia, . . . . .			7	6	6	\$4 00	\$3 50	\$5 00	\$2 00	\$6 per share.
Harrisburg City, . . . . .						3	3	6		6
Hestonville, Mantua and Fairmount, . . . . .	6 & 7	6 & 7	6 & 7		6 & 7	\$1 00				
Lombard and South Street, . . . . .	7	7	7	7	7	\$6 00	4			60c. per share.
People's Street, Lackawanna County, . . . . .				7	7	8	2			
People's, Philadelphia, . . . . .		7		7						50c. per share.
Philadelphia City, . . . . .	6 & 7	6 & 7	6 & 7	6 & 7	6 & 7	\$5 00	\$5 00	6	18	
Philadelphia and Darby, . . . . .	7	7	7	7	7	2 00	2 00			
Philadelphia and Gray's Ferry, . . . . .		7	7	7		4 50	1 25	2 00		2 75
Pittsburgh, Allegheny and Manchester, . . . . .	8	8	8	8	8	8 00	8	6	8	10
Pittsburgh and Birmingham, . . . . .		7 <sup>3</sup> / <sub>10</sub>	7 <sup>3</sup> / <sub>10</sub>	7 <sup>3</sup> / <sub>10</sub>	7 <sup>3</sup> / <sub>10</sub>					9
Pittsburgh, Oakland and East Liberty, . . . . .		7	7	7	7					
Pittston, . . . . .	7	7	7	7	7					
Reading City, . . . . .	7	7								2
Ridge Avenue, Philadelphia, . . . . .	6 & 7	6 & 7	6 & 7	6 & 7	6 & 7	\$3 00	\$4 50	10	14	
Schuylkill River, . . . . .						10		\$0 50	50c. per share.	
Second and Third Streets, . . . . .	7	7	7	7		\$11 00	15	10½	10	10

Seventeenth and Nineteenth Streets, . . . . .	6 & 7	6 & 7	6 & 7	6 & 7	6 & 7	\$4 00	\$4 00	\$3 00	8		
South Side, . . . . .	7		7 & 8	7 & 8	7						
Stroudsburg, . . . . .	7					\$10 00		8	7		7
Thirteenth and Fifteenth Streets, . . . . .	7	7	7	7	7	\$4 00	\$2 50	15	\$2 60		
Union, Philadelphia, . . . . .	6 & 7	6 & 7	6 & 7	6 & 7	6 & 7	\$8 00	\$4 00	33	24		
West Philadelphia, . . . . .	7	6 & 7	6 & 7	7	6	\$10 00	\$5 00	80			
Wilkes-Barre and Kingston, . . . . .						\$5 00	9	2	3		24

RAILROAD REPORT

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

LXXXII

ANNUAL REPORT OF THE

[No. 9,

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
Allentown, . . . . .	\$36,204	29	\$36,294	89	\$36,394	13	\$36,394	13	\$36,304	13
Central, Pittsburgh, . . . . .	77,939	35	58,856	99	49,204	60	49,204	50	49,204	50
Central, Reading, . . . . .	58,856	99	80,418	56	79,140	57	78,932	41	78,087	41
Citizens', Philadelphia, . . . . .	256,957	05	293,219	46	299,044	74	299,044	74	209,044	74
Citizens', Pittsburgh, . . . . .	184,354	40	176,732	58	168,038	18	110,828	32	160,675	22
Coalville, . . . . .	47,683	53	47,365	64	47,365	64	47,403	15	47,403	15
Continental, . . . . .	123,870	15	324,470	43	855,715	23	368,122	07	376,848	77
Easton and South Easton, . . . . .	25,962	50	25,962	50	25,962	50	25,932	50	25,962	50
Empire, . . . . .	106,000	00	106,000	00	106,000	00	106,000	00	106,000	00
Erie City, . . . . .	41,685	23	43,485	23	43,485	23	50,900	00	53,428	69
Federal Street and Pleasant Valley, . . . . .	139,760	02	138,179	98	138,179	98	140,715	23	140,000	00
Frankford and Southwark, . . . . .	967,430	02	963,887	45	963,887	45	963,887	45	963,887	45
Germantown, . . . . .	847,623	23	949,065	28	963,447	00	936,962	83	940,977	70
Green and Coates' Streets, Philadelphia, . . . . .	244,441	56	244,441	56	244,441	56	244,441	56	247,128	62
Harrisburg City, . . . . .	24,585	43	26,412	65	27,960	41	29,604	66	31,869	55
Hestonville, Mantua and Fairmount, . . . . .	489,665	43	556,464	99	535,281	66	533,472	66	539,776	88
Lombard and South Street, . . . . .	261,485	55	270,595	83	271,594	83	271,594	83	271,714	83
Manayunk and Roxborough Inclined Plane, . . . . .	56,123	17	58,328	06	59,276	56	59,276	56	59,276	56
People's Street, Lackawanna County, . . . . .	158,728	77	158,728	77	158,728	77	162,101	39	162,101	39
People's, Philadelphia, . . . . .	181,939	26	200,320	84	205,491	84	206,054	34	208,896	45
Philadelphia City, . . . . .	816,540	35	848,461	33	826,861	33	826,861	33	842,656	31
Philadelphia and Gray's Ferry, . . . . .	303,625	24	312,550	24	243,989	74	243,916	66	243,916	00
Pittsburgh, Allegheny and Manchester, . . . . .	279,780	59	279,040	49	279,040	49	279,670	49	281,260	49
Pittsburgh and Birmingham, . . . . .	142,941	09	147,959	75	127,234	00	130,550	93	131,565	00
Pittsburgh, Oakland and East Liberty, . . . . .	177,157	15	178,197	98	179,313	76	179,471	98	179,471	98
Pittston, . . . . .	25,000	00	25,000	00	26,250	99	26,250	00	26,763	75
Reading City, . . . . .	46,675	24	46,675	24	47,001	94	47,223	14	47,223	14
Ridge Avenue, Philadelphia, . . . . .	431,777	34	436,677	34	614,264	67	556,764	72	559,705	04
Riverside, . . . . .	242	00	267	00	310	20	310	20	310	20
Schuylkill River, . . . . .	47,463	54	47,463	54	47,463	54	47,463	54	47,463	54
Second and Third Streets, . . . . .	826,825	96	841,492	48	849,372	55	849,737	86	859,555	50
Seventeenth and Nineteenth Streets, . . . . .	205,238	28	210,515	90	218,311	95	223,421	61	229,246	60
South Side, . . . . .	81,851	13	81,851	13	81,851	13	81,851	13	81,851	13
Stroudsburg, . . . . .	23,956	69	23,956	69	24,124	84	24,124	84	24,124	84
Thirteenth and Fifteenth Streets, . . . . .	281,011	86	316,189	26	322,060	42	324,544	38	335,848	75
Union, Philadelphia, . . . . .	1,893,864	86	1,411,834	19	1,012,009	78	1,013,009	78	680,366	74
Union, Warren, . . . . .	17,000	00	17,000	00	17,000	00	17,000	00	17,000	00

West End, Philadelphia, . . . . .			311,949	55						
West Philadelphia, . . . . .	647,921	50	81,909	75	889,047	98	889,988	98	841,945	07
Wilkes-Barre and Kingston, . . . . .	94,883	87	94,883	87	94,883	87	94,883	87	94,883	87
Williamsport, . . . . .	48,121	77	48,121	77	42,838	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>\$10,494,198</b>	<b>79</b>	<b>\$10,807,320</b>	<b>77</b>

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

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Allentown, . . . . .	144,020	142,242	100,718	91,500	102,378
Central, Pittsburgh, . . . . .	278,166	398,777	432,326	440,914	440,914
Central, Reading, . . . . .	58,633	194,203	173,045	159,568	175,235
Citizens', Philadelphia, . . . . .	4,821,546	5,467,919	5,792,363	4,974,565	5,126,559
Citizens', Pittsburgh, . . . . .	3,107,638	2,905,873	3,724,891	2,738,467	2,736,474
Coalville, . . . . .	103,114	71,063	51,472	49,453	75,928
Continental, . . . . .	1,990,358	2,699,437	2,699,952	2,699,952	5,202,058
Easton and South Easton, . . . . .	128,165	104,373	110,525	104,106	107,244
Empire, . . . . .	2,290,614	2,631,321	2,817,728	2,346,282	2,360,505
Erie City, . . . . .	254,509	219,270	184,822	213,178	248,035
Federal Street and Pleasant Valley, . . . . .	993,993	946,721	1,205,530	1,013,935	1,092,534
Frankford and Southwark, . . . . .	7,558,850	8,662,094	7,819,963	7,752,504	7,760,698
Germantown, . . . . .	8,247,247	13,333,672	10,314,484	9,914,902	11,071,082
Green and Coates Streets, Philadelphia, . . . . .	3,151,825	3,536,456	2,832,701	2,827,956	3,099,366
Harrisburg City, . . . . .	232,365	232,533	221,093	212,107	255,952
Hestonville, Mantua and Fairmount, . . . . .	6,646,336	9,634,689	4,778,166	4,686,416	4,686,416
Lombard and South Street, . . . . .	1,518,900	1,842,214	1,643,987	1,459,329	1,387,817
Manayunk and Roxborough Inclined Plane, . . . . .	181,944	64,414	184,030	4,500,096	258,223
People's Street, Lackawanna County, . . . . .	416,066	388,245	280,706	235,163	1,224,563
People's, Philadelphia, . . . . .	2,567,551	1,408,157	1,108,522	1,117,634	8,453,018
Philadelphia City, . . . . .	8,619,357	13,736,705	7,938,987	8,062,114	2,276,352
Philadelphia and Gray's Ferry, . . . . .	2,651,765	2,413,328	2,240,091	2,183,172	2,557,247
Pittsburgh, Allegheny and Manchester, . . . . .	2,857,850	2,745,848	2,607,713	2,572,906	1,494,062
Pittsburgh and Birmingham, . . . . .	1,488,491	1,428,531	1,374,303	1,401,029	991,027
Pittsburgh, Oakland and East Liberty, . . . . .	1,221,870	1,095,667	1,032,840	1,006,849	31,432
Pittston, . . . . .	64,534	174,702	175,120	190,894	190,894
Reading City, . . . . .	193,648	174,702	175,120	190,894	190,894
Ridge Avenue, Philadelphia, . . . . .	4,108,050	4,591,229	4,255,654	4,316,253	4,404,020
Second and Third Streets, . . . . .	8,757,115	9,589,635	8,844,277	8,490,460	8,639,858
Seventeenth and Nineteenth Streets, . . . . .	3,207,433	3,359,589	2,378,261	2,260,233	1,185,592
South Side, . . . . .	584,647	518,385	467,446	455,300	463,087
Stroudsburg, . . . . .	88,395	30,878	21,999	11,015	483,087
Thirteenth and Fifteenth Streets, . . . . .	3,929,259	4,980,897	3,892,058	4,468,911	4,837,494

Union, Philadelphia, . . . . .	10,685,818	11,392,328	10,117,603	10,889,200	10,885,419
West End, Philadelphia, . . . . .		4,146,880			
West Philadelphia, . . . . .	8,493,721	15,008,950	9,934,816	10,207,428	8,274,548
Wilkes-Barre and Kingston, . . . . .	266,180	268,417	183,038	173,720	184,010
Williamsport, . . . . .	218,669	228,679	176,130	179,667	102,919
<b>Total, . . . . .</b>	<b>99,800,057</b>	<b>129,906,056</b>	<b>102,658,827</b>	<b>99,028,598</b>	<b>102,332,475</b>

COMPARATIVE STATEMENT FOR FIVE YEARS.—Expenses.

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Allentown, . . . . .	\$11,896 56	\$9,108 58	\$6,926 98	\$5,461 58	\$5,684 42
Central, Pittsburgh, . . . . .	20,569 75	18,337 42	21,521 41	19,955 18	19,955 18
Central, Reading, . . . . .	8,951 05	10,244 14	8,737 85	6,121 02	6,342 57
Citizens', Philadelphia, . . . . .	244,898 45	285,371 67	195,140 96	177,454 55	174,107 82
Citizens', Pittsburgh, . . . . .	112,757 80	104,504 09	180,831 56	98,827 92	88,815 15
Coalville, . . . . .	13,441 82	7,039 39	5,421 41	8,951 99	3,624 62
Continental, . . . . .	110,938 62	128,895 61	106,505 86	156,055 45	156,055 45
Easton and South Easton, . . . . .	5,495 06	6,107 57	6,998 58	6,620 43	5,446 92
Erie City, . . . . .	14,099 12	9,646 66	8,691 98	8,569 47	11,580 27
Federal Street and Pleasant Valley, . . . . .	40,488 14	35,017 44	41,401 92	34,695 05	34,996 17
Frankford and Southwark, . . . . .	382,979 15	381,909 26	301,646 23	299,951 91	298,583 90
Germantown, . . . . .	258,121 85	425,627 86	285,127 24	257,333 20	268,978 32
Green and Coates Streets, Philadelphia, . . . . .	141,486 72	166,259 38	180,674 08	97,290 05	94,313 91
Harrisburg City, . . . . .	15,144 60	12,673 14	10,710 28	10,598 15	11,565 70
Hestonville, Mantua and Fairmount, . . . . .	299,058 79	496,546 88	264,040 23	208,790 25	188,504 38
Lombard and South Street, . . . . .	85,285 70	81,267 01	75,237 64	69,176 24	59,849 22
Manayunk and Roxborough Inclined Plane, . . . . .	14,057 72	13,295 38	12,150 71	10,713 95	10,350 62
People's Street, Lackawanna County, . . . . .	27,492 99	27,381 88	19,028 69	16,432 78	16,150 86
People's, Philadelphia, . . . . .	26,605 72	58,894 55	58,548 91	50,494 67	50,336 75
Philadelphia City, . . . . .	371,164 62	649,011 67	328,092 42	298,242 02	315,686 57
Philadelphia and Gray's Ferry, . . . . .	94,444 03	110,440 37	87,723 37	77,314 20	80,414 81
Pittsburgh, Allegheny and Manchester, . . . . .	118,302 25	111,319 01	97,096 69	91,985 98	85,651 31
Pittsburgh and Birmingham, . . . . .	65,894 80	62,443 45	60,655 60	58,847 37	53,747 01
Pittsburgh, Oakland and East Liberty, . . . . .	76,987 34	68,121 39	62,348 46	58,482 08	58,963 13
Pittston, . . . . .	22,600 00	11,400 13	7,347 87	9,540 18	1,033 49
Reading City, . . . . .	192,529 35	199,158 99	155,178 72	151,654 57	151,939 67
Ridge Avenue, Philadelphia, . . . . .	375,739 76	341,084 56	345,422 10	302,565 21	290,898 21
Second and Third Streets, . . . . .	174,619 72	185,821 55	149,671 26	142,040 72	71,780 91
Seventeenth and Nineteenth Streets, . . . . .	29,209 22	25,056 35	24,972 63	22,356 69	24,422 69
South Side, . . . . .	3,133 81	5,092 41	2,689 85	971 62	971 62
Stroudsburg, . . . . .	156,537 83	172,372 64	150,000 00	167,697 80	170,878 80
Thirteenth and Fifteenth Streets, . . . . .	523,776 54	504,697 50	452,550 78	407,085 27	95,508 04
Union, Philadelphia, . . . . .					

PA Internal Affairs 1879



West End, Philadelphia, . . . . .			158,805	20									
West Philadelphia, . . . . .	324,872	22	514,860	11	448,858	68	412,922	77	846,741	18			
Wilkes-Barre and Kingston, . . . . .	18,396	72	13,118	51	10,613	97	10,185	41	11,002	61			
Williamsport, . . . . .	11,192	42	11,568	84	10,462	08	8,998	74	5,545	78			
Total, . . . . .	\$4,272,931	62	\$5,439,044	50	\$4,100,299	77	\$3,689,729	55	\$3,281,551	08			

COMPARATIVE STATEMENT FOR FIVE YEARS.—Receipts.

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
Allentown, . . . . .	\$12,475	23	\$11,551	00	\$8,130	94	\$7,478	14	\$7,308	33
Central, Pittsburgh, . . . . .	24,845	38	21,469	07	19,250	30			34,232	65
Central, Reading, . . . . .	3,260	30	10,571	95	8,579	90	7,893	82	7,847	04
Citizens', Philadelphia, . . . . .	359,957	84	404,466	82	425,190	08	307,384	99	312,351	70
Citizens', Pittsburgh, . . . . .	174,084	62	158,271	14	148,431	81	147,432	52	147,834	51
Coalville, . . . . .	11,766	27	10,135	64	5,862	04	4,039	25	5,491	75
Continental, . . . . .			116,430	18	154,678	92	162,605	10	264,338	40
Easton and South Easton, . . . . .	7,146	84	7,906	25	8,743	70	12,153	46	7,430	88
Empire, . . . . .	137,436	96	157,879	61						
Erie City, . . . . .	12,673	25	11,126	80	9,518	24	10,333	50	11,814	49
Federal Street and Pleasant Valley, . . . . .	54,566	93	50,190	09	62,881	13	51,299	68	55,530	04
Frankford and Southwark, . . . . .	478,890	10	548,936	46	452,568	93	442,236	06	486,168	77
Germantown, . . . . .	419,851	84	653,493	57	471,158	45	406,407	05	451,890	99
Green and Coates Streets, Philadelphia, . . . . .	189,416	74	206,298	08	160,261	91	157,554	79	169,508	12
Harrisburg City, . . . . .	16,970	17	15,946	49	12,236	71	12,509	99	14,986	12
Hestonville, Mantua and Fairmount, . . . . .	794,206	25	1,221,862	64	372,932	18	279,711	60	350,061	76
Lombard and South Street, . . . . .	180,177	58	101,262	83	83,309	35	75,882	15	73,288	58
Manayunk and Roxborough Inclined Plane, . . . . .	14,930	21	16,084	77	14,633	40	12,853	05	11,989	28
People's Street, Lackawanna county, . . . . .	34,294	35	31,184	99	20,324	16	18,306	10	19,410	29
People's, Philadelphia, . . . . .	26,792	61	106,272	06	72,364	28	70,178	11	101,891	86
Philadelphia City, . . . . .	514,126	74	793,160	37	449,821	72	449,716	90	471,849	99
Philadelphia and Gray's Ferry, . . . . .	125,556	18	152,807	39	197,061	08	119,841	48	125,094	78
Pittsburgh, Allegheny and Manchester, . . . . .	159,807	59	154,777	08	143,838	90	138,826	62	138,625	36
Pittsburgh and Birmingham, . . . . .	75,484	20	71,935	48	68,168	44	69,394	65	74,294	37
Pittsburgh, Oakland and East Liberty, . . . . .	86,348	63	81,592	26	79,054	20	68,170	04	66,038	35
Pittston, . . . . .			1,875	00			802	54	1,515	15
Reading City, . . . . .			15,898	25	10,768	96	9,954	23	11,804	56
Ridge Avenue, Philadelphia, . . . . .	251,806	96	281,041	77	237,840	23	239,242	93	241,051	11
Second and Third Streets, . . . . .	546,780	68	579,067	67	504,975	85	432,904	68	492,210	70
Seventeenth and Nineteenth Streets, . . . . .	241,650	21	363,562	17	199,974	30	178,877	18	63,470	83
South Side, . . . . .	31,695	93	25,823	49	21,693	06	23,218	52	23,406	35
Stroudsburg, . . . . .	6,033	86	5,443	67	4,674	62	2,319	53		
Thirteenth and Fifteenth Streets, . . . . .	216,276	16	271,678	90	213,147	96	247,742	56	266,821	73

Union, Philadelphia, . . . . .	701,057	79	770,898	00	638,616	03	639,241	57	665,436	49
West End, Philadelphia, . . . . .			431,258	92						
West Philadelphia, . . . . .	431,897	96	755,658	18	522,190	01	521,997	75	450,552	75
Wilkes-Barre and Kingston, . . . . .	21,793	37	21,845	56	15,300	71	14,128	86	14,006	86
Williamsport, . . . . .	10,933	44	11,433	96	8,806	62	7,599	79	5,148	13
<b>Total, . . . . .</b>	<b>\$6,375,005</b>	<b>17</b>	<b>\$8,650,628</b>	<b>54</b>	<b>\$5,825,118</b>	<b>82</b>	<b>\$5,400,233</b>	<b>19</b>	<b>\$5,594,751</b>	<b>09</b>

COMPARATIVE STATEMENT FOR FIVE YEARS.—Accidents.

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Central, Pittsburgh, . . . . .						1				1
Central, Reading, . . . . .						1		1		
Citizens', Philadelphia, . . . . .		1			1	1			1	
Citizens', Pittsburgh, . . . . .		2			1	3				
Continental, . . . . .				4	2	2	1	1		5
Easton and South Easton, . . . . .							1	1		
Empire, . . . . .	2									
Federal Street and Pleasant Valley, . . . . .								1		
Frankford and Southwark, . . . . .	6	20	5		1	3		4		4
Harrisburg City, . . . . .		2			1	1				
Hestonville, Mantua and Fairmount, . . . . .		5	5	19		5			1	
Lombard and South Street, . . . . .			1				1		1	
People's Street, Lackawanna County, . . . . .					1	1				
People's, Philadelphia, . . . . .						3				
Philadelphia City, . . . . .	2	1	1	9	1	5	1			3
Philadelphia and Gray's Ferry, . . . . .					1					
Pittsburgh, Allegheny and Manchester . . . . .			1		2		1	1	1	
Pittsburgh and Birmingham, . . . . .								2		2
Pittsburgh, Oakland and East Liberty, . . . . .		1	2							
Reading City, . . . . .										1
Ridge Avenue, Philadelphia, . . . . .			1			1				
Second and Third Streets, . . . . .		3		2	2			1	2	
Seventeenth and Nineteenth Streets, . . . . .				1	1					1
South Side, . . . . .	1		1							
Thirteenth and Fifteenth Streets, . . . . .				2			1			
West Philadelphia, . . . . .		2	1	4	3	12	2	1	1	4
Wilkes-Barre and Kingston, . . . . .	1	1		2						
Williamsport, . . . . .										1
Total, . . . . .	12	38	18	43	17	38	8	13	7	22

XC

ANNUAL REPORT.

[No. 9.

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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 and Hudson, Delaware Division, . . . . .	\$2,400,000	00	\$20,000,000	00	\$19,837,000	00			\$19,837,000	00
Lehigh Coal and Navigation, . . . . .			1,633,350	00	800,000	00			800,000	00
Monongahela Navigation, . . . . .			11,204,250	00	15,565,151	09			15,565,151	09
Muncy, . . . . .			1,004,500	00	84,000	00			84,000	00
Pennsylvania, . . . . .	5,000,000	00	2,625	00						
Schuylkill Navigation, . . . . .			4,435,765	00	2,975,000	00	\$60,000	00	3,035,000	00
Susquehanna, . . . . .			4,068,788	00	8,520,375	36	147,428	98	8,667,803	34
Union, . . . . .	2,907,850	00	2,002,746	00	2,898,310	58	128,310	30	3,026,650	88
			2,907,850	00	3,000,000	00	75,000	00	3,075,000	00
<b>Total, . . . . .</b>	<b>\$10,307,850</b>	<b>00</b>	<b>\$47,309,872</b>	<b>00</b>	<b>\$53,679,837</b>	<b>03</b>	<b>\$410,767</b>	<b>28</b>	<b>\$54,090,604</b>	<b>31</b>

TABLE B.—CHARACTERISTICS OF CANAL.

NAME OF COMPANY.	Cost of canal and fixtures.		Length of main line of the canal.	No. of branch or leased canals.	Width at top water line.	Width on bottom.	Depth of water.	No. of basins.	No. of locks.	No. of weigh locks.	No. of bridges.	No. of dams.	No. of miles of slack water.	No. of boats owned by the company.	Value of real estate held by the company, exclusive of canal.	
Delaware and Hudson, . . .	\$6,883,817	69	108	...	48	32	6	...	182	2	136	40	3	788	...	...
Delaware Division, . . .	2,433,350	00	60	...	44	38	6	4	33	...	88	...	...	...	\$5,000	00
Lehigh Coal and Navigation, . . .	4,455,000	00	48	...	60 to 100	45	6	5	57	1	10	9	48	257	200,000	00
Monongahela Navigation, . . .	1,115,452	00	83 to 85	...	...	...	5 to 6	...	8	...	...	6	84	...	23,095	00
Muncy, . . .	7,077	15	...	...	40	25	4	1	...	...	2	...	...	...	...	...
Pennsylvania, . . .	...	...	333	4	60	40	6	60	185	3	467	19	11	242	...	...
Schuylkill Navigation, . . .	12,622,305	86	108.23	1	60 to 300	40	6	19	71	...	121	81	48	489	...	...
Susquehanna, . . .	4,930,693	54	45	...	50	30	5	2	43	1	18	4	2	7	...	...
Union, . . .	5,907,850	00	77	1	43	28	4	8	93	2	78	16	5	...	115,000	00
Total, . . .	\$38,855,446	24	...	...	...	...	...	...	...	...	...	...	...	...	\$348,095	00

TABLE C.—TONNAGE, EXPENSES, AND RECEIPTS.

NAME OF COMPANY.	TONNAGE.		EXPENSES.						RECEIPTS.	
	No. of tons of through freight on main line.	Gross amount of tonnage, including branches and leased canals.	Maintaining the canal or real estate of the corporation.		Operating the canal.		Total.		Total.	
Delaware and Hudson, . . . . .		1,423,335	\$219,569	24	\$71,856	32	\$291,425	56	\$41,025	73
Lehigh Coal and Navigation, . . . . .		747,315	68,537	50	167,091	42	235,628	92	1,300,610	83
Monongahela Navigation, . . . . .			27,102	59	32,745	68	59,848	27	217,641	08
Muncy, . . . . .		3,835		46			19	46	75	41
Pennsylvania, . . . . .		806,522	140,662	78	34,180	53	174,843	81	282,767	49
Schuylkill Navigation, . . . . .		1,111,160	75,644	17	73,054	71	148,698	88	446,000	65
Susquehanna, . . . . .		371,625	21,956	39	14,451	69	36,408	08	44,718	73
Union, . . . . .	2,545	29,633	7,069	56	9,181	46	16,251	02	25,684	06
Total, . . . . .	2,545	4,493,455	\$560,561	69	\$402,561	81	\$963,123	50	\$2,378,523	48



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

NAME OF COMPANY.	Lumber.	Shingles.	COAL.		IRON.		Other iron or castings.
			Anthracite.	Bituminous.	Pig.	Railroad.	
Delaware and Hudson, . . . . .	25,603		1,218,086	777			2,218
Lehigh Coal and Navigation, . . . . .	32,148		512,460	2,147	48,490		1,811
Monongahela Navigation, . . . . .				2,356,581	1,820	25,046	2,405
Muncy, . . . . .	3		3,830				1
Pennsylvania, . . . . .	156,937		539,835	19,931			89,818
Schuylkill Navigation, . . . . .	20,166		1,020,227	795	2,369		2,081
Susquehanna, . . . . .	53,123		265,243	293	1,923	3,211	676
Union, . . . . .	10,533		10,348				3,515
<b>Total, . . . . .</b>	<b>298,563</b>		<b>3,565,029</b>	<b>2,356,581</b>	<b>54,602</b>	<b>28,257</b>	<b>102,525</b>

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

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
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, . . . . .	1,633,350	00	1,633,350	00	1,633,350	00	1,633,350	00	1,633,350	00
Lehigh Coal and Navigation, . . . . .	10,248,550	00	10,448,550	00	11,193,550	00	11,193,500	00	11,204,250	00
Monongahela Navigation, . . . . .	1,004,900	00	1,004,300	00	1,004,400	00	1,004,500	00	1,004,500	00
Muncy, . . . . .	2,625	00	2,625	00	2,625	00	2,625	00	2,625	00
Pennsylvania, . . . . .	4,477,400	00	4,485,765	00	4,485,765	00	4,485,765	00	4,485,765	00
Schuylkill Navigation, . . . . .	4,105,398	00	4,090,089	00	4,085,136	00	4,034,068	00	4,068,786	00
Susquehanna, . . . . .	2,002,706	00	2,002,746	00	2,002,746	00	2,002,746	00	2,002,746	00
Union, . . . . .	2,907,850	00	2,907,850	00	2,907,850	00	2,907,850	00	2,907,850	00
<b>Total, . . . . .</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>	<b>\$47,309,872</b>	<b>00</b>

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

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
Delaware and Hudson, . . . . .	\$15,116,000	00	\$15,116,000	00	\$17,010,500	00	\$18,333,000	00	\$19,837,000	00
Delaware Division, . . . . .	800,000	00	800,000	00	800,000	00	800,000	00	800,000	00
Lehigh Coal and Navigation, . . . . .	14,825,792	77	14,816,792	77	14,779,140	84	14,848,274	84	15,565,151	09
Monongahela Navigation, . . . . .	108,773	17	122,773	17	103,000	00	103,000	00	84,000	00
Pennsylvania, . . . . .	3,090,000	00	3,090,000	00	2,995,000	00	2,980,000	00	3,035,000	00
Schuylkill Navigation, . . . . .	8,752,337	65	8,755,172	31	8,718,147	87	8,702,485	17	8,667,802	34
Susquehanna, . . . . .	2,926,693	81	2,927,753	25	2,919,086	91	2,948,173	26	3,026,650	88
Union, . . . . .	3,059,900	00	3,062,500	00	3,062,500	00	3,069,000	00	3,075,000	00
<b>Total, . . . . .</b>	<b>\$48,679,497</b>	<b>40</b>	<b>\$48,600,991</b>	<b>50</b>	<b>\$50,387,375</b>	<b>12</b>	<b>\$51,783,933</b>	<b>27</b>	<b>\$54,090,604</b>	<b>31</b>

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

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
Delaware and Hudson, . . . . .	\$6,886,318	86	\$6,689,210	49	\$6,822,134	78	\$6,837,531	78	6,883,817	69
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	7,455,000	00	7,455,000	00	4,455,000	00	4,455,000	00
Monongahela Navigation, . . . . .	1,151,904	00	1,152,904	00	1,115,904	00	1,115,452	00	1,115,452	00
Muncy, . . . . .	6,875	18	6,900	00	6,920	45	7,037	69	7,077	15
Pennsylvania, . . . . .	12,729,905	86	12,675,605	83	12,670,655	86	12,670,655	86	12,622,805	86
Schuylkill Navigation, . . . . .	4,677,511	43	4,928,896	33	4,928,896	33	4,928,896	33	4,930,593	54
Susquehanna, . . . . .	5,907,850	00	5,907,850	00	5,907,850	00	5,907,850	00	5,907,850	00
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>	<b>\$38,355,446</b>	<b>24</b>

G RAILROAD REPORT.

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

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
Delaware and Hudson, . . . . .	1,778,094	1,307,993	1,293,891	1,361,005	1,423,335
Lehigh Coal and Navigation, . . . . .	975,196	975,247	699,906	702,228	747,315
Monongahela Navigation, . . . . .	291,270			2,816,974	
Muncy, . . . . .	3,317		3,623	2,739	3,835
Pennsylvania, . . . . .	781,707	880,652	772,189	668,706	806,522
Schuylkill Navigation, . . . . .	979,810	886,380	1,010,453	868,788	1,111,160
Susquehanna, . . . . .	430,846	484,317	433,731	843,560	371,625
Union, . . . . .	58,495	46,500	41,964	32,626	29,663
<b>Total, . . . . .</b>	<b>5,280,765</b>	<b>4,581,089</b>	<b>4,535,748</b>	<b>6,799,526</b>	<b>4,493,455</b>

PA Internal Affairs 1879

Leg. Doc.]

SECRETARY OF INTERNAL AFFAIRS.

XCVII

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

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
Delaware and Hudson, . . . . .	\$302,074	46	\$221,673	43	\$184,635	50	\$194,036	27	\$291,425	56
Lehigh Coal and Navigation, . . . . .	188,744	28	154,575	56	98,044	25	321,796	42	235,628	92
Monongahela Navigation, . . . . .	80,487	82	22,873	13	70,949	12	81,501	29	59,818	27
Muncy, . . . . .			25	00	2,825	00	137	24	19	46
Pennsylvania, . . . . .	240,637	22	239,038	70	152,220	51	151,697	71	174,843	31
Schuylkill Navigation, . . . . .	197,791	84	138,574	81	122,555	87	137,165	78	148,698	88
Susquehanna, . . . . .	81,896	24	81,146	21	74,540	98	68,078	69	36,403	03
Union, . . . . .	29,684	25	20,722	68	21,097	19	21,421	26	16,251	03
<b>Total, . . . . .</b>	<b>\$1,122,315</b>	<b>11</b>	<b>\$882,531</b>	<b>52</b>	<b>\$728,067</b>	<b>82</b>	<b>\$956,731</b>	<b>56</b>	<b>\$903,123</b>	<b>50</b>

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

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
Delaware and Hudson, . . . . .	\$67,933	46	\$41,936	98	\$44,313	14	\$39,099	69	\$41,025	73
Lehigh Coal and Navigation, . . . . .	484,753	31	375,589	42	146,169	54	1,103,880	98	1,800,610	33
Monongahela Navigation, . . . . .	196,576	99	214,724	18	227,090	03	263,497	80	217,641	08
Muncy, . . . . .	23,500	09	75	00	65	00	156	75	75	41
Pennsylvania, . . . . .	444,899	69	409,773	48	299,654	18	289,008	73	282,767	49
Schuylkill Navigation, . . . . .	737,659	65	570,017	41	549,755	64	675,930	38	466,000	65
Susquehanna, . . . . .	95,839	79	101,298	33	78,019	76	71,959	20	44,718	73
Union, . . . . .	31,506	43	29,616	62	29,677	88	29,521	10	25,684	06
<b>Total, . . . . .</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>\$2,418,101</b>	<b>13</b>	<b>\$2,378,523</b>	<b>48</b>

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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, . . . . .	\$60,000	00	\$650,000	00	\$650,000	00				10 per cent.
American district, . . . . .	400,000	00	400,000	00	400,000	00	\$13,668	00	6	
Pacific and Atlantic, . . . . .	2,000,000	00	2,000,000	00	2,000,000	00				2½ per cent.
Philadelphia Local, . . . . .	25,000	00	400,000	00	400,000	00				1½ per cent.
Philadelphia, Reading and Pottsville, . . . . .	50,000	00	20,000	00	20,000	00	204,609	27	6	
Rockhill, . . . . .	8,000	00	300	00	300	00	4,220	13		
Western Union, . . . . .	41,073,410	00	41,073,410	00	41,073,410	00	6,255,280	10	6 and 7	6½ per cent.
	\$44,201,410	00	\$44,543,710	00	\$44,543,710	00	\$6,477,777	40		

TABLE B.—CHARACTERISTICS OF LINE.

NAME OF COMPANY.	Cost of line and equipment.		Length of main line in miles.	Length of main line in Pennsylvania.	Number stations, entire line.	Number of stations in Pennsylvania.	Number of instruments in use, entire line.	Number of instruments in use in Pennsylvania.	Number of persons employed in maintaining and operating, entire line.			Number of persons employed in maintaining and operating line in Pennsylvania.			Number of messages sent during the year, entire line.	Number of messages sent during the year in Pennsylvania.	Number of messages received during the year, entire line.	Number of messages received during the year in Pennsylvania.
	Dollars.	Cents.							Male.	Female.	Total.	Male.	Female.	Total.				
American District, . . . . .	\$389	083	83	240	1	1,984	358	80	40	120	80	40	278	31,775	214,985	251,000	788,986	
Philadelphia Local, . . . . .	400,000	00	00	255	138	356	556	80	40	120	80	40	120	332,000	832,000	851,000	851,000	
Philadelphia, Reading and Pottsville Rockhill, . . . . .	230,179	84	84	93 1/2	844	891	591	514	8	522	514	8	522	178,885	178,885	178,885	178,885	
Western Union, . . . . .	4,520	18	18	80	5	5	5	5	5	5	5	5	5	804	804	804	804	
<b>Total, . . . . .</b>				<b>83,500</b>	<b>6,000</b>	<b>8,500</b>	<b>1,000</b>	<b>1,500</b>			<b>11,250</b>			<b>1,250</b>	<b>28,000,000</b>	<b>28,000,000</b>	<b>28,000,000</b>	

TABLE C.—EXPENSES AND RECEIPTS.

NAME OF COMPANY.	Gross expenses, entire line.		Gross expenses in Pennsylvania.		Gross receipts, entire line.		Gross receipts in Pennsylvania.	
	Dollars.	Cents.	Dollars.	Cents.	Dollars.	Cents.	Dollars.	Cents.
American District, . . . . .	\$94,559	63	\$94,559	63	\$152,169	03	\$152,169	03
Philadelphia Local, . . . . .	166,222	86	166,222	86	166,222	86	166,222	86
Philadelphia, Reading and Pottsville, Western Union, . . . . .	47,100	09	47,100	09	64,619	07	64,619	07
	6,008,471	97			10,975,208	63		
<b>Total, . . . . .</b>	<b>\$6,216,354</b>	<b>55</b>	<b>\$6,216,354</b>	<b>55</b>	<b>\$11,358,219</b>	<b>59</b>	<b>\$11,358,219</b>	<b>59</b>

**COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.**

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
Atlantic and Ohio, . . . . .	\$650,000	00	\$650,000	00	\$650,000	00	\$650,000	00	\$650,000	00
American District, . . . . .	400,000	00	400,000	00	400,000	00	400,000	00	400,000	00
Erie County, . . . . .	25,000	00	25,000	00						
Pacific and Atlantic, . . . . .	2,000,000	00	2,000,000	00	2,000,000	00	2,000,000	00	2,000,000	00
Philadelphia Local, . . . . .	400,000	00	400,000	00	400,000	00	400,000	00	400,000	00
Philadelphia, Reading and Pottsville, . . . . .	20,000	00	20,000	00	20,000	00	20,000	00	20,000	00
Rockhill, . . . . .	300	00	3,000	00	3,000	00	300	00	300	00
Western Union, . . . . .	41,074,700	00	41,074,700	00	41,074,700	00	41,073,410	00	41,073,410	00
<b>Total, . . . . .</b>	<b>\$44,570,000</b>	<b>00</b>	<b>\$44,672,700</b>	<b>00</b>	<b>\$44,547,700</b>	<b>00</b>	<b>\$44,543,710</b>	<b>00</b>	<b>\$44,543,710</b>	<b>00</b>

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

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
American District, . . . . .	\$10,901	30	\$10,708	90	\$28,746	35	\$29,781	10	\$13,668	00
Philadelphia, Reading and Pottsville, . . . . .	225,532	24	29,394	16	209,636	04	209,636	04	204,609	27
Rockhill, . . . . .	4,204	48	4,204	48	4,204	48	4,204	48	4,220	13
Western Union, . . . . .	6,499,160	00	6,487,160	00	6,574,720	00	6,264,514	00	6,255,280	00
<b>Total, . . . . .</b>	<b>\$6,739,798</b>	<b>02</b>	<b>\$6,740,467</b>	<b>54</b>	<b>\$6,817,306</b>	<b>87</b>	<b>\$6,508,135</b>	<b>62</b>	<b>\$6,477,777</b>	<b>40</b>



**COMPARATIVE STATEMENT OF MESSAGES RECEIVED IN PENNSYLVANIA FOR FIVE YEARS.**

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
American District, . . . . .	162,717	185,639	170,207	468,887	786,998
Erie County, . . . . .	7,000	6,000			
Philadelphia Local, . . . . .	394,000	31,900	425,000	323,000	351,000
Philadelphia, Reading and Pottsville, . . . . .	160,323	183,917	166,972	143,417	173,685
Rockhill, . . . . .		397	329	840	304
Western Union, . . . . .	17,153,510			25,000,000	
<b>Total, . . . . .</b>	<b>17,867,550</b>	<b>357,853</b>	<b>762,508</b>	<b>25,935,644</b>	<b>1,211,987</b>

**COMPARATIVE STATEMENT OF MESSAGES SENT IN PENNSYLVANIA FOR FIVE YEARS.**

NAME OF COMPANY.	1875.	1876.	1877.	1878.	1879.
American District, . . . . .	65,087		79,890	132,831	214,965
Erie County, . . . . .	7,000	6,000			
Philadelphia Local, . . . . .	384,000	322,000	485,000	360,000	332,000
Philadelphia, Reading and Pottsville, . . . . .	160,323	183,917	166,972	143,417	173,685
Rockhill, . . . . .		397	329	310	304
Western Union, . . . . .	17,153,510				
<b>Total, . . . . .</b>	<b>17,709,920</b>	<b>512,314</b>	<b>732,191</b>	<b>636,588</b>	<b>720,954</b>

**COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS.**

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NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
American District, . . . . .	\$11,102	68	\$87,414	97	\$85,743	62	\$129,532	28	\$152,169	03
Erie County, . . . . .	1,904	82	1,214	09						
Philadelphia Local, . . . . .	157,133	99	166,587	21	203,102	80	148,153	46	166,222	86
Philadelphia, Reading and Pottsville, . . . . .	54,745	35	60,117	51	59,409	10	55,246	25	64,619	07
Western Union, . . . . .	9,564,574	60	10,034,983	66						
<b>Total, . . . . .</b>	<b>\$9,819,461</b>	<b>14</b>	<b>\$10,350,317</b>	<b>44</b>	<b>\$318,255</b>	<b>02</b>	<b>\$332,931</b>	<b>99</b>	<b>\$383,010</b>	<b>96</b>

ANNUAL REPORT.

**COMPARATIVE STATEMENT OF GROSS EXPENSES IN PENNSYLVANIA FOR FIVE YEARS.**

NAME OF COMPANY.	1875.		1876.		1877.		1878.		1879.	
American District, . . . . .	\$60,845	13	\$109,892	60	\$94,781	07	\$97,841	85	\$94,559	63
Erie County, . . . . .	1,762	08	1,195	37						
Philadelphia Local, . . . . .	157,133	99	166,587	21	203,102	80	148,153	46	166,222	86
Philadelphia, Reading and Pottsville, . . . . .	61,050	07	52,227	37	41,884	20	42,597	64	47,100	09
Western Union, . . . . .			6,635,473	69	6,514,596	91				
<b>Total, . . . . .</b>	<b>\$280,791</b>	<b>27</b>	<b>\$6,964,802</b>	<b>24</b>	<b>\$4,857,364</b>	<b>48</b>	<b>\$288,592</b>	<b>95</b>	<b>\$307,881</b>	<b>58</b>

[No. 9.

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# REPORTS OF COMPANIES.

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1 RAILROAD REPORT.



# REPORTS OF COMPANIES.

## R E P O R T

OF THE

*Allegheny Valley Railroad Company, for the year ending October 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John Scott, President, . . . . .	Pittsburgh, Pa.
E. H. Utley, Secretary, . . . . .	Pittsburgh, Pa.
Thomas R. Robinson, Treasurer, . . . . .	Pittsburgh, Pa.
A. T. Rowand, Auditor, . . . . .	Pittsburgh, Pa.
H. Blackstone, Chief Engineer, . . . . .	Pittsburgh, Pa.
David McCargo, General Superintendent, . . . . .	Pittsburgh, Pa.
Thomas M. King, Division Superintendent, . . . . .	Pittsburgh, Pa.
A. A. Jackson, Division Superintendent, . . . . .	Brookville, Pa.

General offices at Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Colonel Thomas A. Scott, . . . . .	Philadelphia.
George B. Roberts, . . . . .	Philadelphia.
A. J. Cassatt, . . . . .	Philadelphia.
J. N. DuBarry, . . . . .	Philadelphia.
Henry M. Phillips, . . . . .	Philadelphia.
John Scott, . . . . .	Pittsburgh.
William P. Shinn, . . . . .	Pittsburgh.
B. F. Jones, . . . . .	Pittsburgh.
D. A. Stewart, . . . . .	Pittsburgh.

### CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$5,000,000	00
Capital stock authorized by votes of company, . . . . .	2,166,500	00
Capital stock, amount subscribed, . . . . .	2,166,500	00
Capital stock paid in by last report, . . . . .	2,166,500	00
Capital stock, total amount now paid in, . . . . .	2,166,500	00
Capital stock, number of shares issued, . . . . .	43,330	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

## DEBT.

<b>Funded Debt.</b>			
General mortgage bonds, (due March 1, 1896, bear interest at seven and three tenths per cent., which is payable January 1 and July 1,) amount,	\$4,000,000		00
First mortgage bonds, low grade division, (due April 1, 1910, bear interest at seven 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, bear interest at five per cent., which is payable January 1 and July 1,) amount,	3,000,000		00
Income mortgage bonds, (due October 1, 1894, bear interest at seven per cent., which is payable April 1 and October 1,) amount, . . . . .	6,974,000		00
<b>Total amount now of funded debt, . . . . .</b>	<b>\$23,974,000</b>		<b>00</b>
<b>Floating Debt.</b>			
Debt incurred for any other purpose, and for what: For interest, material, and labor for October, 1879, and sundry current balances due, . . . . .	\$2,730,245 33		
<b>Total amount now of floating debt, . . . . .</b>	<b>2,730,245</b>		<b>33</b>
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$26,704,245</b>		<b>33</b>
Funded debt as per last report, . . . . .	\$23,789,500 00		
Floating debt as per last report, . . . . .	2,842,982 04		
	<b>\$26,632,482</b>		<b>04</b>

## COST.

Total cost of entire road to date, . . . . .	\$21,568,350	41
Average of same per mile of road laid, . . . . .	83,275	44
Proportion of same for Pennsylvania, . . . . .	83,275	44
Total cost of entire equipment, . . . . .	2,413,862	53
Average cost of equipment per mile of road operated by company, . . . . .	9,319	93
Proportion of same for Pennsylvania, . . . . .	9,319	93
Cost of road and equipment per mile, . . . . .	92,595	37
Proportion of same for Pennsylvania, . . . . .	92,595	37

## 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 branch, . . . . .	10½	10½
Plum Creek branch, from Verona to { Length of single track, . . . . .	10½	10½
Coal Works, { Length of branch, . . . . .	7	7
Aggregate length of main line and branches, . . . . .	259½	259½
Aggregate length of sidings and other track not above enumerated, . . . . .	70	70
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	329½	329½

Gauge.

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

Track.

Miles of iron rail in use: River division, 28 miles; low grade division, 77 miles; total, . . . . . 105  
 Miles of steel rail in use: River division, 116 miles; low grade division, 33 miles; total, . . . . . 149  
 Weight of rail per yard, { Iron, . . . . . 60 pounds.  
                                   { Steel, . . . . . 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . . 159  
 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, 24; aggregate length, . . . 3,878 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Western Pennsylvania railroad, at West Penn Junction.

Stations.

Number of stations on main road: Passenger, 63; freight, 49; total, . . . . . 112  
 Number of engine-houses and shops in Pennsylvania, 10; total number entire road, . . . . . 10  
 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 feet.

How is track laid, and on what foundation? With splice bars, and angle bars, and rail braces, and on broken stone ballast, and vitreous cinders.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight, . . . . .	65	
Number of locomotives of more than 30 tons weight, . . . . .	10	
Number of passenger cars, . . . . .	28	
Number of combination baggage and passenger cars, . . . . .	9	
Number of baggage, mail, and express cars, . . . . .	8	
Number of freight cars: House cars, 325; trucks, 1,306; total, . . . . .	1,631	
Number of oil cars, . . . . .	299	
Number of caboose cars, four-wheeled, . . . . .	10	
Number of ballast and wrecking cars, . . . . .	16	

Average number of cars in passenger trains, including baggage cars, . . . . . 3 $\frac{1}{2}$   
 Average number of cars in freight trains, . . . . . 22 $\frac{5}{8}$

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, . . . . .	265 tons.

**DOINGS OF THE YEAR.****Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	473,560
Number of miles run by freight trains, . . . . .	840,846
Number of miles run by coal trains: Included in freight.	
Number of through passengers for the year on main road, . . . . .	15,900
Number of passengers (all classes) carried in cars, . . . . .	786,550
Number of passengers carried one mile, . . . . .	13,783,079
Number of passengers carried one mile in Pennsylvania, . . . . .	13,783,079
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	42,945
Number of tons of freight carried one mile, . . . . .	88,799,349
Number of tons of freight carried one mile in Pennsylvania, . . . . .	88,799,349
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	2,335,820
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, 1878, . . . . .	62,313	June, 1879, . . . . .	62,773
December, 1878, . . . . .	64,367	July, 1879, . . . . .	76,705
January, 1879, . . . . .	53,838	August, 1879, . . . . .	83,150
February, 1879, . . . . .	50,999	September, 1879, . . . . .	64,979
March, 1879, . . . . .	65,024	October, 1879, . . . . .	68,095
April, 1879, . . . . .	69,817		
May, 1879, . . . . .	64,940	Total, . . . . .	<u>786,550</u>

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

Anthracite coal, . . . . .	7,801	Stone and lime: Included in other articles.	
Bituminous coal, . . . . .	1,029,810	Merchandise and manufactures, . . . . .	156,801
Petroleum, and other oils, . . . . .	453,467	Live stock, . . . . .	1,836
Pig iron, . . . . .	90,108	Lumber, . . . . .	178,928
Railroad iron, . . . . .	2,992	Other articles, . . . . .	269,818
Other iron or castings: Included in other articles.			
Iron and other ores, . . . . .	118,454		<u>2,335,820</u>
Agricultural products, . . . . .	26,305		

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

For first-class through passengers, . . . . .	2 $\frac{140}{1000}$ cents
For first-class way passengers, . . . . .	2 $\frac{80}{1000}$ cents.



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

For through freight, per ton per mile, . . . . .	1 <sup>185</sup> / <sub>1000</sub> cents.
For through coal, per ton per mile, . . . . .	0 <sup>884</sup> / <sub>1000</sub> cents.
For local freight, per ton per mile, . . . . .	1 <sup>443</sup> / <sub>1000</sub> cents.
For local coal, per ton per mile, . . . . .	1 <sup>893</sup> / <sub>1000</sub> cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
November, 1878, . . . . .	\$3,136 94	\$27,422 02	\$30,558 96
December, 1878, . . . . .	3,168 03	27,690 80	30,858 83
January, 1879, . . . . .	2,425 94	21,426 38	23,852 32
February, 1879, . . . . .	2,498 22	20,940 72	23,438 94
March, 1879, . . . . .	2,727 86	29,280 58	32,008 44
April, 1879, . . . . .	4,588 62	36,273 37	40,865 99
May, 1879, . . . . .	3,564 22	29,291 62	32,855 84
June, 1879, . . . . .	3,809 96	26,658 41	29,968 37
July, 1879, . . . . .	4,758 51	32,036 85	36,798 86
August, 1879, . . . . .	6,344 61	32,349 63	38,694 24
September, 1879, . . . . .	3,594 67	30,256 65	33,851 32
October, 1879, . . . . .	4,828 49	31,085 66	35,914 15
<b>Total, . . . . .</b>	<b>\$44,981 07</b>	<b>\$344,712 19</b>	<b>\$389,643 26</b>

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
November, 1878, . . . . .	\$7,078 40	\$103,988 12	\$111,011 52
December, 1878, . . . . .	4,168 60	78,747 29	82,916 89
January, 1879, . . . . .	5,174 48	99,531 74	104,706 22
February, 1879, . . . . .	6,567 65	101,546 79	108,114 44
March, 1879, . . . . .	6,278 81	107,503 04	113,781 85
April, 1879, . . . . .	4,105 75	96,119 60	100,225 85
May, 1879, . . . . .	7,172 15	99,085 51	106,257 66
June, 1879, . . . . .	4,550 24	92,076 76	96,627 00
July, 1879, . . . . .	5,503 32	100,983 60	106,486 92
August, 1879, . . . . .	4,608 21	98,674 94	98,283 15
September, 1879, . . . . .	5,635 63	111,476 53	117,112 16
October, 1879, . . . . .	6,901 16	115,151 75	122,052 91
<b>Total, . . . . .</b>	<b>\$67,789 40</b>	<b>\$1,199,830 67</b>	<b>\$1,267,670 07</b>

## From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
November, 1878, . . .	\$1,751	40	\$1,460	26	\$4,301	19	\$7,512	85
December, 1878, . . .	1,751	40	1,488	08	3,459	77	6,699	20
January, 1879, . . .	1,751	41	1,462	12	1,421	32	4,634	85
February, 1879, . . .	1,751	41	1,305	66	855	86	3,912	43
March, 1879, . . .	1,751	41	1,426	62	691	08	3,869	11
April, 1879, . . .	1,751	40	1,309	02	1,444	57	4,504	99
May, 1879, . . .	1,751	40	1,588	25	987	80	4,327	45
June, 1879, . . .	1,751	41	1,269	65	720	60	3,741	66
July, 1879, . . .	1,751	40	1,354	49	477	43	3,583	32
August, 1879, . . .	1,751	40	1,280	08	418	90	3,450	33
September, 1879, . . .	1,751	41	1,343	23	471	62	3,566	26
October, 1879, . . .	1,751	40	1,589	01	1,390	38	4,680	79
Total, . . . . .	\$21,016	85	\$16,826	37	\$16,640	02	\$54,483	24

Total passenger earnings for the year, . . . . .	\$389,643	26
Total freight earnings for the year, . . . . .	1,267,570	07
Total earnings from all other sources, . . . . .	64,483	24
Total earnings for the year, . . . . .	\$1,711,696	57
Total receipts from all sources on whole length of line, . . . . .	\$1,711,696	57
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	1,711,696	57

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages, . . . . .	\$28,746	39
Passenger and freight houses, . . . . .	1,382	31
Engine-houses, car sheds, wood and coal sheds, and water tanks, . . . . .	2	86
All other expenditures chargeable to this account, . . . . .	10,549	03
Total, . . . . .	\$40,680	59
Proportion for Pennsylvania, . . . . .	\$40,680	59

## EXPENDITURES FOR OPERATING DURING THE YEAR.

## Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$237,200	13
New steel rails, number of tons, 2,555, . . . . .	49,450	64
Repairs of bridges, . . . . .	11,233	79
Repairs of buildings and fixtures, . . . . .	301	57
All other expenses for maintenance of way, . . . . .	13,592	45
Total for maintenance of way, . . . . .	\$311,778	58
Cost per mile of road kept in repair, (259 miles,) . . . . .	\$1,203	78
Proportion for Pennsylvania, (259 miles,) . . . . .	1,203	78

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$68,686	47
Repairs of machinery, . . . . .	4,872	62
Repairs of passenger, baggage, and mails cars, . . . . .	28,941	75
Repairs of freight cars, . . . . .	78,481	64
All other expenses for maintenance of motive power and cars, . . . . .	113,896	44
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$283,928</b>	<b>92</b>
Cost per mile of road operated, (259 miles,) . . . . .	\$1,096	25
Proportion for Pennsylvania, (259 miles,) . . . . .	1,096	25

## MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$51,932	15
Salaries, wages, and incidentals chargeable to freight department, . . . . .	135,677	47
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	9,078	84
Fuel—number of tons of coal, 52,011; cost, . . . . .	52,859	05
Oil and waste, . . . . .	4,089	66
Damages for injuries to persons, . . . . .	680	07
Damages for loss of goods and baggage, . . . . .	1,584	53
Damages to property, including damages by fire, . . . . .	624	50
Taxes, . . . . .	22,480	16
Insurance, . . . . .	1,948	47
Telegraph expenses, . . . . .	30,125	33
Amount paid other corporations or individuals for use of all other cars, over amount received, . . . . .	3,740	41
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	75,489	61
<b>Total miscellaneous, . . . . .</b>	<b>\$390,270</b>	<b>25</b>
Amount per mile of road operated, (259 miles,) . . . . .	\$1,506	83
Proportion for Pennsylvania, (259 miles,) . . . . .	1,506	83
Total expenditures for operating the road, . . . . .	985,977	76
Total charged to road and equipment, . . . . .	40,680	59
Expenses per mile of the road operated, (259 miles,) . . . . .	3,806	86
Expenses per mile of single track operated, not including sidings, (259 miles,) . . . . .	3,638	29
Expenses per train mile, . . . . .		75
Proportion for Pennsylvania, . . . . .		75

## EARNINGS.

Passenger transportation, local, . . . . .	\$344,712 19	} Total,	\$389,648	26
Passenger transportation, through, . . . . .	44,931 07			
Freight transportation, local, . . . . .	1,199,830 67	} Total,	1,267,570	07
Freight transportation, through, . . . . .	67,739 40			
Mail service, . . . . .			21,016	85
Express service, . . . . .			16,826	37
Rents, . . . . .			6,233	02
All other sources of income, . . . . .			10,407	00
<b>Total, . . . . .</b>			<b>\$1,711,696</b>	<b>67</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$311,778 58			
Maintenance of motive power and cars, . . . . .	283,928 92			
Miscellaneous, . . . . .	390,270 25			
<b>Total operating expenses, being 57.40 per cent. of earnings, . . . . .</b>			<b>985,977</b>	<b>75</b>
<b>Net earnings, . . . . .</b>			<b>\$725,718</b>	<b>82</b>
Earnings per mile of road operated, . . . . .			\$6,608	87
Expenses per mile of road operated, . . . . .			3,806	86
<b>Net earnings, . . . . .</b>			<b>\$2,802</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.? On river division, the Union Express Company, and on low grade division and Sligo branch, the Adams Express Company; they paying us forty per cent. of their gross receipts, and having joint use of baggage cars, we doing repairs to 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.? 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, &c., and they doing the repairs of cars.

**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? Yes; the Pullman Company own the cars, and charge in addition to our regular rates.

**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? \$21,016 85, being subject to change with the weights of mail matter at stated periods.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding: 43,330 shares,  
at \$50 per share, equal, . . . . . \$2,166,500 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, . . . . .	. . . . .	2	. . . . .	7	. . . . .	9
Others, . . . . .	. . . . .	. . . . .	8	3	8	3
Total, . . . . .	. . . . .	2	8	10	8	12

**Statement of each Accident.**

November 28, 1878. Near Parnassus; Wood J. McElroy, engineer, and Charles A. Ekey, fireman, severely burned about hands, arms, and faces, by jet of flame from fire-box of engine blowing back into cab, caused by choked draft; both recovered.

December 13. Pittsburgh yard; Patrick Clifferty, walking on track; run over and instantly killed.

January 16, 1879. Pittsburgh yard; Edward Reatz, boy, playing on track; started to cross track just ahead of engine, slipped and fell, was run over, and sustained fatal injuries.

February 10. Pittsburgh yard; John Stack, found dead on track; had been run over by train.

February 15. Pittsburgh yard; Samuel Powers, brakeman, lost two fingers coupling cars.

February 22. Verona; Samuel Filson, brakeman, arm broken by being caught between cars while coupling.

May 9. Camp Run; man named — Hawthorne, walking on track; struck by train and instantly killed.

May 14. Vesta oil works; Robert Geddes, lying on main track intoxicated; struck by engine and had skull fractured, from which death ensued four days after.

June 7. Near Brilliant; W. J. Burns, water boy on ballast train, walking on track; struck by passenger train, and injured in head and back; severe but not permanent injuries.

June 14. Pittsburgh yard; Charles Brennan, crossing track in intoxicated condition just ahead of train; slipped, fell, was run over, and instantly killed.

July 14. Oil City; Peter Rockler, lying drunk under cars, which, when moved, caused him to receive severe scalp wound and suffer loss of one finger.

August 4. South Oil City; Peter Moore, engine cleaner, in attempting to get on engine while in motion, slipped, and had foot run over, necessitating amputation.

August 5. Pittsburgh yard; John Leicht, boy, aged about eight years; playing around cars; run over and sustained injuries causing death in three hours.

August 6. Driftwood; Daniel McDonald, brakeman, lost two fingers coupling cars.

August 9. Pittsburgh yard; a man named Michael Dolan, incautiously stepped between two cars, standing on siding, just as some more cars were shifted into same siding, causing the two cars to come together, catching Dolan between them, and inflicting severe but not permanent injuries.

August 23. Near Wildwood; unknown man walking on track; struck and instantly killed by Buffalo Express south.

September 19. Du Bois; Edward F. Cummings, brakeman, lost two fingers coupling cars.

October 6. Pittsburgh yard; a man named David Granger, started to cross siding between two cars standing a few feet apart, just as cars were pushed together by switch engine; was caught and sustained severe injuries about body; recovered.

October 16. Driftwood; P. Dailey, laborer on ballast train, lost end of one finger coupling cars.

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 December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

JOHN SCOTT, *President.*

THOMAS R. ROBINSON, *Treasurer.*

Sworn and subscribed before me, this 9th day of February, A. D. 1880.

FRANK SEMPLE, *Notary Public.*

## REPORT

OF THE

*Allentown Railroad Company, for the year ending November 30, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
G. A. Nicolls, President, . . . . .	Reading.
Howard Hancock, Secretary, . . . . .	Philadelphia.
John Welch, Treasurer, . . . . .	Philadelphia.

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. Lippencott, . . . . .	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, . . . . .	1,268,884	47
Capital stock, total amount now paid in, . . . . .	1,268,884	47
Capital stock, number of shares issued, full paid, . . . . . 22,917		
Capital stock, amount paid in on each share issued, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<b>Floating Debt.</b>		
The amount now of floating debt, . . . . .	\$23,854	49
Floating debt as per last report, . . . . . \$24,197 96		

**COST.**

Total cost of entire road to date, . . . . .	\$1,084,453	73
Average of same per mile of road laid, . . . . . 4.5 miles,	240,989	72
Average of same per mile of track, . . . . . 4.9 miles,	831,317	09

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Port Clinton to Allentown, . . . . .	85.8	
Length of single main track laid, Topton to Kutztown, . . . . .	4.5	
Aggregate length of main line and branches, . . . . .	4.5	
Aggregate length of sidings and other track not above enumerated, . . . . .	.4	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	4.9	

**Gauge.**

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

**Track.**

Miles of track laid with iron, . . . . . 4.9  
 Weight of rail per yard, iron, . . . . . 64 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 2  
 Wooden bridges, number of, 1; aggregate length, . . . . . 16 feet.  
 Wooden trestles, number of, 1; aggregate length, . . . . . 24 feet.

**Stations.**

Number of stations on main road, . . . . . 1  
 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, . . . . . \$23,509 43  
 How is your track laid and on what foundation? Cross-  
 ties; broken stone ballast.

**MONTHLY EARNINGS FOR THE YEAR.**

From all Sources.—(Operating Account.)

MONTHS.	Passengers.		Freight.		Mall.		Miscellaneous.	
December, 1878, . . . . .	\$43	71	\$39	43	\$5	17	\$12	76
January, 1879, . . . . .	33	91	41	31	5	17	3	59
February, 1879, . . . . .	31	89	39	13	5	17	12	80
March, 1879, . . . . .	68	55	40	92	5	17	37	41
April, 1879, . . . . .	68	32	51	13	5	17	5	15
May, 1879, . . . . .	46	90	83	80	5	17	45	92
June, 1879, . . . . .	51	44	77	77	5	17	17	79
July, 1879, . . . . .	55	77	65	14	5	17	6	31
August, 1879, . . . . .	49	98	134	58	5	17	22	33
September, 1879, . . . . .	102	41	221	84	5	17	9	33
October, 1879, . . . . .	52	95	237	91	5	17	6	30
November, 1879, . . . . .	54	29	218	92	5	17	42	30
Total, . . . . .	\$660	12	\$1,251	88	\$62	04	\$221	97

**EARNINGS.—(Operating Account.)**

Passenger transportation, local and through, . . . . .	\$660	12
Freight transportation, local and through, . . . . .	1,251	88
Mail service, . . . . .	62	04
All other sources of income, . . . . .	221	97
Total, . . . . .	\$2,196	01

**EXPENSES OF CORPORATION.**

Contingent expenses, . . . . .	\$1,168	15
State tax, capital stock, . . . . .	68	75
Total expenses, . . . . .	\$1,236	90

**STOCKS 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, thirty 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. 1879, according to the best of their knowledge and belief.

(Signed)

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

Sworn and subscribed before me, this 29th day of January, A. D. 1880.  
 J. Y. HUMPHREY, *Notary Public.*

**R E P O R T**

OF THE

*Atlantic and Great Western Railroad Company, for the year ending September 30, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
James F. Clark, President, . . . . .	Cleveland, O.
Thomas Warnock, Secretary, . . . . .	Meadville, Pa.
F. E. Rittman, Treasurer, . . . . .	Meadville, Pa.
William H. Upson, General Solicitor, . . . . .	Akron, O.

<i>Names of Directors.</i>	<i>Residences.</i>
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. Parson, . . . . .	Ashtabula, O.
James H. Fay, . . . . .	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, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

## 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, . . . . .		10,173,677	69
Third mortgage bonds, (due 1st May, 1902, bear interest at 7 per cent., which is payable . . . . .) amount, . . . . .		28,784,000	00
First mortgage bonds, Ohio division, (due 1st October, 1876, bear interest at 7 per cent., which is payable . . . . .) amount, . . . . .		2,416,800	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, 7 per cent., . . . . .		5,823,000	00
Leased lines rental trust bonds of 1873, due 1st January, 1903, 7 per cent., . . . . .		3,006,000	00
Western extension certificates, due 1st July, 1876, 8 per cent., . . . . .		2,059,000	00
Western extension bonds, 7 per cent., . . . . .		1,748,500	00
Total funded debt, . . . . .		\$68,850,311	28
Funded debt as per last report, . . . . . See notes No. 1 and No. 2.			

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 companies, which has been purchased by the company out of the proceeds of the several classes of bonds mentioned in this note, and the stock so purchased was placed in the hands of trustees, as security for the said several classes of bonds.

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, James 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. 1879, according to the best of their knowledge and belief.

(Signed,)

JAMES F. CLARK, *President.*  
F. E. RITTMAN, *Treasurer.*

Sworn and subscribed before me this 22d day of December, A. D. 1879, as to F. E. Rittman treasurer. JOHN REITZE, *Notary Public.*

STATE OF OHIO, }  
Cuyahoga county, } ss :

Sworn and subscribed before me by James F. Clark, the 24th day of December, A. D. 1879. GEORGE D. WALKER, *Notary Public.*

**R E P O R T**

OF

*J. H. Devereux, Receiver of Atlantic and Great Western Railroad, for the year ending September 30, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
J. H. Devereux, Receiver, . . . . .	Cleveland, Ohio.
Thomas Warnock, Auditor, . . . . .	Meadville, Pa.
F. E. Rittman, Treasurer, . . . . .	Meadville, Pa.
Adams & Russell, General Solicitor, . . . . .	Cleveland, Ohio.
Charles Latimer, Chief Engineer, . . . . .	Cleveland, Ohio.
P. D. Cooper, General Superintendent, . . . . .	Cleveland, Ohio.
A. L. Dunbar, Division Superintendent, . . . . .	Meadville, Pa.
F. A. Phillips, Division Superintendent, . . . . .	Galim, Ohio.
J. W. Ferris, Division Superintendent, . . . . .	Cleveland, Ohio.

General offices at Meadville, Pa.

The property of the Atlantic and Great Western Railroad Company was in the hands of J. H. Devereux, receiver, and operated by him for the period represented in this report.

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Salamanca, N. Y., to Dayton, Ohio, . .	337.50	92.42
Length of single main track, . . . . .	352.00	86.92
Length of double-gauge main track, . . . . .	5.50	5.50
<b>Branches.</b>		
Franklin branch, from junction with main line west of Meadville to Oil City, . . . . .	33.78	33.78
Silver Creek branch, from Silver Creek to junction with main line, . . . . .	1.55	1.55
<b>Leased Roads.</b>		
Cleveland and Mahoning railroad branch, from Cleveland, Ohio, to Pennsylvania State line, . . . . .	80.00	80.00
Westerman railroad branch, from Pennsylvania State line to Sharon, Pennsylvania, . . . . .	1.50	1.50
Sharon railway branch, from Sharon, Pennsylvania, to A and G. W. main line, . . . . .	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, . . . . .	*223.13	†42.23
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	735.19	177.66

\* Of this amount, (223.13,) 155.27 miles are sidings, and 67.86 miles are double gauge track.  
 † This includes 5.5 miles double gauge track.

**Gauge.**

What is the gauge of your lines? 6 feet, 4 feet 9½ inches, 4 feet 9¾ inches.

**Track.**

Miles of iron rail in use, . . . . .	*405.08
Miles of steel rail in use, (including steel top,) . . . . .	330.11
Weight of rail per yard, { Iron, . . . . .	56,60,68 lbs.
{ Steel, . . . . .	52½, 56, 60 lbs.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . .	132
Wooden bridges, number of, 93; aggregate length, . . . . .	10,813 feet.
Stone bridges, number of, 3; aggregate length, . . . . .	80 feet.
Iron bridges, number of, 8; aggregate length, . . . . .	848 feet.
Wooden trestles, number of, 28; aggregate length, . . . . .	2,132 feet.

NOTE.—The bridges and trestles are the total on the 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; Union and Titusville railroad, at Union City; Jamestown and Franklin railroad, near Greenville; Shenango and Allegheny railroad, at Shenango; Erie and Pittsburgh railroad, 1 mile west of Shenango.

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

**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; total, . . . . .	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, 43 water; total, . . . . .	65
Number of wood and water stations on branches: 1 wood, 2 water; total, . . . . .	3
Number of wood and water stations on leased roads, . . . . .	8

How is track laid, and on what foundation? with fish splice, angle splice, Norris & Fisher suspension joints, combination of wrought-iron chain and fish splice. Foundations generally on gravel ballast, but considerable on furnace slag.

\* This (405.08) includes 155.27 miles of sidings, and 67.86 miles of double gauge track.

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, . . .	35	
Number of baggage, mail, and express cars, . . .	33	
Number of freight cars, { House cars, 878, } { Trucks, 1,602, }	2,490	
Number of service cars, tools, &c., 15; private, 1; paymaster, 1; total, . . .	17	
Number of caboose cars, . . .	99	

Westinghouse automatic air brake on all passenger trains.

Average number of cars in passenger trains, including baggage cars, . . . . .	4,7 <sup>8</sup> / <sub>100</sub>
Average number of cars in freight trains, . . . . .	15,9 <sup>8</sup> / <sub>100</sub>
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	151,9 <sup>8</sup> / <sub>100</sub> tons.
Average weight of freight trans, including locomotive and tender, in working order, . . . . .	202,3 <sup>2</sup> / <sub>100</sub> tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	4,228
Same in Pennsylvania, about, . . . . .	1,118

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	1,120,322
Number of miles run by freight trains, . . . . .	4,258,092
Number of through passengers for the year on main road, . . . . .	187,746
Number of passengers, (all classes,) carried in cars, . . . . .	963,491
Number of passengers carried one mile, . . . . .	41,228,428
Number of passengers carried one mile in Pennsylvania, . . . . .	12,208,552
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	1,731,876
Number of tons of freight carried one mile, . . . . .	436,022,184
Number of tons of freight carried one mile in Pennsylvania, . . . . .	114,293,577
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	3,259,843
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, 1878, . . . . .	76,467	April, 1879, . . . . .	78,790
November, 1878, . . . . .	75,091	May, 1879, . . . . .	73,676
December, 1878, . . . . .	73,232	June, 1879, . . . . .	75,537
January, 1879, . . . . .	59,019	July, 1879, . . . . .	102,065
February, 1879, . . . . .	56,263	August, 1879, . . . . .	107,508
March, 1879, . . . . .	79,338	September, 1879, . . . . .	106,505

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

Anthracite coal, . . . . .	74,441	Stone and lime, . . . . .	61,487
Bituminous coal, . . . . .	612,198	Agricultural products, . . . . .	495,551
Petroleum and other oils, . . . . .	295,347	Merchandise and manufactures, . . . . .	268,032
Pig iron, . . . . .	144,266	Live stock, . . . . .	76,457
Other iron or castings, . . . . .	157,146	Lumber, . . . . .	81,627
Iron and other ores, . . . . .	426,142	Other articles, . . . . .	567,149

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

For first-class through passengers, . . . . .	2½ to 3 cents.
For first-class way passengers, . . . . .	3½ cents.
For second-class through passengers, . . . . .	2 cents.
For second-class way passengers, . . . . .	No rate.

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

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

## MONTHLY EARNINGS FOR THE YEAR.

## From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
	\$		\$		\$	
October, 1878, . . . . .	\$31,939	95	\$44,328	42	\$76,268	37
November, 1878, . . . . .	33,668	97	38,312	76	71,981	73
December, 1878, . . . . .	25,485	30	37,529	68	63,014	98
January, 1879, . . . . .	23,000	75	32,287	97	55,288	72
February, 1879, . . . . .	19,938	51	31,714	28	51,652	79
March, 1879, . . . . .	23,496	61	42,449	78	65,946	39
April, 1879, . . . . .	32,367	66	41,631	03	73,998	69
May, 1879, . . . . .	31,800	18	40,998	38	72,798	56
June, 1879, . . . . .	31,291	48	43,634	49	74,925	97
July, 1879, . . . . .	35,374	53	53,505	41	88,879	94
August, 1879, . . . . .	34,725	86	62,211	65	96,937	51
September, 1879, . . . . .	39,921	34	59,596	92	99,518	26
Total, . . . . .	\$363,011	14	\$528,200	77	\$891,211	91

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
October, 1878, . . . . .	\$187,343	24	\$118,338	05	\$305,681	29
November, 1878, . . . . .	171,639	46	87,065	82	258,705	28
December, 1878, . . . . .	153,438	07	59,985	91	213,423	98
January, 1879, . . . . .	151,803	64	81,866	19	233,659	83
February, 1879, . . . . .	166,547	38	67,059	32	233,606	70
March, 1879, . . . . .	179,736	30	86,186	28	265,922	58
April, 1879, . . . . .	165,429	94	80,892	25	246,321	19
May, 1879, . . . . .	145,758	84	86,317	74	232,076	08
June, 1879, . . . . .	129,959	87	82,465	23	212,425	10
July, 1879, . . . . .	165,975	83	91,823	12	257,801	95
August, 1879, . . . . .	203,581	67	101,613	68	305,195	35
September, 1879, . . . . .	217,915	89	102,480	69	320,396	08
Total, . . . . .	\$2,039,129	13	\$1,045,587	28	\$3,084,716	41

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
October, 1878, . . . . .	\$3,193	33	\$3,549	59	\$4,076	16	\$10,819	08
November, 1878, . . . . .	3,189	43	4,097	21	4,459	45	11,746	09
December, 1878, . . . . .	3,189	43	4,764	55	4,149	16	12,103	14
January, 1879, . . . . .	3,189	43	2,569	60	3,938	96	9,697	99
February, 1879, . . . . .	3,189	44	2,337	86	3,925	90	9,453	20
March, 1879, . . . . .	3,189	44	2,924	24	3,841	76	9,955	44
April, 1879, . . . . .	3,188	89	4,155	88	3,648	37	10,991	14
May, 1879, . . . . .	3,187	06	5,211	10	3,870	48	12,268	64
June, 1879, . . . . .	3,189	44	6,324	44	4,407	17	13,921	05
July, 1879, . . . . .	3,189	44	5,027	82	5,142	81	13,360	07
August, 1879, . . . . .	3,250	44	4,340	85	5,640	35	13,231	14
September, 1879, . . . . .	3,189	43	4,152	83	6,263	49	13,605	75
Total, . . . . .	\$38,333	20	\$49,455	47	\$53,364	06	\$141,152	73

Total passenger earnings for the year, . . . . .	\$891,211	91
Total freight earnings for the year, . . . . .	3,084,716	41
Total earnings from all other sources, . . . . .	141,152	73
Total earnings for the year, . . . . .	\$4,117,081	05
Total receipts from all sources on whole length of line, . . . . .	\$4,185,296	47
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	1,083,706	21

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, . . . . .	\$37,447	31
Land or land damages, . . . . .	519	49
Passenger and freight-houses, . . . . .	26,714	57
Engine-houses, car sheds, wood and coal sheds, and water tanks, . . . . .	4,281	02
Westinghouse air brakes, . . . . .	38,170	78
New passenger cars, . . . . .	1,576	18
New mail and baggage cars, . . . . .		
New freight cars, . . . . .		
New machine shops, machinery, and tools, . . . . .	4,809	52
Any other expenditures chargeable to this account, . . . . .	570	71
	2,881	77
Total, . . . . .	\$116,421	35
Proportion for Pennsylvania, . . . . .	\$30,791	20

## EXPENDITURES FOR OPERATING DURING THE YEAR.

## Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$520,840	10
New iron rails, . . . . .	10,925	21
New steel rails, . . . . .	231,668	39
Repairs of bridges, . . . . .	67,775	77
Repairs of buildings and fixtures, . . . . .	53,449	74
Repairs of fences, . . . . .	19,938	18
Total for maintenance of way, . . . . .	\$909,597	39
Cost per mile of road kept in repair, . . . . .	\$1,776	35
Proportion for Pennsylvania, . . . . .	240,571	08

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$279,703	15
Repairs of machinery, . . . . .	19,441	24
Repairs of passenger, baggage, and mail cars, . . . . .	69,167	83
Repairs of freight cars, . . . . .	210,040	49
All other expenses for maintenance of motive power and cars, . . . . .	91,000	97
Total for maintenance of motive power and cars, . . . . .	\$669,353	68
Cost per mile of road operated, . . . . .	\$1,307	18
Proportion for Pennsylvania, . . . . .	177,031	39

## MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$234,556	88
Salaries, wages, and incidentals chargeable to freight department, . . . . .	974,896	20
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	31,117	43
Fuel—number of cords of wood, 7,644; cost, . . . . .	20,747	12
Fuel—number of tons of coal, 152,980 <sup>324</sup> / <sub>1000</sub> ; cost, . . . . .	263,454	75
Oil and waste, . . . . .	34,088	56
Damages for injuries to persons, . . . . .	5,220	13
Damages for cattle killed or injured, . . . . .	971	88
Damages for loss of goods and baggage, . . . . .	6,207	72
Damages to property, including damages by fire, . . . . .	64	50
Taxes, . . . . .	96,000	00
Telegraph expenses, . . . . .	62,457	57
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	127,754	24
Total miscellaneous, . . . . .	\$1,857,536	98
Amount per mile of road operated, . . . . .	\$3,627	58
Proportion for Pennsylvania, . . . . .	491,283	16
Total expenditures for operating the road, . . . . .	3,436,488	05
Total charged to road and equipment, . . . . .	116,421	35
Expenses per mile of the road operated, . . . . .	6,711	10
Expenses per train mile, . . . . .	63	95
Proportion for Pennsylvania, . . . . .	908,884	27



**EARNINGS.**

Passenger transportation, local, . . . . .	\$528,200 77	} Total,	\$891,211	91
Passenger transportation, through, . . . . .	363,011 14			
Freight transportation, local, . . . . .	1,045,587 28	} Total,	3,084,710	41
Freight transportation, through, . . . . .	2,039,129 13			
Mail service, . . . . .			38,333	20
Express service, . . . . .			49,455	47
Rents, . . . . .			655	04
All other sources of income, . . . . .			70,924	44
<b>Total, . . . . .</b>			<b>\$4,135,296</b>	<b>47</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$309,597 39			
Maintenance of motive power and cars, . . . . .	669,353 68			
Miscellaneous, . . . . .	1,857,536 98			
<b>Total operating expenses, being 83.10% per cent. of earnings, . . . . .</b>			<b>3,436,488</b>	<b>05</b>
<b>Net earnings, . . . . .</b>			<b>698,808</b>	<b>42</b>
Earnings per mile of road operated, . . . . .			\$8,075	80
Expenses per mile of road operated, . . . . .			6,711	10
<b>Net earnings, . . . . .</b>			<b>1,364</b>	<b>70</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.? United States, which pays double first-class rates on local, to and from points west of this line, and about one and one half second-class rates to and from points east of this line.

**TRANSPORTATION COMPANIES.**

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

**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? The sleeping and hotel cars of the Pullman Palace Car Company run over this road, and that company receives the current rate of mileage. A charge is made in addition to regular rates; for state-rooms, \$4; section, \$4; double berth, \$2.

**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? \$38,333 20.

## 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	8	4	3	8
Others, . . . . .	.....	.....	4	1	4	1
Total, . . . . .	.....	4	7	5	7	9

## Statement of each Accident.

October 11, 1878. A. Guy, brakeman, Union city, injured ; leg and foot badly bruised ; slipped, making coupling, wheel passed over leg and foot ; want of caution.

October 29. W. A. Moffat, brakeman, Saegertown, injured ; squeezed through chest, between dead-woods ; want of caution.

November 13. O. D. Curtis, brakeman, Meadville, killed ; squeezed between engine and caboose, injured internally ; want of caution.

November 26. Charles Stephens, citizen, Cochranon, killed ; run over, crawling on track, probable suicide ; coroner's verdict, "accidental death, employés exonerated."

March 18, 1879. James Burns, brakeman, Greenville, injured ; leg and knee severely bruised ; attempted to get on coach, just as passenger was getting off with valise.

March 28. Larry Lynch, car repairer, Meadville, injured ; right foot and left leg run over ; left leg amputated ; switch engine and cars backed over him ; his attention was upon another train ; want of caution.

April 2. G. Hoffman, citizen, Union city, killed ; stepped off train in motion ; fatally injured ; his own fault.

April 12. William Sweeny, boy, twelve years old, Oil city, killed ; cars ran over him in covered bridge ; coroner's verdict, "accidental death."

April 17. A. B. Leberman, brakeman, Franklin, injured ; left arm broken ; fell from car to the ground ; storming and cars slipping.

May 11. J. T. Gorham, station baggage master, killed ; jumped from train in motion, at Greenville ; entirely unnecessary, as he knew train would stop ; no inquest.

May 29. John Burk, boy, fourteen years old, three miles west of Union city, injured ; arm run over, amputated ; attempted to jump on box car while train was on a grade ; his own fault.

June 26. Frank St. John, brakeman, Union city, fatally injured ; attempted to jump on front end of caboose with can of water, and fell under wheels ; want of caution.

August 11. Thomas Connelly, switchman, Meadville, injured ; both legs run over, no bones broken ; fell down, making coupling ; want of caution.

August 18. William Hoke, brakeman, Millers, injured; right hand smashed making coupling; new man; want of caution.

September 4. Doctor J. A. Wright, two miles east of Columbus, killed; was driving across track, probably asleep, was run over by express train; want of caution.

September 25. John Warnan, car repairer, Meadville, injured; leg broken; car dropped against the one he was working on, and it ran over him.

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

Personally appeared before me, John H. Devereux, Receiver, of the Atlantic and Great Western railroad, who, being duly sworn, do depose and say that he caused the foregoing statement to be prepared by the proper officers and agents of this company, and having carefully examined the 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. 1879, according to the best of his knowledge and belief.

JOHN H. DEVEREUX, *Receiver.*

Sworn and subscribed before me, this 24th day of December, A. D. 1879, as to J. H. Devereux, Receiver.

J. T. WANN, *Notary Public.*

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. 1879, according to the best of their knowledge and belief.

(Signed)

JOHN H. DEVEREUX, *Receiver.*

F. E. RITTMAN, *Treasurer.*

Sworn and subscribed before me, this 22d day of December, A. D. 1879, as to F. E. Rittman, Treasurer.

JOHN REITZE, *Notary Public.*

**R E P O R T**  
OF THE  
*Bachman Valley Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
A. W. Eichelberger, President, . . . . .	Hanover.
C. W. Forney, Secretary and Treasurer, . . . . .	Hanover.

General offices at Hanover, York county, Penn'a.

<i>Names of Directors.</i>	<i>Residences.</i>
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, Pa.
Henry Schue, . . . . .	Glenville, York county, Pa.
A. S. Warner, . . . . .	Glenville, York county, Pa.

**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

**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
Total amount now of funded debt, . . . . .	\$45,000	00
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$13,090	34
Debt incurred for any other purpose and for what: To Hanover Junction, Hanover and Gettysburg Railroad Company, working road, freight and passenger proportion, interest on notes due said company, . . . . .	3,452	76
The amount now of floating debt, . . . . .	16,543	10
Total amount now of floating and funded debt, . . . . .	\$61,543	10
Funded debt as per last report, . . . . .	\$45,000	00
Floating debt as per last report, . . . . .	13,090	34

**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, . . . . . 9

**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.**

Number of bridges and trestles on whole line, . . . . . 8  
 Wooden bridges, number of, 8; aggregate length, . . . . . 199 feet.

**Stations.**

Number of stations on main road, passenger and freight, . . . . . 6  
 Number of wood and water stations on main road, . . . . . 1  
 How is track laid and on what foundation? Part earth and part stone.

**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

**Employees.**

Average number of persons regularly employed by company, including officials, exclusive of directors, . . . . . 10

**DOINGS OF THE YEAR.**

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

For first-class through passengers, . . . . . 3½ cents.  
 For first-class way passengers, . . . . . 3½ cents.

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

For through freight, per ton per mile, . . . . . 2½ cents.  
 For through coal, per ton per mile, . . . . . 4 cents.  
 For local freight, per ton per mile, . . . . . 5 cents.  
 For local coal, per ton per mile, . . . . . 5 cents.

## MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .					\$21	66
February, 1879, . . . . .					20	95
March, 1879, . . . . .					38	71
April, 1879, . . . . .					25	45
May, 1879, . . . . .					67	53
June, 1879, . . . . .					106	47
July, 1879, . . . . .					122	20
August, 1879, . . . . .					126	00
September, 1879, . . . . .					87	70
October, 1879, . . . . .					19	74
November, . . . . .					94	14
December, . . . . .					214	38
Total, . . . . .					894	93

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .					\$194	92
February, 1879, . . . . .					132	25
March, 1879, . . . . .					163	53
April, 1879, . . . . .					271	64
May, 1879, . . . . .					298	20
June, 1879, . . . . .					142	93
July, 1879, . . . . .					88	09
August, 1879, . . . . .					344	99
September, 1879, . . . . .					296	68
October, 1879, . . . . .					334	81
November, 1879, . . . . .					475	22
December, 1879, . . . . .					1,043	99
Total, . . . . .					\$3,787	25

Through and local not kept separate.

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .	*\$581	10		
February, 1879, . . . . .				
March, 1879, . . . . .				
April, 1879, . . . . .				
May, 1879, . . . . .				
June, 1879, . . . . .				
July, 1879, . . . . .				
August, 1879, . . . . .				
September, 1879, . . . . .				
October, 1879, . . . . .				
November, 1879, . . . . .				
December, 1879, . . . . .				
Total, . . . . .	\$581	10		

\*Two hundred and ninety-three dollars and twenty-five cents, being an old claim for mail service, which has been settled. It was for the years 1874 and 1875, and is included in the above.

Total passenger earnings for the year, . . . . .	\$894	93
Total freight earnings for the year, . . . . .	8,787	25
Total earnings from all other sources, . . . . .	581	10
Total earnings for the year, . . . . .	\$5,263	28
Total receipts from all sources on whole length of line, . . . . .	\$5,263	28

**EXPENDITURES FOR OPERATING DURING THE YEAR.****Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$1,506	67
Total for maintenance of way, . . . . .	\$1,506	67

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

Paid Hanover and Gettysburg Railroad Company for working road, . . . . .	\$1,257	60
Total for maintenance of motive power and cars, . . . . .	\$1,257	60

**MISCELLANEOUS.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	}	\$372	00
Salaries, wages, and incidentals chargeable to freight department, . . . . .			
Taxes, . . . . .		25	68
Contingent expenses, . . . . .		34	43
Amount paid other corporations or individuals for use of all other cars, . . . . .		17	25
General salaries and office expenses, law expenses, and all other expenses (except interest,) not included in any of the above items, . . . . .		50	00
Total miscellaneous, . . . . .		\$499	36

**EARNINGS.**

Passenger transportation, local, . . . . .	} Total,	\$894	93
Passenger transportation, through, . . . . .			
Freight transportation, local, . . . . .	} Total,	8,787	25
Freight transportation, through, . . . . .			
Mail service, . . . . .		287	85
Total, . . . . .		\$4,970	08
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . .	\$1,506	67	
Maintenance of motive power and cars, working road, . . . . .	1,257	60	
Miscellaneous, . . . . .	499	36	
Total operating expenses, . . . . .		3,263	63
Net earnings, . . . . .		\$1,707	40

The Baltimore and Hanover railroad being now completed, and the road opened for business December 1, 1879, making a through line (over the Backman Valley railroad,) from Baltimore to Gettysburg; the same has already made its mark for December, 1879, both in freight and passengers. This road expects to make a better show for 1880.

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? \$27 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. 1879, according to the best of their knowledge and belief.

(Signed,)

A. W. EICHELBERGER, *President.*

C. W. FORNEY, *Treasurer.*

Sworn and subscribed before me, this 11th day of February, A. D. 1880.

A. N. MICHAEL, *Notary Public.*



REPORT

OF THE

*Bald Eagle Valley Railroad Company, for the year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
L. A. Mackey, President, . . . . .	Lock Haven, Pa.
Edmund Blanchard, Secretary, and Treasurer, . . . . .	Bellefonte, Pa.
S. S. Blair, General Superintendent, and Division Superintendent, . . . . .	Tyrone, Pa.

General office at Lock Haven, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas A. Scott, . . . . .	Philadelphia, Pa.
Andrew G. Curtin, . . . . .	Bellefonte, Pa.
Charles A. Mayer, . . . . .	Lock Haven, Pa.
Amos C. Noyes, . . . . .	Westport, Pa.
James Gamble, . . . . .	Williamsport, Pa.
John Irwin, junior, . . . . .	Bellefonte, Pa.



**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	
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 July 1, 1881, bear interest and 6 per cent., which is payable January 1 and July 1,) amount, . . . . .	\$300,000	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, . . . . .	\$400,000	00
<b>Floating Debt.</b>		
Total amount now of floating and funded debt, . . . . .	\$400,000	00
Funded debt as per last report, . . . . .	\$400,900	00

**COST.**

Total cost of entire road to date, . . . . .	\$1,050,000	00
Average of same per mile of road laid, . . . . .	19,558	00

Road leased to Pennsylvania Railroad Company.

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Lock Haven, Pa., to intersection with Tyrone and Clearfield railroad, near Tyrone, . . . . .	51,185 1000	51,185 1000
Length of single main track, . . . . .	51,185 1000	51,185 1000
<b>Branches.</b>		
From Milesburg to Bellefonte, . . . . .	2½	
} Length of branch, . . . . .	2½	
} Length of single track,		
Aggregate length of main line and branches, . . . . .	53,185 1000	53,185 1000
Aggregate length of sidings and other track not above enumerated, . . . . .	4,100	4,100
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	58,185 1000	58,185 1000

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 53,185  
1000  
Weight of rail per yard, iron, . . . . . 45, 56 and 60 lbs.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, all wood, Howe truss, . . . . .	5
Wooden bridges, number of, 5; aggregate length, . . . .	2,735 feet.

**Stations.**

Number of stations on main road, passenger and freight,	17
Number of wood and water stations on main road, . . . .	5
Value of real estate held by the company, exclusive of road- way, . . . . .	\$10,000 00
Value of real estate held by the company, exclusive of road- way, in Pennsylvania, . . . . .	10,000 00
How is track laid, and on what foundation: On oak cross- ties, ballasted with stone.	

**Stock and Dividends.**

Amount of common stock now outstanding, . . . . .	\$550,000 00
Rate and date of all cash dividends on stock of original and consolidated companies: January 12, 1879, four per cent., \$22,000; July 29, 1879, two and one half per cent., \$13,750.	

Number and per cent. of dividends: Four per cent. and two and one half per cent., . . . . .	\$35,750	00
Amount paid in dividends, . . . . .	35,750	00
Paid to sinking fund, . . . . .	700	00

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

STATE OF PENNSYLVANIA, }  
County of Centre, } 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. 1879, according to the best of their knowledge and belief.

(Signed,)

L. A. MACKEY, *President.*

EDMUND BLANCHARD, *Treasurer.*

Sworn and subscribed before me this 7th day of January, A. D. 1880.

E. M. BLANCHARD, *Notary Public.*

# REPORT

OF THE

*Barclay Coal Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
Edward M. Davis, President, . . . . .	Chelton Hills.
Harvey Shaw, Secretary and Treasurer, . . . . .	Norristown.

General office at 154 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
J. V. Williamson, . . . . .	Philadelphia.
Edward Lewis, . . . . .	Philadelphia.
J. Raymond Claghorn, . . . . .	Philadelphia.
Charles W. Trotter, . . . . .	Philadelphia.
Edward Hoopes, . . . . .	Philadelphia.
William B. Warner, . . . . .	Norristown, Pa.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$1,000,000	00
Capital stock authorized by votes of company, . . . . .	1,000,000	00
Capital stock amount subscribed, . . . . .	1,000,000	00
Capital stock paid in by last report, . . . . .	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

**DEBT.**

<b>Funded Debt.</b>		
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 floating and funded debt, . . . . .	\$65,500	00
Funded debt as per last report, . . . . . \$65,500		

**COST.**

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

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

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

**3 RAILROAD REPORT.**

## STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . .	20,000 shares.
Rate and date of all cash dividends on stock of original and consolidated companies:	
March 15, 1879, 87½ cents per share, . . . . .	\$17,500 00
June 17, 1879, 75 cents per share, . . . . .	15,000 00
September 19, 1879, 62½ cents per share, . . . . .	12,500 00
December 15, 1879, \$1 per share, . . . . .	20,000 00
Number and per cent. of dividends, } 4 dividends, 6½ per	
Amount paid in dividends, . . . } cent., . . . . .	<u>\$65,000 00</u>

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 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,)

E. M. DAVIS, *President.*

HARVEY SHAW, *Treasurer.*

Affirmed and subscribed before me, this 9th day of February, A. D. 1880.

FRANCIS A. LEWIS, Junior, *Notary Public.*

## R E P O R T

OF THE

*Berlin Railroad Company, for the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John O. Stoner, President, . . . . .	Berlin, Pa.
D. A. Brubaker, Secretary, . . . . .	Berlin, Pa.
S. A. Philson, Treasurer, . . . . .	Berlin, Pa.
J. H. Knepper, General Superintendent, . . . . .	Berlin, Pa.
<i>Names of Directors.</i>	<i>Residences.</i>
Samuel Philson, . . . . .	Berlin, Pa.
Ed. Kimmel, . . . . .	Berlin, Pa.
S. A. Philson, . . . . .	Berlin, Pa.
D. A. Brubaker, . . . . .	Berlin, Pa.
J. C. Philson, . . . . .	Berlin, Pa.
Robert Philson, . . . . .	Berlin, Pa.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$50,000	00
Capital stock, amount subscribed, . . . . .	50,000	00
Capital stock, total amount now paid in, . . . . .	5,000	00
Capital stock, number of shares issued, . . . . .	1,000	
Capital stock, amount paid in on each share, . . . . .	5	00
Capital stock, par value of each share, . . . . .	5	00

**DEBT.**

Total cash realized from capital stock and debt, . . . . . \$5,000 00

**COST.**

Total cost of entire road to date, . . . . .	\$5,000	00
Average of same per mile of road laid, . . . . .	615	77
Proportion of same for Pennsylvania, . . . . .	All in Pennsylvania.	
Total cost of entire equipment, . . . . .	Included in total cost of road.	
Average cost of equipment per mile of road operated by company: Included in total cost of road.		
Cost of road and equipment per mile, . . . . .	615	77

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Berlin station to Garrett, . . . . .	8 <sup>13</sup> / <sub>100</sub>	8 <sup>13</sup> / <sub>100</sub>
Length of single main track, . . . . .	8 <sup>13</sup> / <sub>100</sub>	8 <sup>13</sup> / <sub>100</sub>
Aggregate length of main line and branches, . . . . .	8 <sup>13</sup> / <sub>100</sub>	8 <sup>13</sup> / <sub>100</sub>
Aggregate length of sidings and other track not above enumerated, . . . . .	475 feet.	

**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, . . . . . 8 <sup>13</sup>/<sub>100</sub> and 475 ft.  
Weight of rail per yard, . . . . . 45 lbs.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 9  
Wooden trestles, number of, 9; aggregate length, . . . . . 1,160 feet.

**Stations.**

Number of stations on main road: Passenger, 8; freight, 8, . . . . . 8  
Number of engine-houses and shops in Pennsylvania, 1;  
total number of entire road, . . . . . 1  
Number of wood and water stations on main road, . . . . . 2  
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 20 tons weight, . . . . .	1	
Number of second class passenger cars, . . . . .	1	
Number of baggage, mail, and express cars, . . . . .	1	
Number of coal, ore, and stone cars, . . . . .	1	

\*The cost of equipment is included in capital stock.

Average number of cars in passenger trains, including baggage cars, . . . . .	2
Average number of cars in freight trains, . . . . .	3
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, . . . . .	59 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	11
Same in Pennsylvania, . . . . .	11

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by freight, coal, and passenger trains, about, . . . . .	5,000
Number of through passengers for the year on main road, . . . . .	1,288
Number of passengers (all classes,) carried in cars, . . . . .	1,737
Number of passengers carried one mile, . . . . .	12,130
Number of passengers carried one mile in Pennsylvania, . . . . .	12,130
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	4,568 <sup>215</sup> / <sub>800</sub>
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	15
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	15

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

July, 1879, . . . . .	458	October, 1879, . . . . .	244
August, 1879, . . . . .	331	November, 1879, . . . . .	203
September, 1879, . . . . .	201	December, 1879, . . . . .	290

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

Bituminous coal, . . . . .	3,948	Agricultural products, . . . . .	324 <sup>888</sup> / <sub>888</sub>
Petroleum and other oils, . . . . .	11 <sup>888</sup> / <sub>888</sub>	Merchandise and Manufactures, . . . . .	146 <sup>888</sup> / <sub>888</sub>
Railroad iron, . . . . .	10	Live stock, . . . . .	100 <sup>888</sup> / <sub>888</sub>
Other iron or castings, . . . . .	17 <sup>888</sup> / <sub>888</sub>	Lumber, . . . . .	52 <sup>888</sup> / <sub>888</sub>
Stone and lime, . . . . .	42 <sup>888</sup> / <sub>888</sub>		

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

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

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

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

For through freight, \$2; per ton per mile, . . . . . 25 cents.  
 For through coal, 10 cents; per ton per mile, . . . . . 1½ cents

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
July, 1879, . . . . .			\$138 65
August, 1879, . . . . .			95 75
September, 1879, . . . . .			62 65
October, 1879, . . . . .			78 35
November, 1879, . . . . .			69 50
December, 1879, . . . . .			94 55
<b>Total, . . . . .</b>			<b>\$539 45</b>

**From Transportation of Freight.**

MONTHS.	Through.	Local.	Total.
July, 1879, . . . . .			\$170 90
August, 1879, . . . . .			176 54
September, 1879, . . . . .			192 15
October, 1879, . . . . .			261 81
November, 1879, . . . . .			277 05
December 1879, . . . . .			137 36
<b>Total, . . . . .</b>			<b>\$1,215 31</b>

Through and local not kept separate.

**From all other Sources.**

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
July, 1879, . . . . .	\$30 38½			
August, 1879, . . . . .	30 38½			
September, 1879, . . . . .	30 38½			
October, 1879, . . . . .	30 38½			
November, 1879, . . . . .	30 38½			
December, 1879, . . . . .	30 38½			
<b>Total, . . . . .</b>	<b>\$182 32</b>			

Total passenger earnings for the year, . . . . .	\$539 45
Total freight earnings for the year, . . . . .	1,215 31
Total earnings from all other sources, . . . . .	182 32
<b>Total earnings for the year, . . . . .</b>	<b>\$1,937 08</b>
Total receipts from all sources on whole length of line, . . . . .	\$1,937 08
Proportion of earnings in Pennsylvania to earnings of whole line. All in Pennsylvania.	

## MISCELLANEOUS.

Total expenditures for operating the road, . . . . . \$2,012 88

## EARNINGS.

Passenger transportation, local and through, (no separate account,) . . . . .	\$539	45
Freight transportation, local and through, (no separate account,) . . . . .	1,215	31
Mail service, . . . . .	132	32
Total, . . . . .	\$1,937	08
<b>Operating Expenses.</b>		
Total operating expenses, . . . . .	\$2,012	88
Deficit, . . . . .	\$75	80
Earnings per mile of road operated, . . . . .	\$238	55
Expenses per mile of road operated, . . . . .	247	89
Deficit, . . . . .	75	80

## 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? \$364 64 per annum. One round trip per day.

## STOCKS AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$50,000 00

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

Personally appeared before me, John O. Stoner, President, and S. A. Philson, Treasurer, of the Berlin 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. 1879, according to the best of their knowledge and belief.

(Signed,)

JOHN O. STONER, *President.*

S. A. PHILSON, *Treasurer.*

Sworn and subscribed before me this 6th day of February, A. D. 1880.

J. P. PHILSON, *Justice of the Peace.*



# REPORT

OF THE

*Berlin Branch Railroad Company, for the year ending  
December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
A. W. Eichelberger, President, . . . . .	Hanover, Pa.
A. W. Storm, Secretary, . . . . .	East Berlin, Pa.
Jacob Resser, Treasurer, . . . . .	East Berlin, Pa.
David Wiles, General Solicitor, . . . . .	Gettysburg, Pa.
Westley Dick, Track Boss, . . . . .	Abbottstown, Pa.

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

**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, . . . . .	42,685	21
Capital stock, total amount now paid in, . . . . .	42,693	85
Capital stock, number of shares issued, . . . . . 885		
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00
Capital stock, average value of each share during the year, . . . . .	5	00

**DEBT.**

<b>Funded Debt.</b>		
First mortgage bonds, (due . . . , bear interest at six per cent., which is payable . . . ) amount, . . . . .	\$25,000	00
Second mortgage bonds, (due . . . , bear interest at six per cent., which is payable . . . ) amount, . . . . .	700	00
<b>Total amount now of funded debt, . . . . .</b>	<b>\$25,700</b>	<b>00</b>
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . . \$7,570 06		
Debt incurred for any other purpose, and for what: For operating road, . . . . . 4,771 04		
<b>Total amount now of floating debt, . . . . .</b>	<b>12,341</b>	<b>10</b>
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$38,041</b>	<b>10</b>
Funded debt, as per last report, . . . . . \$25,000 00		
Floating debt, as per last report, . . . . . 8,028 47		
<b>Total cash realized from capital stock and debt, . . . . .</b>	<b>\$30,734</b>	<b>95</b>

## COST.

Total cost of entire road to date, . . . . .	\$75,157	97
Average of same per mile of road laid, . . . . .	10,736	85½
Porportion of same for Pennsylvania, . . . . . All in Pennsylvania.		

## 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.		
Aggregate length of main line and branches, . . . . .	7	7

## Gauge.

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

## Track.

Miles of iron rails in use, . . . . . 7  
 Weight of rail per yard, iron, . . . . . 50 and 56 lbs.

## Bridges and Trestles.

Wooden bridges, number of, 2; aggregate length, . . . . . 80 feet.

## Stations.

Number of stations on main road, passenger and freight, . . . . . 3  
 Number of wood and water stations on main road, . . . . . 1  
 Value of real estate held by the company, exclusive of road-way, . . . . . \$82 00  
 How is track laid and on what foundation? Part earth and part stone ballast.

## 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, (all mixed trains,) . . . . . 4,368  
 Number of passengers, (all classes) carried in cars, . . . . . 4,809½  
 Number of tons of freight carried one mile, . . . . . 52,832½  
 Number of tons of freight carried one mile in Pennsylvania, . . . . . 52,832½  
 Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . . 7,126¾

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

January, 1879, . . . . .	191½	July, 1879, . . . . .	1,128½
February, 1879, . . . . .	147½	August, 1879, . . . . .	600
March, 1879, . . . . .	244	September, 1879, . . . . .	648
April, 1879, . . . . .	218	October, 1879, . . . . .	213
May, 1879, . . . . .	677	November, 1879, . . . . .	300½
June, 1879, . . . . .	268½	December, 1879, . . . . .	178

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

For through freight, per ton per mile, from . . . . .	2 to 4 cents.
For local freight, per ton per mile, . . . . .	2 to 6 cents.

MONTHLY EARNINGS FOR THE YEAR.  
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
	\$	Cts.	\$	Cts.	\$	Cts.
January, 1879, . . . . .	\$45	02				
February, 1879, . . . . .	81	30				
March, 1879, . . . . .	58	52				
April, 1879, . . . . .	48	72				
May, 1879, . . . . .	80	37				
June, 1879, . . . . .	46	58				
July, 1879, . . . . .	56	32				
August, 1879, . . . . .	242	36				
September, 1879, . . . . .	88	48				
October, 1879, . . . . .	44	55				
November, 1879, . . . . .	65	59				
December, 1879, . . . . .	40	16				
<b>Total, . . . . .</b>	<b>\$842</b>	<b>97</b>				

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
	\$	Cts.	\$	Cts.	\$	Cts.
January, 1879, . . . . .	\$63	01				
February, 1879, . . . . .	101	28				
March, 1879, . . . . .	156	38				
April, 1879, . . . . .	95	71				
May, 1879, . . . . .	179	09				
June, 1879, . . . . .	98	93				
July, 1879, . . . . .	115	35				
August, 1879, . . . . .	473	28				
September, 1879, . . . . .	262	69				
October, 1879, . . . . .	266	29				
November, 1879, . . . . .	135	95				
December, 1879, . . . . .	209	50				
<b>Total, . . . . .</b>	<b>\$2,157</b>	<b>46</b>				

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
	\$	Cts.	\$	Cts.	\$	Cts.	\$	Cts.
December, 1879, . . . . .			\$15	94	\$2	35	\$18	29
<b>Total, . . . . .</b>			<b>\$15</b>	<b>94</b>	<b>\$2</b>	<b>35</b>	<b>\$18</b>	<b>29</b>

Total passenger earnings for the year, . . . . .	\$842	97
Total freight earnings for the year, . . . . .	2,157	46
Total earning from all other sources, . . . . .	18	29
<b>Total earnings for the year, . . . . .</b>	<b>\$3,018</b>	<b>72</b>

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

\*Land or land damages, . . . . . \$1,270 06

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

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

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$711	97
<b>Total for maintenance of way, . . . . .</b>	<b>\$711</b>	<b>97</b>
Cost per mile of road kept in repair, . . . . .	\$101	71

**MISCELLANEOUS.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$357	50
Salaries, wages, and incidentals chargeable to freight department, . . . . .	21	06
Taxes, . . . . .		
<b>Total miscellaneous, . . . . .</b>	<b>\$378</b>	<b>56</b>
Amount per mile of road operated, . . . . .	\$54	08
Total expenditures for operating the road, . . . . .	1,796	45
Expenses per mile of the road operated, . . . . .	256	63½
Expenses per train miles, . . . . .		40
Proportion for Pennsylvania, . . . . . All in Pennsylvania.		

**EARNINGS.**

Passenger transportation, local and through, . . . . .	\$842	97
Freight transportation, local and through, . . . . .	2,157	46
Mail service, . . . . . Not adjusted.		
Express service, . . . . .	15	94
Rents, . . . . .	80	00
All other sources of income, . . . . .	2	35
<b>Total, . . . . .</b>	<b>\$3,098</b>	<b>72</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . . \$711 97		
Maintenance of motive power and cars, . . . . . 1,796 45		
Miscellaneous, . . . . . 18 29		
<b>Total operating expenses, . . . . .</b>	<b>2,526</b>	<b>71</b>
<b>Net earnings, . . . . .</b>	<b>\$647</b>	<b>96</b>
Earnings per mile of road operated, . . . . .	\$481	24½
Expenses per mile of road operated, . . . . .	256	63½
<b>Net earnings, . . . . .</b>	<b>\$174</b>	<b>61</b>

\*Included in bills payable in last year's report.

DR.			
Construction, . . . . .		\$75,157	95
Real estate, . . . . .		82	00
Cash and bills receivable, . . . . .		456	23
Profit and loss, . . . . .		5,326	77
		\$81,022	95
CR.			
Capital stock, . . . . .		\$42,693	85
Funded debt, . . . . .		25,700	00
Floating debt, . . . . .		12,341	10
Bills payable, . . . . .		288	00
		\$81,022	95

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

Personally appeared before me, A. W. Eichelberger, president, and Jacob Resser, treasurer of the Berlin Branch Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

A. W. EICHELBERGER, *President.*  
 JACOB RESSER, *Treasurer.*

Sworn and subscribed before me, this 27th day of January, A. D. 1880.

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

R E P O R T

OF THE

*Bell's Gap Railroad Company, for the year ending November 30, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Alexander L. Massey, President, . . . . .	Philadelphia.
S. T. Billmeyer, Secretary, . . . . .	Philadelphia.
J. G. Cassatt, Treasurer, . . . . .	Philadelphia.
R. G. Ford, General Superintendent, . . . . .	Bellewood, Blair county, Pa.

General office at 209 South Third street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
John H. Converse, . . . . .	Philadelphia.
Joseph N. DuBarry, . . . . .	Philadelphia.
Samuel G. Lewis, . . . . .	Philadelphia.
Charles S. Wurte, . . . . .	Philadelphia.
John Reilly, . . . . .	Altoona.

**CAPITAL STOCK**

Capital stock authorized by law, (now limited to such an amount as may be fixed by the stockholders,) . . . . .	\$200,000	00
Capital stock authorized by votes of company, . . . . .	200,000	00
Capital stock, amount subscribed, . . . . .	200,000	00
Capital stock paid in by last report, . . . . .	200,000	00
Capital stock, total amount now paid in, . . . . .	200,000	00
Capital stock, number of shares issued, . . . . . 4,000		
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

Funded D-bt.		
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
Total amount now of funded debt, . . . . .	\$200,000	00
Total amount now of floating and funded debt, . . . . . \$200,000		

**COST.**

Total cost of entire road to date, . . . . .	\$201,346	61
Average of same per mile of road laid, . . . . .	20,973	61
Proportion of same for Pennsylvania, . . . . . All.		
Total cost of entire equipment, . . . . .	15,352	97
Average cost of equipment per mile of road operated by company, . . . . .	1,599	27
Proportion of same for Pennsylvania, . . . . . All.		
Cost of road and equipment per mile, . . . . .	22,572	88
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 $\frac{1}{2}$	All.
Length of sidings, . . . . .	1 $\frac{1}{2}$	All.
Aggregate length of main line, . . . . .	9 $\frac{1}{2}$	
Aggregate length of sidings, . . . . .	1 $\frac{1}{2}$	
Aggregate length of main line and sidings, . . . . .	9 $\frac{1}{2}$	

**Gauge.**

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

**Track.**

Miles of iron rails in use, . . . . .	9.6
Miles of steel rail in use, . . . . .	300 feet.
Weight of rail per yard, { Iron, . . . . .	35 pounds.
{ Steel, . . . . .	35 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . .	4
Wooden trestles, number of, 4; aggregate length, . . . . .	1,220 feet.

**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

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

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 17 tons weight, . . . . .	2	\$9,000 00
Number of first-class passenger cars, (one observation car,) . . . . .	1	412 00
Number of passenger cars, . . . . .	1	1,275 00
Number of baggage, mail, and express cars, (combined,) . . . . .	1	1,275 00
Number of freight cars, trucks, . . . . .	9	225 00
Number of coal cars, 85, { . . . . .	2	135 00
Number of caboose cars, . . . . .	33	125 00
	1	100 00

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

Average number of cars in freight trains, including baggage and passenger cars, . . . . . 20

Average weight of freight trains, including ) Empty cars, 49 tons.  
 locomotive and tender, in working order, } Loaded cars, 107 tons.

**Employees.**

Average number of persons regularly 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, . . . . .	27,560
Number of through passengers for the year on main road, . . . . .	12,152
Number of passengers (all classes) carried in cars, . . . . .	12,735
Number of passengers carried one mile, . . . . .	105,700
Number of passengers carried one mile in Pennsylvania, . . . . .	All.
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	87,483.20

Number of tons of freight carried one mile, . . . . .	729,098.50
Number of tons of freight carried one mile in Pennsylvania, . . . . .	All.
Gross amount of tonnage for the year, (2,000 pounds per ton, . . . . .	88,628.07
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	10

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

December, 1878, . . . . .	441	July, 1879, . . . . .	1,587
January, 1879, . . . . .	267	August, 1879, . . . . .	3,008
February, 1879, . . . . .	339	September, 1879, . . . . .	2,462
March, 1879, . . . . .	462	October, 1879, . . . . .	1,686
April, 1879, . . . . .	588	November 1879, . . . . .	518
May, 1879, . . . . .	560		
June, 1879, . . . . .	822	Total, . . . . .	<u>12,735</u>

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

Bituminous coal, . . . . .	84,184 <sup>32</sup> / <sub>100</sub>	Other articles, . . . . .	17 <sup>55</sup> / <sub>100</sub>
Merchandise and manufactures, . . . . .	523 <sup>80</sup> / <sub>100</sub>	Bark, . . . . .	<u>642<sup>38</sup>/<sub>100</sub></u>
Lumber, . . . . .	3,259 <sup>70</sup> / <sub>100</sub>		

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

For first class through passengers, . . . . .	3.61 cents.
First class way passengers, . . . . .	5 cents.
For excursion passengers, . . . . .	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, . . . . .	6 cents.
For through coal, per ton per mile, . . . . .	4.80 cents.
Local freight, first class, per ton per mile, . . . . .	28.9 cents.
Local freight, second class, per ton per mile, . . . . .	24.1 cents.
For local coal, . . . . .	6 cents.

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
December, 1878, . . . . .			127 50
January, 1879, . . . . .			87 20
February, 1879, . . . . .			98 12
March, 1879, . . . . .			152 85
April, 1879, . . . . .			164 85
May, 1879, . . . . .			143 01
June, 1879, . . . . .			217 56
July, 1879, . . . . .			289 61
August, 1879, . . . . .			266 25
September, 1879, . . . . .			449 10
October, 1879, . . . . .			201 94
November, 1879, . . . . .			132 40
Total, . . . . .			\$2,330 39



From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
December, 1878, . . . . .	\$3,442 22	\$52 82	\$3,495 04
January, 1879, . . . . .	3,892 41	33 89	3,926 30
February, 1879, . . . . .	3,414 65	12 30	3,426 95
March, 1879, . . . . .	3,398 46	11 03	3,409 49
April, 1879, . . . . .	2,656 96	2 60	2,659 56
May, 1879, . . . . .	2,373 74	2 66	2,376 40
June, 1879, . . . . .	2,552 09	3 47	2,555 56
July, 1879, . . . . .	2,547 42	22 12	2,569 54
August, 1879, . . . . .	2,769 50	18 82	2,788 32
September, 1879, . . . . .	3,450 11	11 77	3,461 88
October, 1879, . . . . .	3,386 95	28 82	3,415 77
November, 1879, . . . . .	3,208 82	45 61	3,254 43
Total, . . . . .	\$37,093 13	\$245 91	\$37,339 04

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
December, 1878, . . . . .	\$25 18		\$138 37	\$163 55
January, 1879, . . . . .	25 18		139 13	164 31
February, 1879, . . . . .	25 18		133 48	158 66
March, 1879, . . . . .	25 18		124 42	149 60
April, 1879, . . . . .	25 18		121 86	147 04
May, 1879, . . . . .	25 18		101 22	126 40
June, 1879, . . . . .	25 18		105 87	131 05
July, 1879, . . . . .	25 18		114 28	139 46
August, 1879, . . . . .	25 18		105 55	130 73
September, 1879, . . . . .	25 18		118 02	143 20
October, 1879, . . . . .	25 18		135 85	161 03
November, 1879, . . . . .	25 18		319 15	344 33
Total, . . . . .	\$302 16		\$1,657 20	\$1,959 36

Total passenger earnings for the year, . . . . .	\$2,330 39
Total freight earnings for the year, . . . . .	37,339 04
Total earnings from all other sources, . . . . .	1,959 36
Total earnings for the year, . . . . .	\$41,628 79
Total receipts from all sources on whole length of line, . . . . .	\$41,628 79
Proportion of earnings in Pennsylvania to earnings of whole line: All.	

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New freight cars, number of, 8, . . . . .	\$1,500 00
Total, . . . . .	\$1,500 00
Proportion for Pennsylvania, . . . . . All.	

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Total for maintenance of way, . . . . .	\$4,065 68
Cost per mile of road kept in repair, . . . . .	423 50
Proportion for Pennsylvania, . . . . . All.	

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives and machinery, . . . . .	\$1,666	65
Repairs of passenger, baggage, and mail cars, . . . . .	22	03
Repairs of freight cars, . . . . .	1,946	21
All other expenses for maintenance of motive power and cars, . . . . .	296	97
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$3,931</b>	<b>86</b>
Cost per mile of road operated, . . . . .	\$409	56
Proportion for Pennsylvania, . . . . . All.		

## MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$623	47
Salaries, wages, and incidentals chargeable to freight department, switchmen, signal-men, gate-keepers, and watchmen, . . . . .	8,259	28
Fuel—number of cords of wood and tons of coal, 546,100; cost, . . . . .	360	64
Oil and waste, . . . . .	338	78
Taxes, . . . . .	50	35
Telephone expenses, . . . . .	195	00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	5,668	81
<b>Total miscellaneous, . . . . .</b>	<b>\$15,495</b>	<b>83</b>
Amount per mile of road operated, . . . . .	\$1,614	15
Proportion for Pennsylvania, . . . . . All.		
Total expenditures for operating the road, . . . . .	23,493	37
Total charged to road and equipment, . . . . .	1,500	00
Expenses per mile of the road operated, . . . . .	2,447	23
Expenses per mile of single track operated, not including sidings, . . . . .	2,830	53
Proportion for Pennsylvania, . . . . . All.		

## EARNINGS.

Passenger transportation, local and through, . . . . .	\$2,330	39
Freight transportation, local, . . . . . \$245 91	} Total,	37,339 04
Freight transportation, through, . . . . . 37,093 13		
Mail service, . . . . .	302	16
All other sources of income, . . . . .	1,657	20
<b>Total, . . . . .</b>	<b>\$41,628</b>	<b>79</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . . \$4,065 68		
Maintenance of motive power and cars, . . . . . 3,931 86		
Miscellaneous, . . . . . 15,495 83		
<b>Total operating expenses, \$23,493 37, being 56,100 per cent. of earnings, . . . . .</b>	<b>23,493</b>	<b>37</b>
<b>Net earnings, . . . . .</b>	<b>\$18,135</b>	<b>42</b>
Earnings per mile of road operated, . . . . .	\$4,836	33
Expenses per mile of road operated, . . . . .	2,447	23
<b>Net earnings, . . . . .</b>	<b>\$1,889</b>	<b>10</b>

## 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? \$302 16 per year, daily, Sundays excepted.

STOCK AND DIVIDENDS.

Cash and loans, . . . . . \$8,000 00

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

Personally appeared before me, Alexander L. Massey, president, and J. G. Cassatt, Treasurer, of the Bell's Gap 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 November 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

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

Affirmed and subscribed before me, this 29th day of January, A. D. 1880  
 W. W. DOUGHERTY, *Notary Public.*

R E P O R T

OF THE

*Bellefonte and Snow Shoe Railroad Company, for the  
 year ending December 31, 1879.*

OFFICERS.

*Names.*

*Residences.*

R. H. Downing, President, . . . . . Philadelphia.  
 William Yarnall, Secretary, . . . . . Philadelphia.  
 Daniel Rhoads, General Manager, Treasurer, General Superintendent, . Bellefonte.

General offices at Bellefonte.

*Names of Directors.*

*Residences.*

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,)	600,000	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

**DEBT.**

**Funded Debt.**

First mortgage bonds, (bear interest at six per cent., which is payable 1st February and August, each year,) amount, \$70,500 00

**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	28
Average cost of equipment per mile of road operated by company, . . . . .	5,620	46
Cost of road and equipment per mile, . . . . .	19,090	92

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Intersection to Snow Shoe, . . . . .	21 <sup>4</sup> / <sub>10</sub>	21 <sup>4</sup> / <sub>10</sub>
Length of single main track, . . . . .	21 <sup>4</sup> / <sub>10</sub>	21 <sup>4</sup> / <sub>10</sub>
<b>Leased Roads.</b>		
From Bellefonte to Snow Shoe inter- section, . . . . .	4 <sup>1</sup> / <sub>10</sub>	4 <sup>1</sup> / <sub>10</sub>
Aggregate length of main line and branches, . . . . .	4 <sup>1</sup> / <sub>10</sub>	4 <sup>1</sup> / <sub>10</sub>
Aggregate length of leased roads, . . . . .	21 <sup>4</sup> / <sub>10</sub>	21 <sup>4</sup> / <sub>10</sub>
Aggregate length of sidings and other track not above enumerated, . . . . .	4 <sup>1</sup> / <sub>10</sub>	4 <sup>1</sup> / <sub>10</sub>
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	8 <sup>2</sup> / <sub>10</sub>	8 <sup>2</sup> / <sub>10</sub>
	83 <sup>7</sup> / <sub>10</sub>	83 <sup>7</sup> / <sub>10</sub>

**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, . . . . . 25.8  
 Miles of steel rail in use, . . . . . 6.4  
 Weight of rail per yard, { Iron, . . . . . 45 and 56 lbs.  
 { Steel, . . . . . 50, 56 and 60 lbs.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 18  
 Wooden bridges, number of, 12; aggregate length, . . . . . 393 feet.  
 Wooden trestles, number of, 6; aggregate length, . . . . . 1,543 feet.

**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

Number of engine-houses and shops in Pennsylvania, 3 ;  
 total number entire road, . . . . . 3  
 Number of wood and water stations on main road, . . . . . 3  
 Value of real estate held by the company, exclusive of  
 roadway, assessed value, . . . . . \$28,051 00  
 How is track laid and on what foundation? Oak cross-ties on stone bal-  
 last.

Equipment.	Number.	Average 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 first class 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, 29 gondolas, cost, . . . . .	685 00
Number of coal, ore, and stone cars, . . . . .	52	350 00
Number of caboose cars, . . . . .	1	350 00

Average number of cars in passenger trains, including bag-  
 gage cars, . . . . . 4  
 Average number of cars in freight trains, . . . . . 10  
 Average weight of passenger trains, including locomotive  
 and tender, in working order, . . . . . 75 tons.

**Employees.**

Average number of persons regularly employed by com-  
 pany, including officials, . . . . . 64

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger trains, and freight mixed, . . . . . 28,350  
 Number of miles run by freight trains, coal, lumber, &c., . . . . . 35,726  
 Number of through passengers for the year on main road, . . . . . 10,982  
 Number of passengers (all classes) carried in cars, . . . . . 10,982  
 Number of passengers carried one mile, . . . . . 133,254  
 Number of passengers carried one mile in Pennsylvania, . . . . . All.  
 Number of tons of 2,000 pounds of through freight for the  
 year on main road, . . . . . 71,774  
 Number of tons of freight carried one mile, . . . . . 1,898,197  
 Number of tons of freight carried one mile in Pennsylva-  
 nia, . . . . . All.  
 Gross amount of tonnage for the year, (2,000 pounds per  
 ton,) . . . . . 83,368  
 Average rate of speed adopted by ordinary passenger  
 and express trains, including stops, (miles per hour,) . . . . . 15 miles.  
 Average rate of speed adopted by freight trains, includ-  
 ing stops, . . . . . 10 miles.

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

January, 1879, . . . . .	567	July, 1879, . . . . .	985
February, 1879, . . . . .	578	August, 1879, . . . . .	1,275
March, 1879, . . . . .	1,025	September, 1879, . . . . .	932
April, 1879, . . . . .	1,011	October, 1879, . . . . .	879
May, 1879, . . . . .	996	November, 1879, . . . . .	914
June, 1879, . . . . .	694	December, 1879, . . . . .	1,181

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

Anthracite coal, . . . . .	62	Agricultural products, . . . . .	698
Bituminous coal, . . . . .	68,543	Merchandise and manufactures, . . . . .	424
Petroleum and other oils, . . . . .	23	Lumber, . . . . .	6,123
Other iron or castings, . . . . .	196	Other articles, . . . . .	6,941
Stone and lime, . . . . .	420		

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

For first-class through and way passengers, . . . . . 3½ cents.

## The rate per Ton (of 2,000 pounds,) per Mile charged for freight.

For through freight, per ton per mile, . . . . . 5 to 10 cents.

For through coal, lumber, &c., per ton per mile, . . . . . 2 cents.

## MONTHLY EARNINGS FOR THE YEAR.

## From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$142	35	\$68	10	\$210	45
February, 1879, . . . . .	144	26	55	91	200	17
March, 1879, . . . . .	319	40	99	38	418	78
April, 1879, . . . . .	379	79	85	62	465	41
May, 1879, . . . . .	278	05	83	45	361	50
June, 1879, . . . . .	192	94	72	75	265	69
July, 1879, . . . . .	256	94	105	82	362	76
August, 1879, . . . . .	268	30	243	08	511	38
September, 1879, . . . . .	202	45	124	49	326	94
October, 1879, . . . . .	227	11	90	00	317	11
November, 1879, . . . . .	213	20	112	97	326	17
December, 1879, . . . . .	246	62	153	92	400	57
Total, . . . . .	\$2,871	44	\$1,295	49	\$4,166	93

## From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$2,579	20			\$2,579	20
February, 1879, . . . . .	2,232	21			2,232	21
March, 1879, . . . . .	2,745	21			2,745	21
April, 1879, . . . . .	2,809	85			2,809	35
May, 1879, . . . . .	3,346	18			3,346	18
June, 1879, . . . . .	3,722	06			3,722	06
July, 1879, . . . . .	3,237	91			3,237	91
August, 1879, . . . . .	2,774	69			2,774	69
September, 1879, . . . . .	2,874	30			2,874	30
October, 1879, . . . . .	3,209	98			3,209	98
November, 1879, . . . . .	2,986	13			2,986	13
December, 1879, . . . . .	3,707	49			3,707	49
Total, . . . . .	\$36,224	71			\$36,224	71

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . . . .					\$49	44	\$49	44
February, 1879, . . . . .					12	34	12	34
March, 1879, . . . . .	\$50	00			32	20	82	20
April, 1879, . . . . .					7	68	26	93
May, 1879, . . . . .					19	30	54	42
June, 1879, . . . . .					5	29	42	36
July, 1879, . . . . .					49	13	36	85
August, 1879, . . . . .					6	53	33	93
September, 1879, . . . . .					35	83	28	87
October, 1879, . . . . .					11	66	37	40
November, 1879, . . . . .					25	19	36	87
December, 1879, . . . . .	100	00			18	71	133	72
<b>Total, . . . . .</b>	<b>\$150</b>	<b>00</b>			<b>\$424</b>	<b>83</b>	<b>\$574</b>	<b>83</b>
<b>Total passenger earnings for the year, . . . . .</b>							<b>\$4,166</b>	<b>93</b>
<b>Total freight earnings for the year, . . . . .</b>							<b>86,224</b>	<b>71</b>
<b>Total earnings from all other sources, . . . . .</b>							<b>574</b>	<b>83</b>
<b>Total earnings for the year, . . . . .</b>							<b>\$40,966</b>	<b>47</b>
<b>Total receipts from all sources on whole length of line, . . . . .</b>							<b>\$40,966</b>	<b>47</b>

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

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

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$8,174	98
New iron rails, number of tons, 20, . . . . .	700	00
New steel rails, (exchanged old iron rails in part payment for the steel rails,) number of tons, 285.19, . . . . .	6,016	89
Repairs of bridges and trestles, . . . . .	2,875	34
All other expenses for maintenance of way, . . . . .	2,535	94
<b>Total for maintenance of way, . . . . .</b>	<b>\$20,303</b>	<b>15</b>
Cost per mile of road kept in repair, . . . . .	\$512	00
Proportion for Pennsylvania, . . . . . All.		

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

Repairs of locomotives, . . . . .	\$4,962	94
Repairs of machinery, . . . . .	1,601	37
Repairs of passenger, baggage, and mail cars, . . . . .		
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$6,564</b>	<b>31</b>
Cost per mile of road operated, . . . . .	\$262	57
Proportion for Pennsylvania, . . . . . All.		

## MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, }	\$3,999	00
Salaries, wages, and incidentals chargeable to freight department, . }	444	00
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	60	00
Fuel, wood, . . . . .	1,231	07
Fuel, coal, . . . . .	524	09
Oil and waste, . . . . .	8,000	00
Damages for injuries to persons, . . . . .	36	00
Damages for cattle killed or injured, . . . . .	15	62
Damages for loss of goods and baggage, . . . . .	162	21
Damages to property, including damages by fire, . . . . .	327	73
Taxes, . . . . .	131	56
Insurance, . . . . .	49	77
Telegraph expenses, . . . . .		
Amount paid other corporations or individuals for use of all other cars, . . . . .	871	36
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . .	4,484	67
<b>Total miscellaneous, . . . . .</b>	<b>\$25,337</b>	<b>08</b>
Amount per mlie of road operated, . . . . .	\$1,013	48
Proportion for Pennsylvania, . . . . . All.		
Total expenditures for operating the road, . . . . .	52,204	54
Expenses per mile of the road operated, . . . . .	2,088	18

## EARNINGS.

Passenger transportation, local, . . . . . \$1,295 49	} Total,	\$4,166	93
Passenger transportation, through, . . . . . 2,871 44			
Freight transportation, local and through, . . . . .		36,224	71
Mail service, . . . . .		150	00
All other sources of income, . . . . .		424	83
<b>Total, . . . . .</b>		<b>\$40,966</b>	<b>47</b>
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . . \$20,308 15			
Maintenance of motive power and cars, . . . . . 6,564 31			
Miscellaneous, . . . . . 25,337 08			
<b>Total operating expenses, . . . . .</b>		<b>\$52,204</b>	<b>54</b>
<b>Deficit, . . . . .</b>		<b>\$11,238</b>	<b>07</b>

This company is engaged in the mining of coal, and manufacturing coke and lumber. Earnings from this branch of the business have been applied to paying the excess of expenses over receipts in the operating road account.

## STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 12,000 shares,  
par value, . . . . . \$600,000 00  
Rate and date of all cash dividends on stock of original and consolidated companies. No dividend paid in 1879.

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

Personally appeared before me, Richard H. Downing, President, and Daniel Rhoads, Treasurer, of the Bellefonte and Snow Shoe 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. 1879, 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. 1880.

WILLIAM A. THORP, *Magistrate.*

## R E P O R T

OF THE

*Bedford and Bridgeport Railroad Company, for the year ending December 31, 1879.*

### \* OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John Cassna, President, . . . . .	Bedford, Pa.
Albert Hewson, Secretary and Treasurer, . . . . .	Philadelphia, Pa.
General office at 233 South Fourth street, Philadelphia, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
John Alsip, . . . . .	Bedford, Pa.
Doctor George W. Anderson, (since dead,) . . . . .	Bedford, Pa.
Josiah Bacon, . . . . .	Philadelphia, Pa.
William Chenowith, . . . . .	Bedford, Pa.
J. N. DuBarry, . . . . .	Philadelphia, Pa.
John G. Hartley, . . . . .	Bedford, Pa.
John M. Kennedy, . . . . .	Philadelphia, Pa.
Strickland Kneass, . . . . .	Philadelphia, Pa.
John W. Lingenfelter, . . . . .	Bedford, Pa.
Wistar Morris, . . . . .	Philadelphia, Pa.
G. B. Roberts, . . . . .	Philadelphia, Pa.
Edmund Smith, . . . . .	Philadelphia, Pa.

### CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$600,000	00
Capital stock, amount subscribed, (decreased from last report by forfeiture of subscription,) . . . . .	599,650	00
Capital stock paid in by last report, . . . . .	599,425	00
Capital stock, total amount now paid in, (decreased by forfeiture of subscription.) . . . . .	599,400	00
Capital stock, number of shares issued, . . . . .	11,988	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

\* Elected February 18, 1879.

**DEBT.**

<b>Funded Debt.</b>		
First mortgage bonds, (due January 1, 1893, bear interest at seven per cent., which is payable January 1 and July 1,) amount, . . . . .	\$1,000,000	00
Total amount now of funded debt, . . . . .	\$1,000,000	00
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$1,697	25
Debt incurred for any other purpose, and for what: . . . . .		
Matured coupons, . . . . .	175,000	00
The amount now of floating debt, . . . . .	176,697	25
Total amount now of floating and funded debt, . . . . .	\$1,176,697	25
Funded debt, as per last report, . . . . .	\$1,000,000	00
Floating debt, as per last report, . . . . .	106,490	28
Total cash realized from capital stock and debt, . . . . .	\$1,401,097	25

**COST.**

Total cost of entire road to date, . . . . .	\$1,421,241	91
Average of same per mile of road laid, . . . . .	28,887	03
Total cost of entire equipment: Equipment furnished by lessee.		

**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 Mt. Dallas to Maryland State line, . .	38.70	38.70
Length of single main track, . . . . .	38.70	38.70
<b>Branches.</b>		
Dunnings Creek branch, from Bedford . . . . .	10.50	10.50
to Holderbaum, . . . . .	10.50	10.50
Aggregate length of main line and branches, . . . . .	49.20	49.20
Aggregate length of sidings and other track not above enumerated, . . . . .	5.15	5.15
Aggregate length of main line, branches, leased roads, sidings and other track, . . . . .	54.35	54.35

**Gauge.**

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

**Track.**

Miles of iron rail in use in main track, . . . . .	49.13
Miles of steel rail in use, . . . . .	.07
Weight of rail per yard, { Iron, . . . . .	52 pounds.
{ Steel, . . . . .	60 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . .	68
Wooden bridges, number of, 46 ; aggregate length, . . . . .	2,197 feet.
Stone bridges, number of, 1 ; aggregate length, . . . . .	8 feet.
Iron bridges, number of, 3 ; aggregate length, . . . . .	217 feet.
Wooden trestles, number of, 18 ; aggregate length, . . . . .	2,147 feet.

**Stations.**

Number of stations on main road : Passenger, 24 ; freight, 23 ; total, . . . . .	47
Number of engine-houses and shops in Pennsylvania, 2 ; total number entire road, . . . . .	2
Number of wood and water stations on main road, . . . . .	5

How is track laid and on what foundation? White oak cross-ties and stone ballast.

This road is leased and returns are made by the Pennsylvania Railroad Company, to which company it is leased for ten years, from August 1, 1876.

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Land or land damages, . . . . .	\$1,512	50
Total, . . . . .	\$1,512	50

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, 11,988 shares, \$599,400 00

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

Personally appeared before me, John Cessna, President, of the Bedford and Bridgeport Railroad Company, who, being duly sworn, do depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D 1878, according to the best of his knowledge and belief. •

(Signed,) JOHN CESSNA, *President.*

Sworn and subscribed before me this 6th day of February, A. D. 1880.

WILLIAM C. SMITH, *J. P.*

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

Personally appeared before me, Albert Hewson, Treasurer of the Bedford and Bridgeport Railroad Company, who, being duly sworn, deposes and says, that the foregoing statements have been properly prepared and carefully examined, and declares them to be a true and correct statement of the condition of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed,)

ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me this 7th day of February, A. D. 1880.

JOHN C. SIMS, Junior, *Notary Public.*

## R E P O R T

OF THE

*Brownsville Railway Company, for the year ending  
December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. N. DuBarry, President, . . . . .	Philadelphia, Pa.
Albert Hewson, Secretary, . . . . .	Philadelphia, Pa.
William Taylor, Treasurer, . . . . .	Cambridge, N. J.

<i>Names of Directors.</i>	<i>Residences.</i>
George E. Hogg, . . . . .	Brownsville, Pa.
Adam Jacobs, . . . . .	Brownsville, Pa.
Strickland Kneass, . . . . .	Philadelphia, Pa.
G. B. Roberts, . . . . .	Philadelphia, Pa.
Edmund Smith, . . . . .	Philadelphia, Pa.
Charles E. Speer, . . . . .	Pittsburgh, Pa.

### CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$280,000	00
Capital stock authorized by votes of company, . . . . .	186,850	00
Capital stock, amount subscribed, . . . . .	186,850	00
Capital stock, total amount now paid in, . . . . .	186,850	00
Capital stock, number of shares issued, . . . . . 3,737		
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, . . . . . \$186,850

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Brownsville to a connection with the South-West Pennsylvania Railway, near Uniontown, Pa., and to Mt. Braddock, . . . . .	17½	17½
Length of single main track, . . . . .	3½	3½

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . . 3,737 shares.

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

Personally appeared before me, J. N. DuBarry, president, and William Taylor, treasurer, of the Brownsville 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 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)

J. N. DuBARRY, *President.*

W. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this 4th day of February, A. D. 1880.

JOHN C. SIMS, Junior,

*Notary Public.*

**R E P O R T**

OF THE

*Buffalo, New York and Philadelphia Railway Company, for the year ending September 30, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
Sherman S. Jewett, President, . . . . .	Buffalo, N. Y.
George B. Gates, Vice President, . . . . .	Buffalo, N. Y.
Franklin S. Buel, Secretary and Treasurer, . . . . .	Buffalo, N. Y.
George S. Gatchell, Chief Engineer, . . . . .	Buffalo, N. Y.
George B. Gates, General Manager, . . . . .	Buffalo, N. Y.
George S. Gatchell, General Superintendent, . . . . .	Buffalo, N. Y.

<i>Names of Directors.</i>	<i>Residences.</i>
Sherman S. Jewett, . . . . .	Buffalo, N. Y.
George B. Gates, . . . . .	Buffalo, N. Y.
Bronson C. Rumsey, . . . . .	Buffalo, N. Y.
William H. Glenny, . . . . .	Buffalo, N. Y.
Cleero J. Hamlin, . . . . .	Buffalo, N. Y.
George J. Magee, . . . . .	Watkins, N. Y.
Cyrus Clarke, . . . . .	Buffalo, N. Y.
Jacob F. Schoelkopf, . . . . .	Buffalo, N. Y.
Francis H. Root, . . . . .	Buffalo, N. Y.
Richard Bullymere, . . . . .	Buffalo, N. Y.
Thomas Clark, . . . . .	Buffalo, N. Y.
James H. Metcalfe, . . . . .	Buffalo, N. Y.

**CAPITAL STOCK.**

Capital stock authorized by law . . . . .	\$3,500,000	00
Capital stock authorized by votes of company, . . . . .	23,831	00
Capital stock, amount subscribed, . . . . .	2,383,100	00
Capital stock paid in by last report, . . . . .	1,968,950	00
Capital stock, total amount now paid in, . . . . .	2,004,350	00
Capital stock, number of shares issued, . . . . .	17,908	
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, (due 1893, bear interest at 6 per cent., gold, which is payable January and July,) amount, . . . . .	\$3,000,000	00
Second mortgage bonds, . . . . .	546,500	00
Total amount now of funded debt, . . . . .	\$3,546,500	00
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . . \$1,039,802 35		
The amount now of floating debt, . . . . .	1,039,802	35
Total amount now of floating and funded debt, . . . . .	\$4,586,302	35
Funded debt as per last report, . . . . . \$3,807,500 00		
Floating debt as per last report, . . . . . 711,339 29		
Total cash realized from capital stock and debt, . . . . .	\$6,590,652	35

**COST.**

Total cost of entire road to date, . . . . .	\$5,555,720	30
Average of same per mile of road laid, . . . . .	45,915	04
Proportion of same for Pennsylvania, . . . . .	1,923,840	17
Total cost of entire equipment, . . . . .	1,245,327	73
Average cost of equipment per mile of road operated by company, . . . . .	10,291	96
Proportion of same for Pennsylvania, . . . . .	431,233	12
Cost of road and equipment per mile, . . . . .	56,207	01
Proportion of same for Pennsylvania, . . . . .	2,355,073	72

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line from Buffalo, N. Y., to Emporium, Pa., . . .	120 <sup>55</sup> / <sub>100</sub>	41 <sup>80</sup> / <sub>100</sub>
Length of single main track, . . . . .	120 <sup>55</sup> / <sub>100</sub>	41 <sup>80</sup> / <sub>100</sub>

Gauge.

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

Track.

Miles of iron rail in use, . . . . . 52.39  
 Miles of steel rail in use, . . . . . 68.16  
 Weight of rail per yard, { Iron, . . . . . 60 pounds.  
                                   Steel, . . . . . 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . . 51  
 Wooden bridges, number of, 12; aggregate length, . . . . . 1,188  
 Stone bridges, number of, 6; aggregate length, . . . . . 741  
 Iron bridges, number of, 4; aggregate length, . . . . . 513  
 Wooden trestles, number of, 29; aggregate length, . . . . . 6,000

Stations.

Number of stations on main road: Passenger, 29; freight, 29; total, . . . . . 58  
 Number of engine-houses and shops in Pennsylvania, 2; total number entire road, . . . . . 4  
 Number of wood and water stations on main road, . . . . . 13  
 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 40 tons weight, . . . . .	7		
Number of locomotives of more than 30 tons weight, . . . . .	24		
Number of first-class passenger cars, . . . . .	12	\$5,000	00
Number of second-class passenger cars, . . . . .	12	3,000	00
Number of baggage, mail, and express cars, . . . . .	5		
Number of freight, coal, ore, stone, and caboose cars, . . . . .	1,350		

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, . . . . .	132,894
Number of miles run by freight trains, . . . . .	485,334
Number of through passengers for the year on main road, . . . . .	1,242
Number of passengers (all classes) carried in cars, . . . . .	207,239
Number of passengers carried one mile, . . . . .	4,163,659
Number of passengers carried one mile in Pennsylvania, . . . . .	817,392
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	361,963
Number of tons of freight carried one mile, . . . . .	83,907,397
Number of tons of freight carried one mile in Pennsylvania, . . . . .	34,539,509
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	1,063,256
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, 1878, . . . . .	18,903	April, 1879, . . . . .	19,587
November, 1878, . . . . .	19,400	May, 1879, . . . . .	15,947
December, 1878, . . . . .	16,101	June, 1879, . . . . .	17,731
January, 1879, . . . . .	9,655	July, 1879, . . . . .	19,998
February, 1879, . . . . .	11,891	August, 1879, . . . . .	20,375
March, 1879, . . . . .	17,813	September, 1879, . . . . .	19,838

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

Anthracite coal, . . . . .	141,964 <sup>1233</sup> / <sub>2000</sub>	Stone and lime, . . . . .	3,974 <sup>1388</sup> / <sub>2000</sub>
Bituminous coal, . . . . .	321,049 <sup>438</sup> / <sub>000</sub>	Agricultural products, . . . . .	33,335 <sup>888</sup> / <sub>000</sub>
Petroleum, and other oils, . . . . .	333,448 <sup>882</sup> / <sub>000</sub>	Merchandise and manufactures, . . . . .	45,186 <sup>888</sup> / <sub>000</sub>
Pig iron, . . . . .	239 <sup>400</sup> / <sub>000</sub>	Live stock, . . . . .	1,058 <sup>888</sup> / <sub>000</sub>
Railroad iron, . . . . .	142 <sup>413</sup> / <sub>2000</sub>	Lumber, . . . . .	102,258 <sup>888</sup> / <sub>000</sub>
Other iron or castings, . . . . .	15,145 <sup>488</sup> / <sub>2000</sub>	Other articles, . . . . .	14,513 <sup>888</sup> / <sub>000</sub>
Iron and other ores, . . . . .	992 <sup>214</sup> / <sub>2000</sub>		

## 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 in New York; 3½ cents in Pennsylvania.	

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

For through freight, per ton per mile, . . . . .	1, .8, .6, .4 cents.
For through coal, per ton per mile, . . . . .	.6 cents.
For local freight, per ton per mile, . . . . .	8, 7, 6, 4 cents.
For local coal, per ton per mile, . . . . .	1 cent.



## MONTHLY EARNINGS FOR THE YEAR.

## From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
October, 1878, . . . . .			\$11,888 92
November, 1878, . . . . .			11,107 07
December, 1878, . . . . .			9,030 62
January, 1879, . . . . .			6,061 41
February, 1879, . . . . .			6,959 35
March, 1879, . . . . .			10,020 14
April, 1879, . . . . .			11,713 09
May, 1879, . . . . .			11,427 48
June, 1879, . . . . .			11,204 52
July, 1879, . . . . .			12,670 43
August, 1879, . . . . .			13,275 50
September, 1879, . . . . .			13,006 35
Total, . . . . .			\$128,364 91

## From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
October, 1878, . . . . .			\$78,687 81
November, 1878, . . . . .			71,549 84
December, 1878, . . . . .			57,544 54
January, 1879, . . . . .			36,758 97
February, 1879, . . . . .			50,490 51
March, 1879, . . . . .			69,590 44
April, 1879, . . . . .			70,454 19
May, 1879, . . . . .			94,432 45
June, 1879, . . . . .			69,096 45
July, 1879, . . . . .			64,099 55
August, 1879, . . . . .			66,367 18
September, 1879, . . . . .			68,009 35
Total, . . . . .			\$797,081 28

## From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
October, 1878, . . . . .	\$709 23	\$831 04	\$1,851 60	\$3,391 87
November, 1878, . . . . .	709 23	725 74	702 76	2,137 73
December, 1878, . . . . .	709 23	692 40	777 44	2,179 07
January, 1879, . . . . .	709 24	493 75	377 17	1,580 16
February, 1879, . . . . .	709 23	549 18	632 21	1,890 62
March, 1879, . . . . .	709 23	766 27	769 86	2,245 36
April, 1879, . . . . .	709 23	1,012 84	615 06	2,337 13
May, 1879, . . . . .	709 23	1,091 76	949 27	2,750 26
June, 1879, . . . . .	709 23	1,067 17	688 29	2,464 69
July, 1879, . . . . .	709 23	1,027 76	544 38	2,281 35
August, 1879, . . . . .	709 23	810 74	1,549 62	3,069 59
September, 1879, . . . . .	709 23	1,435 90	763 72	3,908 85
Total, . . . . .	\$8,510 77	\$10,504 55	\$10,221 36	\$29,236 68

Total passenger earnings for the year, . . . . .	\$128,864	91
Total freight earnings for the year, . . . . .	797,081	28
Total earnings from all other sources, . . . . .	29,186	68
Total earnings for the year, . . . . .	\$954,682	87
Total receipts from all sources on whole length of line, . . . . .	\$954,682	87
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	380,284	49

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Extension or alteration of road, . . . . .	\$40,517	54
Land or land damages, . . . . .	10,299	67
Passenger and freight houses, . . . . .	2,323	97
Engine-houses, car sheds, wood and coal sheds, and water tanks, . . . . .	8,039	45
New locomotives, . . . . .	51,114	86
New passenger cars, . . . . .	902	61
New freight cars, . . . . .	111,491	52
Any other expenditures chargeable to this account, . . . . .	1,504	71
Total, . . . . .	\$221,193	83
Proportion for Pennsylvania, . . . . .	\$76,594	88

**EXPENDITURES FOR OPERATING DURING THE YEAR.****Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$125,901	21
New steel rails, . . . . .	99,509	63
Repairs of buildings and fixtures, . . . . .	2,936	57
Repairs of fences, . . . . .	379	06
Total for maintenance of way, . . . . .	\$228,226	47
Cost per mile of road kept in repair, . . . . .	\$1,896	17
Proportion for Pennsylvania, . . . . .	79,030	52

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

Repairs of locomotives, . . . . .	\$26,186	75
Repairs of machinery, . . . . .	644	51
Repairs of passenger, baggage, and mail cars, . . . . .	5,625	78
Repairs of freight cars, . . . . .	33,637	61
All other expenses for maintenance of motive power and cars, . . . . .	4,834	76
Total for maintenance of motive power and cars, . . . . .	\$70,849	41
Cost per mile of road operated, . . . . .	\$585	55
Proportion for Pennsylvania, . . . . .	24,533	99

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$34,258	25
Salaries, wages, and incidentals chargeable to freight department,	102,759	80
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	14,598	12
Fuel—coal, . . . . .	50,190	64
Oil and waste, . . . . .	3,230	30
Damages for injuries to persons, . . . . .	555	00
Damages for loss of goods and baggage, . . . . .	2,040	38
Damages to property, including damages by fire and cattle killed, . .	942	95
Taxes, . . . . .	23,719	21
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . .	42,961	84
<b>Total miscellaneous, . . . . .</b>	<b>\$275,251</b>	<b>49</b>
Amount per mile of road operated, . . . . .	\$2,274	81
Proportion for Pennsylvania, . . . . .	95,314	53
Total expenditures for operating the road, . . . . .	574,827	37
Total charged to road and equipment, . . . . .	221,193	33
Expenses per mile of the road operated, . . . . .	4,746	51
Proportion for Pennsylvania, . . . . .	198,878	77

EARNINGS.

Passenger transportation, local and through, . . . . .	\$128,364	91
Freight transportation, local and through, . . . . .	747,081	28
Mail service, . . . . .	8,510	77
Express service, . . . . .	10,504	55
All other sources of income, . . . . .	10,221	36
<b>Total, . . . . .</b>	<b>\$954,682</b>	<b>87</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$228,226	47
Maintenance of motive power and cars, . . . . .	70,849	41
Miscellaneous, . . . . .	276,251	49
<b>Total operating expenses, . . . . .</b>	<b>574,327</b>	<b>37</b>
<b>Net earnings, . . . . .</b>	<b>\$380,355</b>	<b>50</b>
Earnings per mile of road operated, . . . . .	\$7,889	94
Expenses per mile of road operated, . . . . .	4,746	51
<b>Net earnings, . . . . .</b>	<b>\$2,818</b>	<b>99</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.? American Express Company, under a contract.

TRANSPORTATION COMPANIES.

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

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$1,790,700 00  
 5 RAILROAD REPORT.

## 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	10	4		8	10
Others, . . . . .						
Total, . . . . .	4	10	5		9	10

## Statement of each Accident.

February 8. W. A. Bulger, switchman, killed by falling off car in Buffalo yard.

February 11. Silas Dewey, brakeman, finger crushed while coupling cars at Eldred, Pa.

February 26. ——— McCarty, brakeman, arm crushed while coupling cars at Emporium, Pa.

March 10. Engine No. 3, on train "Extra," No. 16, exploded her boiler at Ebenezer, N. Y. Charles Silloway, engineman, blown through cab window, and had his leg broken; J. White, fireman, slightly scalded.

April 11. Charles Fox, brakeman, hand crushed coupling cars.

June 5. John B. Nelson, boy ten years old; playing on cars at Emslie street, Buffalo; fell off and was run over and killed.

June 18. Train Extra, No. 9, ran off track south of State Line, killing engineman Edgar J. Squibbs; cause of accident, misplaced tramway.

June 20. George Richardson, brakeman, finger crushed coupling cars at Port Allegheny, Pa.

June 20. M. McMahon, brakeman, thumb crushed coupling cars at Benton's, Pa.

June 24. P. McNearny, switchman, hand crushed coupling cars at Buffalo, N. Y.

July 5. Mrs. Hewell, 82 years of age, run over and killed by train No. 2; was walking on track near Cadiz, N. Y.

July 19. Thomas Chambers, run over and killed by train No. 2; was walking on track south of Eldred, Pa.

July 22. Charles Parshall, switchman, fell between cars at Olean, N. Y., run over and had both ankles crushed; died from injuries August 6.

July 31. James Cosgrove, hand crushed coupling cars at Portville, N. Y.

August 31. ——— Grimm, passenger on excursion train, fell under car while intoxicated and run over and killed at Fillmere Park, N. Y.

September 1. H. Van Sickle, conductor, caught between cars while fixing drawhead, at Lime Lake, N. Y., and had thigh injured.

September 1. Unknown man, attempted to get on train No. 11, while in motion, at Aurora, N. Y.; fell between cars, run over, and killed.

September 23. John Haus, trackman ; yard engine backed down upon him at Emporium, ran over and killed him.

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

Personally appeared before me, George S. Gatchell, general 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 the 30th September, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

GEORGE S. GATCHELL,  
General Superintendent.  
FRANKLIN S. BUELL, Treasurer.

Sworn and subscribed before me, this 22d day of January, A. D. 1880.

WILLIAM JOHNSON,  
Commissioner for Pennsylvania.

R E P O R T

OF THE

Catawissa Railroad Company, for the year ending  
October 31, 1879.

OFFICERS.

Names.

Residences.

M. P. Hutchinson, President and Treasurer, . . . . . Philadelphia, Pa.  
R. M. Elliott, Secretary, . . . . . Philadelphia, Pa.

General offices at Philadelphia, Pa.

Names of Directors.

Residences.

I. V. Williamson, . . . . . Philadelphia, Pa.  
Emmor Weaver, . . . . . Philadelphia, Pa.  
Francis K. Shipper, . . . . . Philadelphia, Pa.  
George C. Carson, . . . . . Philadelphia, Pa.  
Joseph C. Harris, . . . . . Philadelphia, Pa.  
John S. Graham, . . . . . Philadelphia, Pa.

## CAPITAL STOCK.

Capital stock, amount subscribed, . . . . .	\$4,359,500	00
Capital stock paid in by last report, . . . . .	4,359,500	00
Capital stock, total amount now paid in, . . . . .	4,359,500	00
Capital stock, number of shares issued: Preferred, 44,000; second preferred, 20,000; common, 23,190; total, . . . . .	87,190	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

## DEBT.

Funded Debt.		
First mortgage bonds, (due 1882, bear interest at seven per cent., which is payable February and August,) amount, . . . . .	\$230,500	00
First mortgage bonds, (due 1900, bear interest at seven per cent., which is payable February and August,) amount, . . . . .	1,300,000	00
Chattel mortgage bonds, (due 1880, bear interest at five per cent., which is payable May and November,) amount, . . . . .	24,500	00
Chattel mortgage bonds, (due 1888-1889, bear interest at ten per cent., which is payable January, April, July, and October,) amount, . . . . .	185,350	00
Construction bonds, (due 1917, bearing interest at seven per cent, June and December,) amount, . . . . .	62,000	00
Total amount now of funded debt, . . . . .	\$1,802,350	00
Floating Debt.		
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

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Tamanend to Williamsport, . . . . .	94	94
Branches.		
Summit Branch, from Summit station to Silver Brook, length of branch, . . . . .	4½	4½
Leased Roads.		
Philadelphia and Erie Railroad, length of road leased, . . . . .		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 feet 8½ inches.

**Track.**

Weight of rail per yard, iron, . . . . . 56 and 68 lbs.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 24  
 Wooden bridges, . . . . . 15  
 Iron bridges, . . . . . 2  
 Wooden trestles, . . . . . 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.

**STOCKS AND DIVIDENDS.**

Number and per cent of dividends: Two,  $3\frac{1}{2}$  per cent.  
 each, on preferred stocks.  
 Amount paid in dividends, . . . . . \$224,000 00

This road was leased to the Philadelphia and Reading Railroad Company, November 1, 1872, for nine hundred and ninety-nine years, and is operated as a branch of that road. See their report for receipts, expenses, &c.

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. 1879, according to the best of his knowledge and belief.

(Signed)

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

Sworn and subscribed before me, this 28th day of January, A. D. 1880.  
 W. W. DOUGHERTY, *Notary Public.*

# R E P O R T

OF THE

*Catasauqua and Fogelsville Railroad Company, for the  
year ending September 30, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Joshua Hunt, President, . . . . .	Catasauqua, Pa.
John Williams, Secretary and Treasurer, . . . . .	Catasauqua, Pa.
C. W. Chapman, General Superintendent, . . . . .	Catasauqua, Pa.

General offices at Catasauqua, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
David Thomas, . . . . .	Catasauqua, Pa.
John T. Knight, . . . . .	Easton, Pa.
B. G. Clark, . . . . .	New York.
G. A. Wood, . . . . .	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

## DEBT.

<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, . . . . .	\$160,000 00		
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
<b>Branches.</b>		
From Trexlertown to terminus, length of single track, . . . . .	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 track, . . . . .	33	33

**Gauge.**

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

**Track.**

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

**Bridges and Trestles.**

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, . . . . . 24 feet.  
 Iron bridges, number of, 5; aggregate length, . . . . . 1,212 feet.

**Crossings.**

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—undergrade.

**Stations.**

Number of stations on main road: Passenger, and freight, . . . . . 16  
 Number of stations on branches: Passenger, 2; freight, 3;  
     total, . . . . . 5  
 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
Value of real estate held by the company, exclusive of road-way, . . . . .	\$25,000 00

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

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, . . . . .	5	\$14,000 00
Number of locomotives of more than 20 tons weight, . . . . .	1	14,000 00
Number of 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

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 and freight trains, . . . . .	25,040
Number of miles run by ore trains, . . . . .	26,292
Number of through passengers for the year on main road, . . . . .	350
Number of passengers (all classes) carried in cars, . . . . .	5,460
Number of passengers carried one mile, . . . . .	38,220
Number of passengers carried one mile in Pennsylvania, . . . . .	38,220
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	42,306.15
Number of tons of freight carried one mile, . . . . .	2,093,146.05
Number of tons of freight carried one mile in Pennsylvania, . . . . .	2,093,146.05
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	299,023.15
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.

October, 1878, . . . . .	480	May, 1879, . . . . .	455
November, 1878, . . . . .	453	June, 1879, . . . . .	421
December, 1878, . . . . .	455	July, 1879, . . . . .	325
January, 1879, . . . . .	457	August, 1879, . . . . .	554
February, 1879, . . . . .	425	September, 1879, . . . . .	560
March, 1879, . . . . .	450		
April, 1879, . . . . .	425	Total, . . . . .	5,460

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

Anthracite coal, . . . . .	16,395.00	Agricultural products, . . . . .	886.19
Bituminous coal, . . . . .	2,111.00	Merchandise and manufactures, . . . . .	8,210.00
Pig iron, . . . . .	27,369.00	Lumber and slats, . . . . .	2,470.00
Iron and other ores, . . . . .	157,988.00	Other articles, . . . . .	140.18
Stone and lime, . . . . .	83,443.00		

The Rate per Ton (of 2,240 pounds) per Mile charged for Freight.

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

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
October, 1878, . . . . .	\$10 10	\$105 25	\$115 25
November, 1878, . . . . .	11 05	127 65	138 70
December, 1878, . . . . .	13 25	149 25	162 50
January, 1879, . . . . .	10 15	126 55	136 70
February, 1879, . . . . .	9 25	114 30	123 55
March, 1879, . . . . .	9 15	154 25	163 40
April, 1879, . . . . .	10 25	105 20	115 45
May, 1879, . . . . .	10 80	106 20	117 00
June, 1879, . . . . .	9 55	103 25	112 80
July, 1879, . . . . .	10 10	205 50	215 60
August, 1879, . . . . .	14 25	125 25	139 50
September, 1879, . . . . .	10 25	101 40	111 65
Total, . . . . .	\$128 15	\$1,534 05	\$1,652 20

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
October, 1878, . . . . .	\$2,853 40	\$5,850 21	\$8,703 61
November, 1878, . . . . .	3,547 95	4,037 40	7,535 35
December, 1878, . . . . .	1,806 87	3,516 73	5,123 60
January, 1879, . . . . .	1,825 95	4,525 38	6,351 33
February, 1879, . . . . .	1,753 30	4,337 42	6,090 72
March, 1879, . . . . .	3,093 32	6,123 31	9,216 63
April, 1879, . . . . .	1,972 06	5,336 57	7,308 63
May, 1879, . . . . .	2,029 72	6,049 43	8,079 15
June, 1879, . . . . .	3,449 58	5,975 56	9,425 14
July, 1879, . . . . .	2,326 73	6,302 16	8,628 89
August, 1879, . . . . .	2,762 38	6,561 02	9,323 40
September, 1879, . . . . .	2,855 20	7,342 86	10,198 06
Total, . . . . .	\$30,076 46	\$65,958 05	\$96,034 51

## From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
October, 1878, . . . . .			\$36 26	
November, 1878, . . . . .			47 18	
December, 1878, . . . . .			46 25	
January, 1879, . . . . .			44 33	
February, 1879, . . . . .			42 25	
March, 1879, . . . . .			49 25	
April, 1879, . . . . .			46 35	
May, 1879, . . . . .			47 29	
June, 1879, . . . . .			45 38	
July, 1879, . . . . .			49 28	
August, 1879, . . . . .			49 24	
September, 1879, . . . . .			36 29	
Total, . . . . .			\$535 40	
Total passenger earnings for the year, . . . . .				\$1,652 20
Total freight earnings for the year, . . . . .				96,034 51
Total earnings from all other sources, . . . . .				535 40
Total earnings for the year, . . . . .				\$98,222 11
Total receipts from all sources on whole length of line, . . . . .				\$98,222 11
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .				98,222 11

## EXPENDITURES FOR OPERATING DURING THE YEAR.

## Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$19,162	07
Repairs of bridges, . . . . .	533	00
All other expenses for maintenance of way, . . . . .	486	46
Total for maintenance of way, . . . . .	\$20,181	53
Cost per mile of road kept in repair, . . . . .	\$807	26
Proportion for Pennsylvania, . . . . .	807	26

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$4,434	88
Repairs of passenger, baggage, and mail cars, . . . . .	750	65
Total for maintenance of motive power and cars, . . . . .	\$5,185	53
Cost per mile of road operated, . . . . .	\$207	42
Proportion for Pennsylvania, . . . . .	207	42

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$4,602	98
Salaries, wages, and incidentals chargeable to freight department, . . .	10,236	70
Fuel—coal, . . . . .	5,427	12
Oil and waste, . . . . .	701	70
Taxes, . . . . .	1,878	43
Amount paid other corporations or individuals for use of all other cars, . . . . .	1,865	41
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	4,300	00
<b>Total miscellaneous, . . . . .</b>	<b>\$29,011</b>	<b>74</b>
Amount per mile of road operated, . . . . .	\$1,120	47
Proportion for Pennsylvania, . . . . .	1,120	47
Total expenditures for operating the road, . . . . .	54,378	80
Total charged to road and equipment, . . . . .	54,378	80
Expenses per mile of the road operated, . . . . .	2,174	75
Expenses per mile of single track operated, not including sidings, . . . . .	2,174	75

EARNINGS.

Passenger transportation, local, . . . . .	\$1,224 05	} Total,	\$1,352	20
Passenger transportation, through, . . . . .	128 15			
Freight transportation, local, . . . . .	65,958 05	} Total,	96,034	51
Freight transportation, through, . . . . .	30,076 46			
Express service, . . . . .			300	00
Rents, . . . . .			535	40
<b>Total, . . . . .</b>			<b>\$98,222</b>	<b>11</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$20,181 53			
Maintenance of motive power and cars, . . . . .	5,185 53			
Miscellaneous, . . . . .	29,011 74			
<b>Total operating expenses, being 55.3<sup>3</sup>/<sub>100</sub> per cent. of earnings, . . . . .</b>			<b>54,378</b>	<b>80</b>
<b>Net earnings, . . . . .</b>			<b>\$43,843</b>	<b>31</b>
Earnings per mile of road operated, . . . . .	\$3,928			88
Expenses per mile of road operated, . . . . .	2,174			75
Net earnings, . . . . .	43,843			21

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and what conditions as to rates, use of track, machinery, repairs of cars, etc.? Philadelphia and Reading Railroad Company's express, they paying  $\frac{1}{3}$  of the gross receipts.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$425,900 00  
 Rate and date of all cash dividends on stock of original and consolidated companies, . . . . . 6 per cent.

Number and per cent. of dividends, (one at six per cent.)		
Amount paid in dividends, . . . . .	\$26,014	00
Balance for the year, or surplus, . . . . .	\$17,229	31
Surplus at the commencement of the year, . . . . .	27,339	64
<b>Total surplus, . . . . .</b>	<b>\$44,568</b>	<b>95</b>
Surplus invested as follows:		
Balance of accounts due company, . . . . .	\$58,069	80
Material, fuel, and stores, . . . . .	10,000	00

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

Personally appeared before me, Joshua Hunt, president, and John Williams, treasurer, of the Catasauqua and Fogelsville 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. 1879, 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 December, A. D. 1879.

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

## R E P O R T

OF THE

*Chartiers Railway Company, for the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
George B. Roberts, President, . . . . .	Philadelphia, Pa.
James R. McClure, Secretary and Treasurer, . . . . .	Philadelphia, Pa.
General offices at No. 233 South Fourth street, Philadelphia, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Samuel M. Felton, . . . . .	Philadelphia, Pa.
Alexander Biddle, . . . . .	Philadelphia, Pa.
Josiah Bacon, . . . . .	Philadelphia, Pa.
Wistar Morris, . . . . .	Philadelphia, Pa.
Strickland Kneass, . . . . .	Philadelphia, Pa.
J. N. DuBarry, . . . . .	Philadelphia, Pa.
George B. Roberts, . . . . .	Philadelphia, Pa.

### CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$800,000	00
Capital stock authorized by votes of company, . . . . .	800,000	00
Capital stock, amount subscribed, . . . . .	671,350	00
Capital stock paid in by last report, . . . . .	648,303	00
Capital stock, total amount now paid in, . . . . .	648,763	00
Capital stock, number of shares issued, . . . . .	12,722	00
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

## DEBT.

Funded Debt.		
First mortgage bonds, (due October, 1901, bear interest at 7 per cent., which is payable October 1 and April 1,) amount, . . . . .	\$500,000	00
Total amount now of funded debt, . . . . .	\$500,000	00
Floating Debt.		
Total amount now of floating and funded debt, . . . . .	\$500,000	00
Funded debt as per last report, . . . . .	\$500,000	00
Total cash realized from capital stock and debt, . . . . .	\$1,148,768	00

## COST.

Total cost of entire road to date, . . . . . \$1,122,836 10

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mansfield to Washington, . . . . .	22 $\frac{1}{10}$	22 $\frac{1}{10}$
Length of single main track, . . . . .	22 $\frac{1}{10}$	22 $\frac{1}{10}$
Aggregate length of main line and branches, . . . . .	22 $\frac{1}{10}$	22 $\frac{1}{10}$
Aggregate length of sidings and other track not above enumerated, . . . . .	2 $\frac{1}{10}$	2 $\frac{1}{10}$
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	25 $\frac{1}{10}$	25 $\frac{1}{10}$

## Gauge.

What is the gauge of your lines? . . . . . 4 feet 9 $\frac{1}{2}$  inches.

## Track.

Miles of iron rail in use, main track, . . . . . 25.7  
 Weight of rail per yard, iron, . . . . . 56 pounds.

## Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . . 25  
 Wooden bridges, number of, 23; aggregate length, . . . . . 2,290 feet.  
 Iron bridges, number of, 2; aggregate length, . . . . . 40 feet.

## Stations.

Number of stations on main road: Passenger, 18; freight, 10; total, . . . . . 28  
 Number of wood and water stations on main road, . . . . . 2  
 Value of real estate held by the company, exclusive of roadway, . . . . . \$4,402 20  
 Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . . 4,402 20

Number of tunnels, 2; aggregate length, . . . . . 800 feet.

How is track laid, and on what foundation: Cross-ties and stone ballast.

The Chartiers railway is leased to the Pittsburgh, Cincinnati and St. Louis Railway Company, for the term of ninety-nine years from and after January 1, 1872, to whom you are referred for information relative to the operation of the line.

**STOCK AND DIVIDENDS.**

Amount of stock issued as stock dividends, and dates of

issue: 12,722 shares, at \$50, . . . . . \$636,100 00

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

Personally appeared before me, G. B. Roberts, president, and James R. McClure, treasurer, of the Chartiers 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\* 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,)

G. B. ROBERTS, *President.*

JAMES R. McCLURE, *Treasurer.*

Sworn and subscribed before me this 27th day of January, A. D. 1880.

JONH C. SIMS, Junior, *Notary Public.*

**R E P O R T**

OF THE

*Chester and Delaware River Railroad Company, for  
 the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
G. A. Nicholls, President, . . . . .	Reading.
Howard Hancock, Secretary, . . . . .	Philadelphia.
John Welch, Treasurer, . . . . .	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

\* Much of the information called for by the foregoing blank being required of the lessee company, the word "full," in the above affidavit, is stricken out.



<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.
William Ward, . . . . .	Chester.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$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, . . . . .	5,000	00
Capital stock, par value of each share, . . . . .	5,000	00

**DEBT.**

<i>Floating Debt.</i>			
The amount now of floating debt, . . . . .		\$195,100	99
Floating debt as per last report, . . . . .	\$195,100		

**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, . . . . .	37,443	26

**CHARACTERISTICS OF ROAD.**

<i>Main Line.</i>	<i>MILES.</i>	
	<i>Whole Length.</i>	<i>Length in Penn'a.</i>
Length of main line, from Thurlow to Eddystone, . . . . .	4 <sup>1</sup> / <sub>10</sub>	
Length of single main track, . . . . .	4 <sup>1</sup> / <sub>10</sub>	
Aggregate length of main line and branches, . . . . .	4 <sup>1</sup> / <sub>10</sub>	
Aggregate length of sidings and other track not above enumerated, . . . . .	1 <sup>1</sup> / <sub>10</sub>	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	5 <sup>2</sup> / <sub>10</sub>	

**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, (miles of track,) . . . . . 5.9  
 Weight of rail per yard, iron, . . . . . 56 and 68 lbs.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . .	8
Wooden bridges, number of, 3; aggregate length, . . . . .	380 feet.
Iron bridges, number of, 1; aggregate length, . . . . .	54 feet.
Wooden trestles, number of, 4; aggregate length, . . . . .	1,123 feet.

**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 and cross-ties; gravel and broken stone ballast.	

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . .	\$39,550 00
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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. 1879, according to the best of their knowledge and belief.

(Signed,)

G. A. NICOLLS, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1880.

J. Y. HUMPHREY, *Notary Public.*

**R E P O R T**

OF THE

*Chestnut Hill Railroad Company, for the year ending  
December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
Coffin Colket, President, . . . . .	Philadelphia.
William W. Stephens, Secretary and Treasurer, . . . . .	Philadelphia.

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

<i>Names of Directors.</i>	<i>Residences.</i>
Coffin Colket, . . . . .	Philadelphia.
Joseph Patterson, . . . . .	Philadelphia.
William L. Schaffer, . . . . .	Philadelphia.
Henry M. Phillips, . . . . .	Philadelphia.
F. B. Gowen, . . . . .	Philadelphia.
E. H. Weil, . . . . .	Philadelphia.
H. K. Smith, . . . . .	Philadelphia.
William W. Colket, . . . . .	Philadelphia.
A. E. Dougherty, . . . . .	Philadelphia.
W. S. Wilson, . . . . .	Chester county.
John Clayton, . . . . .	Philadelphia.
Joseph 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, . . . . .	2,418	
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, . . . . .	\$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.**

<b>Main Line.</b>	<b>MILES.</b>	
	Whole length.	Length in Penn'a.
Length of main line, from Germantown to Chestnut Hill, . . . . .	4 <sup>1</sup> / <sub>2</sub>	
Length of single main track, . . . . .	4 <sup>1</sup> / <sub>2</sub>	
Length of double main track, . . . . .	1	

<b>Gauge.</b>	
What is the gauge of your line? . . . . .	4 feet 8½ inches.
<b>Track.</b>	
Miles of iron rail in use, . . . . .	4½
Weight of rail per yard, . . . . .	56 pounds.
<b>Bridges and Trestles.</b>	
Number of bridges and trestles on whole line, . . . . .	4
Wooden bridges, number of, 3; aggregate length, . . . . .	150 feet.
Stone bridge, 1; length, . . . . .	50 feet.
<b>Stations.</b>	
Number of stations on main road, passenger and freight, . . . . .	8
Value of real estate held by the company, exclusive of road-way, in Pennsylvania, . . . . .	\$15,505 98
How is track laid and on what foundation? Slag ballast, and cross ties two feet apart.	

This road is leased to the Philadelphia and Reading Railroad Company for a term of nine hundred and ninety-nine years, from December 1st, 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 should be returned by the lessees.

#### STOCK AND DIVIDENDS.

Number and per cent. of dividends: Four dividends, of three per cent. each—twelve per cent.—payable on a capital of \$120,650, . . . . .	\$14,478	00
Amount paid in dividends, (including back dividends,) . . . . .	14,422	50

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

Personally appeared before me, Coffin Colket, president, and William W. Stephens, treasurer of the Chestnut Hill Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

C. COLKET, *President.*

WILLIAM W. STEPHENS, *Treasurer.*

Affirmed and subscribed before me this 7th day of January, A. D. 1880.

J. P. MAGILL, *Notary Public.*

**R E P O R T**

OF THE

*Chester Valley Railroad Company, for the year 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
John F. Gilpin, President, . . . . .	Philadelphia.
William H. Holstein, Secretary and Treasurer, . . . . .	Bridgeport, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Franklin B. Gowen, . . . . .	Philadelphia.
Coffin Colket, . . . . .	Philadelphia.
J. B. Lippincott, . . . . .	Philadelphia.
John Ashhurst, . . . . .	Philadelphia.
H. Pratt McKean, . . . . .	Philadelphia.
A. E. Borie, . . . . .	Philadelphia.
William H. Holstein, . . . . .	Bridgeport, Pa.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$871,900	00
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, . . . . . 17,488		
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 May, 1872, bear interest at 7 per cent., which is payable May and November,) amount, . . . . .	\$500,000	00
Total amount now of funded debt, (unpaid coupons,) . . . . .	\$500,000	00
<b>Floating Debt.</b>		
The amount now of floating debt, . . . . .	402,500	00
Funded debt as per last report, . . . . . \$500,000 00		
Floating debt as per last report, . . . . . 402,000 00		

**COST.**

Total cost of entire road to date: Stock, \$871,900; loan, \$500,000; unpaid coupons, \$402,500, . . . . . \$1,774,400 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 Bridgeport to Downingtown, . . . . .	21½	21½
Length of single main track, . . . . .	21½	21½

Gauge.

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

Track.

Miles of iron rail in use, . . . . . 23½  
 Weight of rail per yard, iron, average, . . . . . 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . . 58  
 Wooden bridges, number of, 28; aggregate length, . . . . . 1,000 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 at grade in this Commonwealth, and at what locality? East Brandywine railroad, at Downingtown.

Stations.

Number of stations on main road; passenger and freight, . . . . . 16  
 Number of wood and water stations on main road, . . . . . 2  
 Value of real estate held by the company, exclusive of roadway, in Pennsylvania, about, . . . . . \$3,000 00  
 How is track laid, and on what foundation? Stone and gravel.

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.

STATE OF PENNSYLVANIA, }  
 County of Pennsylvania, } 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 31st of December, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

JOHN F. GILPIN, *President.*

WM. H. HOLSTEIN, *Treasurer.*

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

A. H MORGAN, *Notary Public.*

*R E P O R T*

OF THE

*Chester Creek Railroad Company, for the year ending  
December 31, 1879.*

OFFICERS.

*Names.*

*Residences.*

Samuel M. Felton, President, . . . . . Philadelphia, Pa.  
William Ward, Secretary, . . . . . Chester, Delaware county, Pa.

General offices at Philadelphia.

*Names of Directors.*

*Residences.*

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

**DEBT.**

<b>Funded Debt.</b>		
First mortgage bonds, (due 1st January, 1903, bear interest at six per cent., which is payable 1st January and 1st July,) amount, . . . . .	\$185,000	00
Total amount now of funded debt, . . . . .	\$185,000	00
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$6,297 67	
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, . . . . .	6,297 67	
	\$191,297	67
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

**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

**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.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 10  
 Wooden bridges, number of, 4; aggregate length, . . . . . 500 feet.  
 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.

**Stations.**

Number of stations on main road, passenger and freight, . . . . . 8  
 Number of wood and water stations on main road, . . . . . 1  
 How is track laid, and on what foundation? Fish-joints, gravel, and stone ballast.

The road is leased to the Philadelphia and Baltimore Central Railroad Company, from January 19, 1868, for nine hundred and ninety-nine years, and is worked by said company as part of its road.

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

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . .	\$185,000 00
Number and per cent. of dividends: 2, 1st January and	
1st July, 1879, six per cent., . . . . .	11,100 00

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

Personally appeared before me, Samuel M. Felton, president, and Henry Wood, treasurer, of the Chester Creek 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. 1879, according to the best of their knowledge and belief.

(Signed)

S. M. FELTON, *President.*  
H. WOOD, *Treasurer.*

Affirmed and subscribed before me, this 7th day of February, A. D. 1880.  
ALBERT HAVERSTICK, *Notary Public.*

# REPORT

OF THE

*Colebrookdale Railroad Company, for the year ending  
November 30, 1879.*

## OFFICERS.

Names.	Residences.
Joseph L. Bailey, President, . . . . .	Pine Iron Works, Berks county.
Howard Hancock, Secretary, . . . . .	Philadelphia.
John Welch, Treasurer, . . . . .	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

Names of Directors.	Residences.
D. B. Boyer, . . . . .	Boyertown, Berks county.
John C. Smith, . . . . .	Pottstown, Montgomery county.
David J. Brown, . . . . .	Philadelphia.
J. Lowrie Bell, . . . . .	Philadelphia.
William A. Church, . . . . .	Philadelphia.
I. V. Williamson, . . . . .	Philadelphia.

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$500,000	00
Capital stock, amount subscribed, . . . . .	300,000	00
Capital stock paid in by last report, . . . . .	297,215	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, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

## DEBT.

Funded Debt.		
First mortgage bonds, (due June 1, 1898, bear interest at six per cent., which is payable June and December,) amount, . . . . .	\$600,000	00
Total amount now of funded debt, . . . . .	\$600,000	00
Floating Debt.		
The amount now of floating debt, . . . . .	54,432	08
Total amount now of floating and funded debt, . . . . .	\$654,432	08
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, . . . . .	\$667,774	73
Average of same per mile of road laid, 12 $\frac{1}{2}$ miles, . . . . .	52,169	90
Average of same per mile of track laid, 14 $\frac{1}{2}$ miles, . . . . .	44,817	09

**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	
Aggregate length of main line and branches, . . . . .	12.8	
Aggregate length of sidings and other track not above enumerated, . . . . .	2.8	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	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 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 19  
 Wooden bridges, number of, 7; aggregate length, . . . . . 452 feet.  
 Iron bridges, number of, 1; aggregate length, . . . . . 25 feet.  
 Wooden trestles, number of, 11; aggregate length, . . . . . 2,206 feet.

**Stations.**

Number of stations on main road, passenger and freight, . . . . . 9  
 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 road-way, . . . . . \$14,108 07

How is track laid, and on what foundation? Cross-ties; broken stone ballast.

**MONTHLY EARNINGS FOR THE YEAR.**

From all Sources.—(Lease Account.)

MONTHS.	Passengers.		Freight.		Mail.		Miscellaneous.	
	\$		\$		\$		\$	
December, 1878, . . . . .	\$173	68	\$467	64	\$14	93	\$451	10
January, 1879, . . . . .	145	36	462	11	14	98	45	65
February, 1879, . . . . .	134	95	500	38	14	93	36	61
March, 1879, . . . . .	188	71	427	68	14	93	50	74
April, 1879, . . . . .	203	46	497	02	14	93	41	69
May, 1879, . . . . .	197	84	657	82	14	93	43	87
June, 1879, . . . . .	171	24	600	60	14	93	416	58
July, 1879, . . . . .	181	19	460	37	14	93	10	29
August, 1879, . . . . .	220	27	511	24	14	93	4	70
September, 1879, . . . . .	254	95	511	09	14	93	14	57
October, 1879, . . . . .	208	26	600	17	14	93	11	35
November, 1879, . . . . .	209	95	660	04	14	93	9	06
Total, . . . . .	\$2,289	86	\$6,356	16	\$179	16	\$1,186	21

Total passenger earnings for the year, . . . . .	\$2,289	86
Total freight earnings for the year, . . . . .	6,356	16
Total earnings from all other sources, . . . . .	1,315	37
<b>Total earnings for the year, . . . . .</b>	<b>\$9,961</b>	<b>39</b>

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Extension or alteration of road, . . . . . **\$303 46**

**EARNINGS.—(Lease Account.)**

Passenger transportation, local and through, . . . . .	\$2,289	86
Freight transportation, local and through, . . . . .	6,356	16
Mail service, . . . . .	179	16
All other sources of income, . . . . .	1,186	21
<b>Total, . . . . .</b>	<b>\$9,961</b>	<b>39</b>
<b>Expenses of Corporation.</b>		
Contingent expenses, . . . . .	\$630	81
State tax, capital stock, . . . . .	17	77
Interest on mortgage bonds, . . . . .	36,000	00
<b>Total expenses, . . . . .</b>	<b>\$36,648</b>	<b>58</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 twenty 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, Joseph S. 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. 1879, 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 31st day of January, A. D. 1880.

J. Y. HUMPHREY, *Notary Public.*

# REPORT

OF THE

*Columbia and Port Deposit Railroad Company, for the year ending December 31, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Strickland Kneass, President, . . . . .	Philadelphia.
James R. McClure, Secretary and Treasurer, . . . . .	Philadelphia.

General offices at No. 233 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas A. Scott, . . . . .	Philadelphia.
George B. Roberts, . . . . .	Philadelphia.
Edmund Smith, . . . . .	Philadelphia.
J. N. DuBarry, . . . . .	Philadelphia.
Wistar Morris, . . . . .	Philadelphia.
Josiah Bacon, . . . . .	Philadelphia.
John M. Kennedy, . . . . .	Philadelphia.
N. Parker Shortridge, . . . . .	Philadelphia.
Alexander Biddle, . . . . .	Philadelphia.
Joseph Lesley, . . . . .	Philadelphia.
Jacob Tome, . . . . .	Port Deposit, Md.
H. M. Phillips, . . . . .	Philadelphia.
Strickland Kneass, . . . . .	Philadelphia.

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$1,800,000	00
Capital stock, amount subscribed, . . . . .	522,000	00
Capital stock paid in by last report, . . . . .	498,827	11
Capital stock, total amount now paid in, . . . . .	498,827	11
Capital stock, number of shares issued, . . . . .	9,942	
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 August 1, 1892, bear interest at 7 per cent., which is payable August 1 and February 1,) amount, . . . . .	\$1,882,000	00
Total amount now of funded debt, . . . . .	\$1,882,000	00
<b>Floating Debt.</b>		
Debt incurred for any other purpose, and for what: Outstanding coupons, . . . . .	\$321,090	00
The amount now of floating debt, . . . . .	321,090	00
Total amount now of floating and funded debt, . . . . .	\$2,203,090	00
Funded debt as per last report, . . . . .	\$1,882,000	00
Floating debt as per last report, . . . . .	85,230	67
Total cash realized from capital stock and debt, . . . . .	2,380,827	11

**COST.**

Total cost of entire road to date, . . . . . \$1,722,117 93

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Columbia to Port Deposit, . . . . .	39.6	23.6
Length of single main track, . . . . .	39.6	23.6
Aggregate length of main line, and branches, . . . . .	39.4	23.6
Aggregate length of sidings and other track not above enumerated, . . . . .	2.2	1.1
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	41.6	29.7

**Gauge.**

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

**Track.**

Miles of iron rails in use, . . . . . 41.32

Weight of rail per yard, iron, . . . . . 56 and 64 lbs.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 9

Wooden bridges, number of, 8; aggregate length, . . . . . 845 feet.

Iron bridges, number of, 1; aggregate length, . . . . . 96 feet.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Reading and Columbia railroad, at Columbia, Pa.

**Stations.**

Number of stations on main road: Passenger, 20; freight, 20; total, . . . . . 40

Number of wood and water stations on main road, . . . . . 3

Value of real estate held by the company, exclusive of roadway, . . . . . \$32,844 31

Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . . 10,283 44

How is track laid, and on what foundation? On white oak and chestnut cross-ties and stone ballast, with fish-joint fastenings.

**Equipment.**

The Pennsylvania Railroad Company operates this line as agent of the Columbia and Port Deposit Railroad Company, and furnish all equipment; said company will therefore return all detail thereof.

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Land or land damages, . . . . .	\$17	75
Total, . . . . .	\$17	75
Proportion for Pennsylvania, . . . . .	17	75

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, 9,942 shares  
 at \$50, . . . . . \$497,100 00

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

Personally appeared before me, Strickland Kneass, president, and James R. McClure, treasurer, of the Columbia and Port Deposit 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 \* 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,) STRICKLAND KNEASS, *President.*  
 JAMES R. McCLURE, *Treasurer.*

Sworn and subscribed before me this 26th day of January, A. D. 1880.  
 JOHN C. SIMS, Junior, *Notary Public.*



**R E P O R T**

OF THE

*Cornwall Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
A. Wilhelm, President, . . . . .	Cornwall, Pa.
James P. Jackson, Secretary, . . . . .	Cornwall, Pa.
D. S. Hammond, Treasurer, . . . . .	Lebanon, Pa.
Josiah Fanok, General Solicitor, . . . . .	Lebanon, Pa.
Frank Donahue, General Superintendent, . . . . .	Lebanon, Pa.

\* Much of the information called for by the foregoing blank being required of the Pennsylvania Railroad Company, agent, the word "full," in the above affidavit, is stricken out.

General office at Lebanon, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
William 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, . . . . .	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

**COST.**

Total cost of entire road to date, . . . . .	\$351,627	07
Average of same per mile of road laid, . . . . .	47,070	56
Proportion of same for Pennsylvania, . . . . . All.		
Total cost of entire equipment, . . . . .	91,491	84
Average cost of equipment per mile of road operated by company, . . . . .	12,247	91
Proportion of same for Pennsylvania, . . . . . All.		
Cost of road and equipment per mile, . . . . .	59,318	47
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 New Lebanon, . . . . .	7 1/2	All.
Length of single main track, . . . . .	7 1/2	All.
<b>Branches.</b>		
Union Canal branch, from main line to Union Canal, length of single track, . . . . .	3 2/3	
North Cornwall Furnace branch, from main line to North Cornwall furnaces, length of single track, . . . . .	3 3/8	
Cornwall Anthracite branch, from main line to Cornwall anthracite furnaces, length of single track, . . . . .	3 3/8	
Bird Coleman Furnaces branch, from main line to Bird Coleman furnaces, length of single track, . . . . .	1 7/8	
Aggregate length of main line and branches, . . . . .	9 1/2	
Aggregate length of sidings and other track not above enumerated, . . . . .	3 2/3	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	12 1/2	

**Gauge.**

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



**Track.**

Miles of iron rail in use, . . . . .		93 <sup>3</sup> / <sub>8</sub>
Miles of steel rail in use, . . . . .		3 <sup>42</sup> / <sub>8</sub>
Weight of rail per yard, { Iron, . . . . .	64 and 68	
{ Steel, . . . . .	56, 59 and 60	

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . .	19
Wooden bridges, number of, 7; aggregate length, . . . . .	126 <sup>1</sup> / <sub>2</sub> 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, Lebanon Valley branch railroad, at Lebanon.

**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 of 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 limestone and furnace cinder.	

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight, . . . . .	2	\$17,000 00
Number of locomotives of more than 30 tons weight, . . . . .	2	6,500 00
Number of freight cars, { House cars, 1, } total, . . . . .	19	275 00
{ Trucks, 18, . . . . .		
Number of coal, ore, and stone cars, . . . . .	155	250 00

Average number of cars in freight trains, . . . . .	70
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	535 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	33
Same in Pennsylvania, . . . . .	All.

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by freight trains, . . . . .	21,096
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Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	338,177
Number of tons of freight carried one mile, . . . . .	1,962,652
Number of tons of freight carried one mile in Pennsylvania, . . . . .	All.
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	537,371 <sup>11</sup> / <sub>1000</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, . . . . .	106,059 <sup>11</sup> / <sub>1000</sub>	Stone, . . . . .	25,775 <sup>11</sup> / <sub>1000</sub>
Pig iron, . . . . .	90,763 <sup>11</sup> / <sub>1000</sub>	Other articles, . . . . .	16,035 <sup>11</sup> / <sub>1000</sub>
Iron and other ores, . . . . .	288,738 <sup>11</sup> / <sub>1000</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, 1879, . . . . .			\$7,704	93
February, 1879, . . . . .			7,708	04
March, 1879, . . . . .			8,809	05
April, 1879, . . . . .			8,897	76
May, 1879, . . . . .			10,008	95
June, 1879, . . . . .			8,251	71
July, 1879, . . . . .			8,874	03
August, 1879, . . . . .			10,468	58
September, 1879, . . . . .			11,417	39
October, 1879, . . . . .			11,808	41
November, 1879, . . . . .			11,600	21
December, 1879, . . . . .			11,827	55
Total, . . . . .			\$117,376	61
Total freight earnings for the year, . . . . .			\$117,376	61
Total earnings for the year, . . . . .			\$117,376	61
Proportion of earnings in Pennsylvania to earnings of whole line: All.				

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New freight cars, number of, 7, . . . . .	\$1,640	00
Any other expenditures chargeable to this account, . . . . .	1,206	30
Total, . . . . .	\$2,846	30
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, . . . . .	\$6,810	65
Repairs of bridges, . . . . .	15	80
Total for maintenance of way, . . . . .	\$6,826	45
Cost per mile of road kept in repair, including sidings, . . . . .	641	79
Proportion for Pennsylvania, . . . . . All.		

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

Repairs of locomotives, . . . . .	\$1,480	28
Repairs of freight cars, . . . . .	2,349	99
All other expenses for maintenance of motive power and cars, . . . . .	2,470	92
Total for maintenance of motive power and cars, . . . . .	\$6,251	19
Cost per mile of road operated, including sidings, . . . . .	\$496	12
Proportion for Pennsylvania, . . . . . All.		

**MISCELLANEOUS.**

Salaries, wages, and incidentals chargeable to freight department: Included in cost of maintenance of way and motive power.		
Fuel—number of tons of coal, 1,428 $\frac{3}{4}$ ; cost, . . . . .	\$3,858	85
Oil and waste, . . . . .	301	69
Taxes, . . . . .	4,539	01
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	2,676	81
Total miscellaneous, . . . . .	\$11,433	36
Amount per mile of road operated, including sidings, . . . . .	\$907	65
Proportion for Pennsylvania, . . . . . All.		
Total expenditures for operating the road, . . . . .	27,360	30
Total charged to road and equipment, . . . . .	2,846	30
Expenses per mile of the road operated, including sidings, . . . . .	2,171	44
Expenses per mile of single track operated, not including sidings, . . . . .	3,648	04
Expenses per train mile, . . . . .	1	29
Proportion for Pennsylvania, . . . . . All.		

**EARNINGS.**

Freight transportation, local and through, . . . . .	\$117,376	61
Total, . . . . .	\$117,376	61
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$6,832 75	
Maintenance of motive power and cars, . . . . .	9,091 19	
Miscellaneous, . . . . .	11,433 36	
Total operating expenses, being 30 $\frac{1}{2}$ per cent. of earnings, . . . . .	27,360	30
Net earnings, . . . . .	\$91,016	31
Earnings per mile of road operated, not including sidings, . . . . .	\$15,650	22
Expenses per mile of road operated, not including sidings, . . . . .	3,648	04
Net earnings per mile of road operated, not including sidings, . . . . .	\$12,002	18

**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, eight (8) per centum.  
     July, sixteen (16) per centum.  
 Number and per cent. of dividends, two ; eight and sixteen  
 per cent., . . . . . \$72,000 00  
 Amount paid in dividends, . . . . . 72,000 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, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
<b>Total, . . . . .</b>	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	1

**Statement of each Accident.**

John Houseman, brakeman, through carelessness, and in disobedience of the conductor's orders, did, on the 1st day of February, 1879, ride on the step of the tank of the engine, at or near Bird Coleman furnace, and came in contact with a switch-lever, throwing him off the step of the tank, and in falling, the wheels of the tank or engine passed over his left hand, crushing it, and rendering amputation necessary.

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

Personally appeared before me, A. Wilhelm, president, and D. S. Hammond, treasurer, of the Cornwall Railroad Company, who, being duly sworn do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

A. WILHELM, *President.*

D. S. HAMMOND, *Treasurer.*

Sworn and subscribed before me, this 20th day of January, A. D. 1880.

LEWIS REHR, *Notary Public.*

# REPORT

OF THE

*Connecting Railway Company, for the year ending December 31, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President, . . . . .	Philadelphia.
Albert Hewson, Secretary and Treasurer, . . . . .	Philadelphia.

General office at 233 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Josiah Bacon, . . . . .	Philadelphia.
Alexander Biddle, . . . . .	Philadelphia.
J. N. Du Barry, . . . . .	Philadelphia.
Strickland Kneass, . . . . .	Philadelphia.
Wistar Morris, . . . . .	Philadelphia.
G. B. Roberts, . . . . .	Philadelphia.

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$1,900,000	00
Capital stock authorized by votes of company, . . . . .	1,278,300	00
Capital stock, amount subscribed, . . . . .	1,278,300	00
Capital stock paid in by last report, . . . . .	1,278,300	00
Capital stock, total amount now paid in, . . . . .	1,278,300	00
Capital stock, number of shares issued, . . . . . 25,566		
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

## DEBT.

<b>Funded Debt.</b>		
Series A, first mortgage bonds, (due September 15, 1900, bear interest at rate of six per cent, which is payable March 15, and September 15,) amount, . . . . .	\$193,000	00
Series B, first mortgage bonds, (due September 15, 1901, bear interest at six per cent., which is payable March 15, and September 15,) amount, . . . . .	199,000	00
Series C, first mortgage bonds, (due September 15, 1902, bear interest at six per cent., which is payable March 15, and September 15,) amount, . . . . .	200,000	00
Series D, first mortgage bonds, (due September 15, 1903, bear interest at six per cent., which is payable March 15, and September 15,) amount, . . . . .	199,000	00
Series E, first mortgage bonds, (due September 15, 1904, bear interest at six per cent., which is payable March 15, and September 15,) amount, . . . . .	200,000	00
Total amount now of funded debt, . . . . .	\$991,000	00

<b>Floating Debt.</b>			
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$78,288 74		
Total amount now of floating debt, . . . . .		\$78,288	74
Total amount now of floating and funded debt, . . . . .		\$1,069,288	74
Funded debt, as per last report, . . . . .	\$991,000 00		
Floating debt, as per last report, . . . . .	77,937 17		
Total cash realized from capital stock and debt, . . . . .		\$2,347,583	74

**COST.**

Total cost of entire road to date, . . . . .	\$2,347,583	74
Average of same per mile of road laid, . . . . .	347,790	92

**CHARACTERISTICS OF ROAD.**

<b>Main Line.</b>	<b>MILES.</b>	
	Whole Length.	Length in Penn'a.
Length of main line, from Mantua Junction to Frankford Junction, . . . . .	6.75	6.75
Length of double main track, . . . . .	6.75	6.75
Aggregate length of main line and branches, . . . . .	6.75	6.75
Aggregate length of sidings and other track, not above enumerated, . . . . .	10.02	10.02
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	23.52	23.52

**Gauge.**

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

**Track.**

Miles of steel rail in use, in main tracks, . . . . . 13½  
 Weight of rail per yard, steel, . . . . . 67 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 15  
 Stone bridges, number of, 3; aggregate length, . . . . . 1,050 feet.  
 Iron bridges, number of, 12; aggregate length, . . . . . 1,179 feet.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? North Penn railroad, at North Penn Junction; Fifth and Sixth Streets passenger railway, at Philadelphia; Second and Third Streets passenger railway, at Philadelphia.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Richmond branch, Philadelphia and Reading railroad, at Philadelphia; Germantown and Norristown branch, Philadelphia and Reading railroad, at Germantown Junction; Philadelphia and Reading railroad, main line, at Fairmount Park; Junction railroad, at West Philadelphia; Fourth and Eighth Streets passenger railway, at Germantown road; Fifteenth and Thirteenth Streets passenger railway, at Broad street; Ridge Avenue passenger railway, at Ridge avenue; Fourth and Eighth Streets passenger railway, at Girard avenue.

**Stations.**

Number of stations on main road: Passenger, 3; freight, 4; total, . . . . . 7  
 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? White oak cross-ties, on stone ballast.

This road is leased and returns are made by the Philadelphia and Trenton Railroad Company, to which company it is leased for nine hundred and ninety-nine years, from January 1, 1868.

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Any other expenditures chargeable to this account, . . . . .	\$351	57
<b>Total, . . . . .</b>	<b>\$351</b>	<b>57</b>
Proportion for Pennsylvania, . . . . .	\$351	57

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding; 25,566 shares, \$1,278,300 00  
 Rate and date of all cash dividends on stock of original and consolidated companies: Dividend, June 30, 1879, three per cent., on \$1,278,300, \$38,349; dividend, December 30, 1879, three per cent., \$38,349; total, 1879, . . . \$76,698 00

Number and per cent. of dividends: Two dividends, three per cent. each, on \$1,278,300.		
Amount paid in dividends, . . . . .	\$76,698	00

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

Personally appeared before me, Thomas A. Scott, president, and Albert Hewson, treasurer, of the Connecting 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 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)

THOMAS A. SCOTT, *President.*

ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this 6th day of February, A. D. 1880.

JOHN C. SIMS, Junior, *Notary Public.*

## REPORT

OF THE

*Corning, Cowanesque and Antrim Railway Company,*  
*for the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
George J. Magee, President, . . . . .	Watkins, N. Y.
Daniel Beach, Secretary and Treasurer, . . . . .	Watkins, N. Y.

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, including purchase of C. V. branch, . . . . .	1,900,000	00
Capital stock paid in by last report, . . . . .	1,900,000	00
Capital stock, total amount now paid in, . . . . .	1,900,000	00
Capital stock, number of shares issued, . . . . . 38,000		
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

### DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due July 1, 1885, bear interest at 7 per cent., which is payable January 1 and July 1, each year,) amount, . . . . .	\$450,000	00
Total amount now of funded debt, . . . . .	\$450,000	00
Total amount now of floating and funded debt, . . . . .	\$450,000	00
Funded debt as per last report, . . . . . \$500,000		



**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 Pennsylvania, (stock of roads in Pennsylvania consolidated,) . . . . .	1,800,000	00
Total cost of entire equipment, . . . . .	500,000	00
Average cost of equipment per mile of road operated by company: Equipment is used by lessees, who furnish additional equipment, and report as to all of it.		

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Corning, New York, to Antrim, Pennsylvania, . . . . .	58	37.86
Length of single main track, . . . . .	58	37.86
<b>Branches.</b>		
Cowanquesque Valley branch, from Lawrenceville to Elkland, . . . . .	11	11
Aggregate length of main line and branches, . . . . .	64	48.86
Aggregate length of sidings and other track not above enumerated, . . . . .	8.11	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	72.11	

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 54  
 Miles of steel rail in use, . . . . . 10 in New York.  
 Weight of rail per yard, iron and steel, . . . . . 59 and 62 lbs.

**Bridges and Trestles.**

Wooden bridges, number of, 6; aggregate length, . . . . . 568 feet.  
 Iron bridges, number of, 2; aggregate length, . . . . . 264 feet.

**Stations.**

Number of stations on main road, passenger and freight, . . . . . 11  
 Number of stations on branches, passenger and freight, . . . . . 2  
 Number of engine-houses and shops in Pennsylvania, . . . . . 2  
 Number of water stations on main road, . . . . . 8

Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . . \$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.

**STOCK AND DIVIDENDS.**

Amount of preferred stock. \$500,000 preferred stock on account of Blossburg and Corning railroad, consolidated.  
 Amount of common stock now outstanding, . . . . . \$1,400,000 00

Number and per cent. of dividends and amount paid in dividends:		
Two dividends, 3½ per cent. each, . . . . .	\$133,000	00
Balance for the year, or surplus, . . . . .	8,530	79
Surplus at the commencement of the year, . . . . .	8,530	79
Total surplus, . . . . .	8,530	79
Balance of accounts due company, . . . . .	8,530	79

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

Personally appeared before me, George J. Magee, president, and Daniel Beach, treasurer, of the Corning, Cowanesque, and Antrim Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

GEO. J. MAGEE, *President.*

DANIEL BEACH, *Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1880.

L. B. ROBINSON, *Notary Public.*

## R E P O R T

OF THE

*Cumberland Valley Railroad Company, for the year  
 ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas B. Kennedy, President, . . . . .	Chambersburg, Pa.
E. M. Biddle, Secretary and Treasurer, . . . . .	Carlisle, Pa.
O. N. Lull, Chief Engineer, . . . . .	Chambersburg, Pa.
J. F. Boyd, Superintendent, . . . . .	Chambersburg, Pa.
<i>Names of Directors.</i>	<i>Residences.</i>
Thomas C. Kennedy, . . . . .	Chambersburg.
Frederick Watts, . . . . .	Carlisle.
Thomas A. Biddle, . . . . .	Philadelphia.
Thomas A. Scott, . . . . .	Philadelphia.
Wistar Morris, . . . . .	Philadelphia.
Josiah Bacon, . . . . .	Philadelphia.
Edmund Smith, . . . . .	Philadelphia.
George B. Roberts, . . . . .	Philadelphia.
Strickland Kneass, . . . . .	Philadelphia.
John Stewart, . . . . .	Chambersburg.
D. O. Gehr, . . . . .	Chambersburg.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$2,110,000	00
Capital stock, amount subscribed, . . . . .	1,777,850	00
Capital stock paid in by last report, . . . . .	1,777,850	00
Capital stock, total amount now paid in, . . . . .	1,777,850	00
Capital stock, number of shares issued, . . . . .	35,557	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

Funded Debt.		
First mortgage bonds, (due April 1, 1904, bear interest at eight per cent., which is payable April 1 and October 1,) amount, . . . . .	\$166,000	00
Second mortgage bonds, (due April 1, 1908, bear interest at eight per cent., which is payable April 1 and October 1,) amount, . . . . .	109,500	00
Common bonds, (due January 1, 1884, bear interest at . . . per cent., which is payable April 1 and October 1,) amount, . . . . .	81,800	00
Total amount now of funded debt, . . . . .	\$352,300	00
Total amount now of floating and funded debt, . . . . .	352,300	00
Funded debt as per last report, . . . . .	\$352,300	00
Floating debt as per last report, . . . . .	352,300	00

**COST.**

Total cost of entire road to date, . . . . . \$1,887,465 95

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Harrisburg to Potomac river, . . . . .	82 <sup>3</sup> / <sub>10</sub>	68 <sup>3</sup> / <sub>10</sub>
Length of single main track, . . . . .	78 <sup>3</sup> / <sub>10</sub>	62 <sup>3</sup> / <sub>10</sub>
Length of double main track, . . . . .	6 <sup>3</sup> / <sub>10</sub>	6 <sup>3</sup> / <sub>10</sub>
<b>Leased Roads.</b>		
Dillsburg and Mechanicsburg railroad, } Length of road, . . . . .	7 <sup>7</sup> / <sub>10</sub>	7 <sup>7</sup> / <sub>10</sub>
from Dillsburg Junction to Dillsburg, } Length of single track, . . . . .	7 <sup>1</sup> / <sub>10</sub>	7 <sup>1</sup> / <sub>10</sub>
Southern Pennsylvania railroad, from } Length of road, . . . . .	23 <sup>3</sup> / <sub>10</sub>	23 <sup>3</sup> / <sub>10</sub>
South Pennsylvania Junction to Rich- } Length of single track, . . . . .	23 <sup>1</sup> / <sub>10</sub>	23 <sup>1</sup> / <sub>10</sub>
cersburg, 2 <sup>3</sup> / <sub>10</sub> miles, . . . . .		
Martinsburg and Potomac railroad, from } Length of road, . . . . .	11 <sup>4</sup> / <sub>10</sub>	
Potomac river to Martinsburg, } Length of single track, . . . . .	11 <sup>1</sup> / <sub>10</sub>	
Aggregate length of main line and branches, . . . . .	82 <sup>3</sup> / <sub>10</sub>	68 <sup>3</sup> / <sub>10</sub>
Aggregate length of leased roads, . . . . .	42 <sup>8</sup> / <sub>10</sub>	31
Aggregate length of sidings and other track not above enumerated, . . . . .	13 <sup>1</sup> / <sub>10</sub>	12 <sup>3</sup> / <sub>10</sub>
Aggregate length of main line, branches, leased roads, sidings and other track, . . . . .	138 <sup>1</sup> / <sub>10</sub>	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, . . . . . 96.2

Miles of steel rail in use, . . . . .	48.4
Weight of rail per yard, { Iron, . . . . .	50 and 56 lbs.
{ Steel, . . . . .	56 lbs.

**Bridges and Trestles.**

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

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Northern Central railroad, at Bridgeport; Harrisburg and Potomac railroad crossing Dillsburg road, at Harrisburg and Potomac Junction.

**Stations.**

Number of stations on main road : Passenger, 26; freight, 26; total, . . . . .	30
Number of stations on leased roads : Passenger, 18; freight, 12; total, . . . . .	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, embracing depots, shops, buildings, &c., . . . . .	\$100,000 00
How is track laid, and on what foundation? White oak ties, stone ballast.	

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, . . . . .	4	
Number of locomotives of more than 20 tons weight, . . . . .	14	
Number of locomotives of more than 10 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, . . . . .	134	
Number of coal, ore, and stone cars, . . . . .	109	
Number of caboose cars, . . . . .	3	

Average number of cars in passenger trains, including baggage cars, . . . . .	3.2
Average number of eight wheel cars in freight trains on main line and leased roads, . . . . .	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 company, including officials, . . . . .	280
Same in Pennsylvania, . . . . .	260

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	191,129
Number of miles run by freight trains, . . . . .	135,024
Number of passengers to and from foreign roads for the year on main road, . . . . .	11,160
Number of passengers (all classes) carried in cars, . . . . .	323,045
Number of passengers carried one mile, . . . . .	5,807,889
Number of passengers carried one mile in Pennsylvania, . . . . .	5,278,513
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	9,188
Number of tons of freight carried one mile, . . . . .	12,485,385
Number of tons of freight carried one mile in Pennsylvania, . . . . .	11,943,889
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	374,172
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, 1879, . . . . .	19,367	July, 1879, . . . . .	40,922
February, 1879, . . . . .	15,108	August, 1879, . . . . .	58,484
March, 1879, . . . . .	19,499	September, 1879, . . . . .	30,325
April, 1879, . . . . .	21,321	October, 1879, . . . . .	32,978
May, 1879, . . . . .	19,101	November 1879, . . . . .	19,522
June, 1879, . . . . .	24,023	December, 1879, . . . . .	22,395

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

Anthracite coal, . . . . .	96,535	Stone, lime, and brick, . . . . .	3,212
Bituminous coal and coke, . . . . .	17,997	Agricultural products, . . . . .	54,820
Petroleum and other oils, . . . . .	1,519	Merchandise and manufactures, . . . . .	67,850
Pig iron, . . . . .	13,886	Live stock, . . . . .	8,572
Railroad iron, . . . . .	1,479	Lumber, . . . . .	34,118
Other iron or castings, . . . . .	7,244	Other articles, . . . . .	2,586
Iron and other ores, . . . . .	64,354		

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

For first-class through passengers, . . . . .	3 cents.
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, about, . . . . .	2 cents.
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For through coal, approximate average, per ton per mile,  
 about, . . . . . 1½ cents.  
 For local freight, approximate average, per ton per mile,  
 about, . . . . . 3 cents.  
 For local coal, approximate average, per ton per mile,  
 about, . . . . . 2¼ cents.

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$10,764 21
February, 1879, . . . . .			8,492 04
March, 1879, . . . . .			11,132 55
April, 1879, . . . . .			11,448 81
May, 1879, . . . . .			10,950 06
June, 1879, . . . . .			11,431 18
July, 1879, . . . . .			15,071 00
August, 1879, . . . . .			18,594 40
September, 1879, . . . . .			14,259 29
October, 1879, . . . . .			16,783 37
November, 1879, . . . . .			11,073 50
December, 1879, . . . . .			12,421 68
Total, . . . . .			\$152,422 09

**From Transportation of Freight.**

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$25,256 83
February, 1879, . . . . .			22,902 86
March, 1879, . . . . .			26,120 74
April, 1879, . . . . .			24,523 00
May, 1879, . . . . .			23,301 75
June, 1879, . . . . .			23,439 66
July, 1879, . . . . .			18,692 21
August, 1879, . . . . .			23,251 53
September, 1879, . . . . .			31,570 47
October, 1879, . . . . .			31,432 66
November, 1879, . . . . .			23,935 66
December, 1879, . . . . .			26,516 31
Total, . . . . .			\$300,033 78

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$526	53	\$550	73	\$418	77	\$1,496	03
February, 1879, . .	526	53	512	30	37	49	1,076	32
March, 1879, . . .	526	53	624	76	471	20	1,622	49
April, 1879, . . .	526	53	633	00	28,781	74	29,911	27
May, 1879, . . .	526	53	646	93	64	85	1,238	31
June, 1879, . . .	526	53	767	87	335	91	1,630	31
July, 1879, . . .	526	53	569	26	92	74	1,188	53
August, 1879, . . .	526	53	672	64	113	43	1,312	60
September, 1879, .	526	53	927	61	113	09	1,767	23
October, 1879, . . .	526	53	867	38	171	52	1,505	43
November, 1879, . .	526	53	908	78	296	48	1,731	74
December, 1879, . .	886	42	1,025	87	4,019	30	4,912	45
<b>Total, . . . . .</b>	<b>\$6,678</b>	<b>25</b>	<b>\$8,647</b>	<b>13</b>	<b>\$34,916</b>	<b>47</b>	<b>\$49,222</b>	<b>71</b>

Total passenger earnings for the year, . . . . .	\$152,422	09
Total freight earnings for the year, . . . . .	300,933	78
Total earnings from all other sources, . . . . .	49,222	17
<b>Total earnings for the year, . . . . .</b>	<b>\$502,578</b>	<b>58</b>
Total receipts from all sources on whole length of line, . . . . .	\$502,578	58
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	416,772	48

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

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

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$43,980	57
New iron rails, . . . . .	1,730	85
New steel rails, . . . . .	5,746	83
Repairs of bridges, . . . . .	1,913	48
Repairs of buildings and fixtures, . . . . .	2,850	54
All other expenses for maintenance of way, . . . . .	4,841	06
<b>Total for maintenance of way, . . . . .</b>	<b>\$61,072</b>	<b>33</b>
Cost per mile of road kept in repair, . . . . .	\$744	78
Proportion for Pennsylvania, . . . . .	50,645	31

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

Repairs of locomotives, . . . . .	\$6,461	24
Repairs of machinery, . . . . .	904	34
Repairs of passenger, baggage, and mail cars, . . . . .	16,784	26
Repairs of freight cars, . . . . .	24,827	04
All other expenses for maintenance of motive power and cars, . . . . .	6,639	21
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$55,616</b>	<b>09</b>
Cost per mile of road operated, . . . . .	678	24
Proportion for Pennsylvania, . . . . .	46,120	66

## MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$31,231	06
Salaries, wages, and incidentals chargeable to freight department, . . . . .	48,519	32
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	2,542	90
Fuel—number of cords of wood, 333; cost, . . . . .	2,601	72
Fuel—number of tons of coal, 4,576; cost, . . . . .	14,736	29
Oil and waste, . . . . .	1,108	38
Damages for injuries to persons, . . . . .	6,850	00
Damages for loss of goods and baggage, . . . . .	204	06
Taxes, . . . . .	23,156	78
Insurance, . . . . .	788	75
Telegraph expenses, . . . . .	2,053	14
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	11,487	66
<b>Total miscellaneous, . . . . .</b>	<b>\$143,780</b>	<b>06</b>
Amount per mile of road operated, . . . . .	\$1,753	41
Proportion for Pennsylvania, . . . . .	119,132	22
Total expenditures for operating the road, . . . . .	260,468	48
Expenses per mile of the road operated, . . . . .	3,176	44
Expenses per mile of single track operated, not including sidings, . . . . .	2,959	87
Expenses per train mile, . . . . .	91,106	55
Proportion for Pennsylvania, . . . . .	215,998	26

## EARNINGS.

Passenger transportation, local and through, . . . . .	\$152,422	09
Freight transportation, local and through, . . . . .	300,933	78
Mail service, . . . . .	6,678	42
Express service, . . . . .	8,647	13
Rents, . . . . .	2,130	66
All other sources of income, . . . . .	32,735	81
<b>Total, . . . . .</b>	<b>\$503,597</b>	<b>72</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$61,072	33
Maintenance of motive power and cars, . . . . .	55,816	09
Miscellaneous, . . . . .	143,780	06
Total operating expenses and taxes, being 51.10% per cent. of earnings, . . . . .	260,468	48
<b>Net earnings, . . . . .</b>	<b>\$243,129</b>	<b>24</b>
Earnings per mile of road operated, . . . . .	\$6,141	43
Expenses per mile of road operated, . . . . .	3,176	44
<b>Net earnings, . . . . .</b>	<b>2,964</b>	<b>99</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, at a rate per hundred pounds, according to distance.

## U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$6,678 42 per annum for transporting mail on main line and branches.



STOCK AND DIVIDENDS.

Amount of preferred stock :		
First preferred stock, . . . . .	\$241,900	
Second preferred stock, . . . . .	243,000	\$484,900 00
Amount of common stock now outstanding, . . . . .		1,292,950 00
Total, . . . . .		<u>\$1,777,850 00</u>

Rate and date of all cash dividends on stock of original and consolidated companies : 1879, January 1, quarterly dividend, 2½ per cent., \$44,446 25; April 1, \$44,446 25; July 1, \$44,446 25; October 1, \$44,446 25; total dividends paid in 1879, \$177,785.

Amount paid in dividends, . . . . .		\$177,785	00
Balance for the year, or surplus, . . . . .	\$88,796 24		
Surplus at the commencement of the year, . . . . .	546,210 49		
Total surplus, . . . . .		585,006	73
Surplus invested as follows:			
Cash on hand 31st December, 1879, . . . . .		\$156,714	18
Balance of accounts due company, . . . . .		83,785	47
Material, fuel, and stores, . . . . .		58,299	04

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .		14				14
Employés, . . . . .						
Others, . . . . .			2	1	2	1
Total, . . . . .		14	2	1	2	15

Statement of each Accident.

February 10, 1879. Mr. William McCune, crossing track one mile west of Oakville, was struck by passenger train, and fatally injured. Miss Davis, who was in buggy with him, was also injured.

February 24, 1869. While shifting passenger train, at Chambersburg, a coach left the track at switch, and turned over on its side down a slight embankment. Hiram Bixler had a leg broken; Reverend Robert Stewart, D. D., arm broken; George J. Boltzley, rib broken; and the following passengers more or less injured: B. F. Snively, wife, and child; Mrs. Mary Doyle, Miss Miller, Benjamin Snively, Mrs. J. H. Stewart, Mrs. L. Smith, Charles and Maud Davidson, and D. D. Fickes.

May 10, 1879. Ralph Williams, colored boy, in attempting to jump on car while shifting it, at Martinsburg, West Virginia, fell under the car, and was killed.

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. 1879, according to the best of their knowledge and belief.

(Signed,)

THOMAS B. KENNEDY, *President.*

E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me this 28th day of February, A. D. 1880.

J. M. ALLEN, *Notary Public.*

**R E P O R T**

OF THE

*Cleveland and Pittsburgh Railroad Company, for the year ending November 30, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
J. M. McCullough, President, . . . . .	Pittsburgh. Pa.
George A. Ingersoll, Secretary and Treasurer, . . . . .	Cleveland, Ohio.
 <i>Names of Directors.</i>	
<i>Residences.</i>	
J. N. McCullough, . . . . .	Pittsburgh.
B. F. Jones, . . . . .	Pittsburgh.
Thomas A. Scott, . . . . .	Philadelphia.
August Belmont, . . . . .	New York.
S. J. Tilden, . . . . .	New York.
Charles Lanier, . . . . .	New York.
Francis T. Walker, . . . . .	New York.
William Bucknell, . . . . .	Philadelphia.
E. A. Fergusson, . . . . .	Cincinnati, Ohio.
J. V. Painter, . . . . .	Cleveland, Ohio.
James F. Clark, . . . . .	Cleveland, Ohio.
R. P. Ranney, . . . . .	Cleveland, Ohio.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$11,233,500	00
Capital stock paid in by last report, . . . . .	11,232,850	00
Capital stock, total amount now paid in, . . . . .	11,233,200	00
Capital stock, number of shares issued, . . . . .	224,664	
Capital stock, amount paid in on each share, . . . . .	. 50	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<b>Funded Debt,</b>		
Second and third mortgage bonds, part due, (redemption provided for,) amount,	\$5,500	00
Fourth mortgage bonds, (due January 1, 1892, bear interest at six per cent., which is payable January 1 and July 1,) amount,	1,098,000	00
Fourth mortgage bond scrip,	8,843	63
Consolidated mortgage bonds of 1900, (due November 1, 1900, bear interest at seven per cent., which is payable May 1 and November 1,) amount,	2,561,000	00
Construction and equipment bonds, (due January 1, 1913, payable January 1 and July 1,) amount,	1,407,000	00
Total amount now of funded debt,	\$5,078,343	63
Total amount now of floating and funded debt,	\$5,078,343	63
Funded debt as per last report,	\$5,059,843	63
Total cash realized from capital stock and debt,	\$16,811,548	63

**COST.**

Total cost of entire road to date,	\$18,064,719	62
Average of same per mile of road laid,	66,066	85
Proportion of same for Pennsylvania,	991,002	75
Total cost of entire equipment,	3,551,151	90
Average cost of equipment per mile of road operated by company,	17,957	78
Proportion of same for Pennsylvania,	269,366	70
Cost of road and equipment per mile,	84,024	63
Proportion of same for Pennsylvania,	1,260,369	45

**CHARACTERISTICS OF ROAD.**

<b>Main Line.</b>	<b>MILES.</b>	
	Whole length.	Length in Penn'a.
Length of main line, from Cleveland to Rochester, 97 <sup>40</sup> / <sub>100</sub> ; and to Yellow Creek, Ohio, to Belleair, Ohio, 68 <sup>20</sup> / <sub>100</sub> ,	166 <sup>57</sup> / <sub>100</sub>	15
Length of single main track,	162 <sup>48</sup> / <sub>100</sub>	15
Length of double main track,	3 <sup>7</sup> / <sub>100</sub>	
<b>Branches.</b>		
Tuscarawas branch, from Bayard, Ohio, } Length of branch, . . .	31 <sup>14</sup> / <sub>100</sub>	
to New Philadelphia, Ohio, . . . . . } Length of single track,	31 <sup>100</sup> / <sub>100</sub>	
<b>Leased Roads.</b>		
Joint occupancy of P., F. W. and C. Rail- } Length of road, . . . . .	25 <sup>44</sup> / <sub>100</sub>	
way, branch, from Rochester Pa., to } Length of double track,	25 <sup>40</sup> / <sub>100</sub>	
Pittsburgh, Pa.,		
Aggregate length of main line and branches,	197 <sup>71</sup> / <sub>100</sub>	15
Aggregate length of leased roads,	25 <sup>44</sup> / <sub>100</sub>	25 <sup>44</sup> / <sub>100</sub>
Aggregate length of sidings and other track not above enumerated,	64	9 <sup>21</sup> / <sub>100</sub>
Aggregate length of main line, branches, leased roads, sidings, and other track,	287 <sup>40</sup> / <sub>100</sub>	49 <sup>30</sup> / <sub>100</sub>

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . .	154
Miles of steel rail in use, . . . . .	107 <sup>75</sup> / <sub>100</sub>
Weight of rail per yard, steel, . . . . .	60 pounds.

**STOCK AND DIVIDENDS.**

Rate and date of all cash dividends on stock of original and consolidated companies: Declared February 1, 1879, seven per cent., \$11,213,700; and ten per cent. on \$19,150, payable March 1, 1879. May 10, 1879, seven per cent., \$11,213,750; and ten per cent. on \$19,100, payable June 1, 1879. August 10, 1879, seven per cent., \$11,214,200; and ten per cent. on \$18,800, payable September 1, 1879. November 10, 1879, seven per cent., \$11,214,550; and ten per cent. on \$18,650, payable December 1, 1879.

Amount paid in dividends, . . . . .	\$786,937 02
Paid to sinking fund, . . . . .	71,705 00

The lessor receives from the lessee the amount necessary to meet the current guaranteed dividends and coupon interest.

STATE OF OHIO, )  
 Cuyahoga County, ) ss:

Personally appeared before me, G. A. Ingersoll, treasurer of the Cleveland and Pittsburgh Railroad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and, having carefully examined the same, declares 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)

G. A. INGERSOLL, *Treasurer.*

Sworn and subscribed before me this 2d day of February, A. D. 1880.

L. P. CARR, *Notary Public.*

# REPORT

OF THE

*Lessee of the Cleveland and Pittsburgh Railroad for the year ending December 31, 1879.*

**OFFICERS OF THE PENNSYLVANIA COMPANY.**

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President, . . . . .	Philadelphia.
J. N. McCullough, First Vice President, . . . . .	Pittsburgh.
William Thaw, Second Vice President, . . . . .	Pittsburgh.
Thomas D. Messler, Third Vice President and Comptroller, . . . . .	Pittsburgh.
J. D. Layng, General Manager, . . . . .	Pittsburgh.
C. S. Sims, Secretary, . . . . .	Philadelphia.
W. H. Barnes, Treasurer, . . . . .	Pittsburgh.
J. T. Brooks, General Counsel, . . . . .	Pittsburgh.
F. Slataper, Chief Engineer, . . . . .	Pittsburgh.
William Stewart, General Freight Agent, . . . . .	Pittsburgh.
F. R. Myers, General Passenger and Transfer Agent, . . . . .	Chicago, Ill.

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Cleveland, Ohio, to Rochester, Pa., and Yellow Creek to Belleair, Ohio, . . . . .	166 <sup>47</sup> / <sub>100</sub>	15
Length of single main track, . . . . .	162 <sup>88</sup> / <sub>100</sub>	15
Length of double main track, . . . . .	8 <sup>20</sup> / <sub>100</sub>	
<b>Branches.</b>		
Tuscarawas branch, } Length of branch, . . . . .	81 <sup>11</sup> / <sub>100</sub>	
} Length of single track, . . . . .	81 <sup>11</sup> / <sub>100</sub>	
<b>Leased Roads.</b>		
Joint occupancy of Pittsburgh, Fort Wayne and Chicago Railway Company, from Rochester, Pa., to Pittsburgh, Pa., . . . . .	25 <sup>45</sup> / <sub>100</sub>	25 <sup>45</sup> / <sub>100</sub>
} Length of road, . . . . .	25 <sup>45</sup> / <sub>100</sub>	25 <sup>45</sup> / <sub>100</sub>
} Length of double track, . . . . .	25 <sup>45</sup> / <sub>100</sub>	25 <sup>45</sup> / <sub>100</sub>
Aggregate length of main line and branches, . . . . .	197 <sup>58</sup> / <sub>100</sub>	15
Aggregate length of leased roads, . . . . .	25 <sup>45</sup> / <sub>100</sub>	25 <sup>45</sup> / <sub>100</sub>
Aggregate length of sidings and other track, not above enumerated, . . . . .	64	9 <sup>20</sup> / <sub>100</sub>
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	287 <sup>40</sup> / <sub>100</sub>	49 <sup>20</sup> / <sub>100</sub>

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 154

Miles of steel rail in use, . . . . .		107.75
Weight of rail per yard, { Iron, . . . . .		60 pounds.
{ Steel, . . . . .		60 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . .		84
Wooden bridges, number of, 58; aggregate length, . . . . .		5,480 feet.
Stone bridges, number of, 13; aggregate length, . . . . .		1,560 feet.
Iron bridges, number of, 10; aggregate length, . . . . .		773 feet.
Wooden trestles, number of, 3; aggregate length, . . . . .		761 feet.

**Crossings.**

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pittsburgh and Lake Erie railroad, at Beaver, Pennsylvania.

**Stations.**

Number of stations on main road: Passenger, 11; combined, 32; freight, 5; total, . . . . .		48
Number of stations on branches, passenger and freight combined, . . . . .		8
Number of stations on leased roads: Passenger, 4; freight, 5; total, . . . . .		9
Number of engine-houses and shops in Pennsylvania, 1; total number entire road, . . . . .		4
Number of wood and water stations on main road, . . . . .		22
Number of wood and water stations on branches, . . . . .		3
Number of tunnels, 1; aggregate length, . . . . .		1,010 feet.

How is track laid, and on what foundation? T rail, cross-ties, gravel and cinder superstructure.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, . . . . .	53	
Number of locomotives of more than 20 tons weight, . . . . .	44	
Number of first-class passenger cars, . . . . .	38	\$3,375 00
Number of second-class passenger cars, . . . . .	5	1,200 00
Number of baggage, mail, and express cars, . . . . .	22	1,438 00
Number of freight cars: House cars, . . . . .	600	780 00
Number of coal, ore, and stone cars, . . . . .	2,370	588 00
Number of cabooses cars, . . . . .	46	1,060 00

Average number of cars in passenger trains, including baggage cars, . . . . .		4
Average number of cars in freight trains, . . . . .		19
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .		108 tons.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .		844 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	1,541
Same in Pennsylvania, . . . . .	148

**DOINGS OF THE YEAR.**

**Transportation and total Miles run.**

Number of miles run by passenger trains, . . . . .	529,317
Number of miles run by freight and coal trains, . . . . .	1,512,642
Number of through passengers for the year on main road, . . . . .	32,993
Number of passengers, (all classes,) carried in cars, . . . . .	690,398
Number of passengers carried one mile, . . . . .	16,666,788
Number of passengers carried one mile in Pennsylvania, . . . . .	3,645,661
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	591,459
Number of tons of freight carried one mile, . . . . .	164,675,804
Number of tons of freight carried one mile in Pennsylvania, . . . . .	28,146,538
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	1,810,187
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,) . . . . .	12

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

January, 1879, . . . . .	48,600	July, 1879, . . . . .	64,454
February, 1879, . . . . .	42,463	August, 1879, . . . . .	76,642
March, 1879, . . . . .	55,509	September, 1879, . . . . .	68,097
April, 1879, . . . . .	46,106	October, 1879, . . . . .	70,800
May, 1879, . . . . .	53,439	November, 1879, . . . . .	54,521
June, 1879, . . . . .	51,217	December, 1879, . . . . .	63,550

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

Anthracite and bituminous coal, . . . . .	911,085	Stone and lime, . . . . .	52,806
Petroleum and other oils, . . . . .	33,137	Agricultural products, . . . . .	61,647
Pig iron, . . . . .	65,553	Merchandise and manufactures, . . . . .	188,957
Railroad iron, . . . . .	18,227	Live stock, . . . . .	19,626
Other iron or castings, . . . . .	28,915	Lumber, . . . . .	79,814
Iron and other ores, . . . . .	308,483	Other articles, . . . . .	46,987

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

For first-class through passengers, . . . . .	1 $\frac{68}{100}$ cents.
For first-class way passengers, . . . . .	3 $\frac{25}{100}$ cents

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

One and twenty hundredth cents per ton per mile is the net average of our rate for through and local business for the year, including coal.

## MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$5,017	12	\$21,558	60	\$26,575	72
February, 1879, . . . . .	5,647	48	20,062	38	25,709	81
March, 1879, . . . . .	7,574	78	25,484	19	33,058	96
April, 1879, . . . . .	6,584	44	25,379	78	31,964	17
May, 1879, . . . . .	7,778	86	26,740	27	34,519	13
June, 1879, . . . . .	7,886	03	26,437	04	34,323	07
July, 1879, . . . . .	10,983	91	30,931	68	41,915	59
August, 1879, . . . . .	9,335	08	33,849	97	47,685	05
September, 1879, . . . . .	10,650	44	36,543	25	47,193	69
October, 1879, . . . . .	9,376	03	36,452	58	45,828	61
November, 1879, . . . . .	7,128	07	26,720	43	33,848	50
December, 1879, . . . . .	6,984	80	29,476	05	36,460	35
Total, . . . . .	\$94,946	52	\$344,136	12	\$439,082	64

## From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$51,888	43	\$76,330	97	\$128,219	40
February, 1879, . . . . .	47,884	44	69,541	72	117,426	16
March, 1879, . . . . .	51,570	46	70,360	19	121,930	65
April, 1879, . . . . .	47,624	93	79,001	03	126,625	96
May, 1879, . . . . .	63,378	71	90,077	25	153,455	96
June, 1879, . . . . .	61,013	07	99,268	84	160,281	91
July, 1879, . . . . .	77,388	31	83,335	63	165,723	94
August, 1879, . . . . .	73,525	55	89,275	08	162,800	63
September, 1879, . . . . .	74,998	08	108,946	64	181,944	72
October, 1879, . . . . .	71,969	82	103,790	86	180,760	68
November, 1879, . . . . .	81,964	99	103,903	21	188,868	20
December, 1879, . . . . .	81,678	76	112,737	43	194,416	19
Total, . . . . .	\$784,885	55	\$1,097,618	85	\$1,882,504	40

## From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . . . .	\$2,144	68	3,243	79	\$4,831	64	\$6,976	32
February, 1879, . . . . .	2,144	68	1,660	03	4,150	07	9,538	54
March, 1879, . . . . .	2,144	68	2,290	04	4,310	62	8,115	33
April, 1879, . . . . .	2,144	68	3,450	48	1,659	98	6,094	70
May, 1879, . . . . .	2,144	68	3,194	89	2,571	88	8,167	04
June, 1879, . . . . .	2,144	68	2,222	77	1,821	89	7,161	46
July, 1879, . . . . .	2,144	68	2,288	32	3,075	91	7,443	36
August, 1879, . . . . .	2,144	68	2,724	21	2,799	20	7,232	20
September, 1879, . . . . .	2,144	68	3,285	77	2,777	96	7,646	85
October, 1879, . . . . .	2,144	68	2,978	41	2,797	17	8,227	62
November, 1879, . . . . .	2,144	68	3,057	29	1,834	57	6,957	66
December, 1879, . . . . .	2,144	68	3,057	29	3,800	00	9,001	97
Total, . . . . .	\$25,736	16	\$30,396	00	\$36,430	89	\$92,563	05



Total passenger earnings for the year, . . . . .	\$439,082	64
Total freight earnings for the year, . . . . .	1,882,504	40
Total earnings from all other sources, . . . . .	92,563	05
<b>Total earnings for the year, . . . . .</b>	<b>\$2,414,150</b>	<b>09</b>
Proportion of earnings in Pennsylvania to earnings of whole line, . .	439,133	90

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Any other expenditures chargeable to this account, . . . . .	\$55,912	66
<b>Total, . . . . .</b>	<b>\$55,912</b>	<b>66</b>
Proportion for Pennsylvania, . . . . .	\$4,854	42

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

*Cost of Maintenance of Way and Buildings.*

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$167,777	04
New iron and steel rails, . . . . .	18,629	30
Repairs of bridges, . . . . .	56,694	83
Repairs of buildings and fixtures, . . . . .	20,602	44
Repairs of fences, . . . . .	5,043	83
All other expenses for maintenance of way, . . . . .	13,090	65
<b>Total for maintenance of way, . . . . .</b>	<b>\$281,838</b>	<b>09</b>
Cost per mile of road kept in repair, . . . . .	\$1,261	58
Proportion for Pennsylvania, . . . . .	51,283	21

*Cost of Maintenance of Motive Power and Cars.*

Repairs of locomotives, . . . . .	\$67,074	15
Repairs of machinery, . . . . .	3,360	54
Repairs of passenger, baggage, and mail cars, . . . . .	19,098	55
Repairs of freight cars, . . . . .	110,314	04
All other expenses for maintenance of motive power and cars, . . . .	16,169	58
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$216,516</b>	<b>86</b>
Cost per mile of road operated, . . . . .	\$969	18
Proportion for Pennsylvania, . . . . .	39,397.	13

## MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$118,482	99
Salaries, wages, and incidentals chargeable to freight department, . . . . .	368,551	95
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	42,397	69
Fuel—number of cords of wood, 6,534; cost, . . . . .	10,152	36
Fuel—number of tons of coal, 49,595; cost, . . . . .	59,757	88
Oil and waste, . . . . .	13,107	24
Damages for injuries to persons, . . . . .	8,083	41
Damages for cattle killed or injured, . . . . .	2,651	57
Damages for loss of goods and baggage, . . . . .	1,108	86
Taxes, . . . . .	68,922	81
Telegraph expenses, . . . . .	19,993	47
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	60,007	04
<b>Total miscellaneous, . . . . .</b>	<b>\$766,217</b>	<b>27</b>
Amount per mile of road operated, . . . . .	\$3,429	35
Proportion for Pennsylvania, . . . . .	139,403	13
Total expenditures for operating the road, . . . . .	1,264,572	23
Total charged to road and equipment, . . . . .	55,912	66
Expenses per mile of the road operated, . . . . .	5,660	11
Expenses per mile of single track operated, not including sidings, . . . . .	5,002	46
Expenses per train mile, . . . . .		47 <sup>100</sup>
Proportion for Pennsylvania, . . . . .	230,083	47

## EARNINGS.

Passenger transportation, local, . . . . .	\$94,946 52	} Total,	\$439,082	64
Passenger transportation, through, . . . . .	344,136 12			
Freight transportation, local, . . . . .	\$784,885 55	} Total,	1,852,504	40
Freight transportation, through, . . . . .	1,097,618 85			
Mail service, . . . . .			25,736	16
Express service, . . . . .			30,398	00
All other sources of income, . . . . .			38,430	89
<b>Total, . . . . .</b>			<b>\$2,414,150</b>	<b>09</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$281,838 09			
Maintenance of motive power and cars, . . . . .	216,516 86			
Miscellaneous, . . . . .	766,217 27			
Pittsburgh, Fort Wayne and Chicago railway account, . . . . .				
rental of joint track, . . . . .	102,148 20			
<b>Total operating expenses, being 52<sup>100</sup> per cent. of earnings, . . . . .</b>			<b>1,366,720</b>	<b>48</b>
<b>Net earnings, . . . . .</b>			<b>\$1,047,429</b>	<b>61</b>
Amount received from Pittsburgh, Fort Wayne and Chicago railway account, joint earnings, . . . . .	\$233,481 93			
Less amount joint expenses connected therewith, . . . . .	40,070 77			
			193,361	16
			<b>\$1,240,790</b>	<b>77</b>
Earnings per mile of road operated, . . . . .			\$10,806	40
Expenses per mile of road operated, . . . . .			6,117	84
<b>Net earnings, . . . . .</b>			<b>4,688</b>	<b>58</b>

Earnings and expenses are made up from eleven months actual and one month (December) estimated.

**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. It pays forty per cent. of gross receipts from general business, and seventy per cent. on carriage of oysters.

**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 Union Line, owned by Pennsylvania Company itself.

**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? \$25,736 19 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, . . . . .	. . . . .	. . . . .	2	4	2	4
<b>Total, . . . . .</b>	. . . . .	. . . . .	2	5	2	5

**Statement of each Accident.**

February 17, 1879. William Grier, Pittsburgh, other; fell under train while getting off; left leg crushed, making amputation necessary.

June 12. Miles McPatten, Allegheny, other; fell from train while getting off; cut his head badly.

June 18. William Merriman, Allegheny, other; fell under train; right arm crushed, rendering amputation necessary.

July 22. John Newell, Allegheny, other; struck by yard engine, while sitting on the track, and killed.

August 30. Harry Clark, other; run over in Penn street yard, Pittsburgh, and killed.

September 16. Lewis Jones, Manchester, other; yard train ran over his ankle, making amputation necessary.

October 19. Charles Butsler, Manchester, brakeman; had hand seriously injured while making coupling.

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

Personally appeared before me, Thomas D. Messler, third vice president of the Pennsylvania Company, operating the Cleveland and Pittsburgh railroad, who, being duly sworn, deposes and says that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, 1879, according to the best of his knowledge and belief.

THOS. D. MESSLER, *Third Vice President.*

Sworn and subscribed before me, this 4th day of February, 1880.

FRANK SEMPLE, *Notary Public.*

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

Personally appeared before me, James Instan, auditor, of the Pennsylvania Company, operating the Cleveland and Pittsburgh railroad, who, being duly sworn, deposes and says that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed)

JAS. INSTAN, *Auditor.*

Sworn and subscribed before me, this 2d day of February, A. D. 1880.

L. P. CARR, *Notary Public.*

## R E P O R T.

OF THE

*Danville and Shamokin Railroad Company, for the  
 year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Benjamin G. Welch, President, . . . . .	Riverside, Northumberland county, Pa.
J. S. Bailey, Secretary and Treasurer, . . . . .	Riverside, Northumberland county, Pa.
O. H. Ostrander, Chief Engineer, . . . . .	Riverside, Northumberland county, Pa.
General offices at Riverside, Northumberland county, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Benjamin G. Welch, . . . . .	Riverside, Pa.
Joseph Welch, . . . . .	Philadelphia.
C. William Woddrop, . . . . .	Philadelphia.
Thomas B. Reeves, . . . . .	Philadelphia.
J. S. Bailey, . . . . .	Riverside, Pa.
Samuel Bailey, . . . . .	Danville, Pa.
Jabez Wilkes, . . . . .	Riverside, Pa.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$250,000	00
Capital stock, amount subscribed, . . . . .	200,000	00
Capital stock, total amount now paid in, . . . . .	20,000	00
Capital stock, number of shares issued, . . . . .	No certificates issued.	
Capital stock, amount paid in on each share, . . . . .	5	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

Total cash realized from capital stock and debt, . . . . . \$20,000 00

**COST.**

Total cost of entire road to date, . . . . . \$20,000 00

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from junction with Shamokin division of N. C. railway, to junction with P. and R. railroad, at Danville, . . . . .	about 8	yards.
Length of single main track laid, . . . . .	about 100	
<b>Branches.</b>		
Glendower branch, from main line to Grove Bros., length of single track, . . . . .	about 200	yards.

**Gauge.**

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

**Bridges and Trestles.**

Wooden bridges, number of, 1 constructed; aggregate length, 54 feet.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Delaware, Lackawanna and Western railroad, at Danville.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Sunbury, Hazleton and Wilkes-Barre railroad, near Danville, under.

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

Personally appeared before me, Benjamin G. Welch, president, and J. S. Bailey, treasurer, of the Danville and Shamokin 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. 1879, according to the best of their knowledge and belief.

(Signed,)

BENJAMIN G. WELCH, *President.*

J. S. BAILY, *Treasurer.*

Affirmed and subscribed before me, this 23d day of January, A. D. 1880

DANIEL LINN, *J. P.*

## REPORT

OF THE

*Danville and Riverside Railway Company for the year ending December 31, 1879.*

### OFFICERS.

*Names.*

*Residences.*

Benjamin G. Welch, President, . . . . . Riverside, Northumberland county.  
 J. S. Bailey, Secretary and Treasurer, . . . . . Riverside, Northumberland county.  
 O. H. Ostrander, Chief Engineer, . . . . . Riverside, Northumberland county.

General offices at Riverside, Northumberland county, Pa.

*Names of Directors.*

*Residences.*

Benjamin G. Welch, . . . . . Riverside.  
 O. H. Ostrander, . . . . . Riverside.  
 J. S. Bailey, . . . . . Riverside.  
 Jabez Wilkes, . . . . . Riverside.  
 C. William Woddrop, . . . . . Philadelphia.  
 E. J. Curtis, . . . . . Danville.  
 David Cliffe, . . . . . Riverside.

### CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$50,000	00
Capital stock authorized by votes of company, . . . . .	13,000	00
Capital stock, amount subscribed, . . . . .	10,900	00
Capital stock paid in by last report, . . . . .	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.**

<b>Floating Debt.</b>		
Debt incurred for any other purpose: For balance of current expenses.	\$107	58
Total amount now of floating and funded debt, . . . . .	\$107	58
Floating debt, as per last report, . . . . .	\$107	58

**COST.**

Total cost of entire road to date, . . . . . \$3,897 53

**Gauge.**

What is the gauge of your lines? To be four feet eight and a half inches.  
 No work has been done on our road this year, beyond making some further surveys.

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

Personally appeared before me, Benjamin G. Welch, president, and J. S. Bailey, treasurer, of the Danville and Riverside 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,)

BENJ. G. WELCH, *President.*

J. S. BAILEY, *Treasurer.*

Affirmed and subscribed before me, this 23d day of January, A. D. 1880.

DANIEL LINN, *J. P.*

**R E P O R T**

OF THE

*Delaware Western Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
William M. Canby, President, . . . . .	Wilmington, Del.
Wilmer Palmer, Secretary, . . . . .	Wilmington, Del.
William M. Canby, Treasurer, . . . . .	Wilmington, Del.
David Connell, General Superintendent, . . . . .	Wilmington, Del.
General offices at Wilmington, Del.	

<i>Names of Directors.</i>	<i>Residences</i>
William M. Canby, . . . . .	Wilmington, Del.
William Canby, . . . . .	Wilmington, Del.
James L. DeVou, . . . . .	Wilmington, Del.
Washington Jones, . . . . .	Wilmington, Del.
Henry C. Robinson, . . . . .	Wilmington, Del.
Lewis Thompson, . . . . .	Wilmington, Del.
Edward Betts, . . . . .	Wilmington, Del.

**CAPITAL STOCK.**

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

**COST FROM ACCOUNTS OF WILMINGTON WESTERN RAILROAD COMPANY.**

Total cost of entire road to date, . . . . .	\$742,208	79
Average of same per mile of road laid, . . . . .	30,548	37
Proportion of same for Pennsylvania, . . . . .	78,609	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, . . . . .	33,614	04
Proportion of same for Pennsylvania, . . . . .	81,009	88

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Wilmington, Delaware, to Landsberg, Pennsylvania, . . . . .	20	2.89
Length of single main track, . . . . .	20	2.89
Aggregate length of main line and branches, . . . . .	20	2.89
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, . . . . .	24.1
Miles of steel rail in use, . . . . .	.45
Weight of rail per yard, { Iron, . . . . .	56 pounds.
{ Steel, . . . . .	56 pounds.



**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . .	18
Wooden bridges, number of, 10; aggregate length, . . . .	2,061 feet.
Iron bridges, number of, 5; aggregate length, . . . .	120 feet.
Wooden trestles, number of, 3; aggregate length, . . . .	1,200 feet.

**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 road-	
way, . . . . .	\$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 30 tons weight, . . . .	1	\$7,000 00
Number of locomotives of more than 20 tons weight, . . . .	1	10,375 00
Number of locomotives of more than 10 tons weight, . . . .	1	2,305 00
Number of first-class passenger cars, . . . . .	3	4,625 00
Number of baggage, mail, and express cars, . . . . .	2	3,925 00
Number of freight cars: House cars, 10; trucks, 20; total, . .	30	777 00

Average number of cars in passenger trains, including bag-	
gage cars, . . . . .	2
Average number of cars in freight trains, . . . . .	12

**Employees.**

Average number of persons regularly employed by com-	
pany, including officials, . . . . .	45
Same in Pennsylvania, . . . . .	6

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger, freight, and coal trains,	36,000
Number of through passengers for the year on main road,	9,645
Number of passengers (all classes) carried in cars, . . . .	32,204
Number of passengers carried one mile, . . . . .	425,396
Number of passengers carried one mile in Pennsylvania, . .	22,813
Number of tons of 2,000 pounds of through freight for the	
year on main road, . . . . .	85,116
Number of tons of freight carried one mile, . . . . .	1,938,305
Number of tons of freight carried one mile in Pennsylvania,	203,429
Gross amount of tonnage for the year, (2,000 pounds per	
ton,) . . . . .	113,637

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour) . . . . .	18
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	12

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

January, 1879, . . . . .	1,550½	July, 1879, . . . . .	3,897
February, 1879, . . . . .	1,590½	August, 1879, . . . . .	3,770
March, 1879, . . . . .	2,159½	September, 1879, . . . . .	2,957
April, 1879, . . . . .	2,251	October, 1879, . . . . .	2,862½
May, 1879, . . . . .	2,702	November, 1879, . . . . .	2,351
June, 1879, . . . . .	3,329½	December, 1879, . . . . .	2,884½

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

Anthracite coal, . . . . .	3,522	Stone and lime, . . . . .	2,229
Bituminous coal, . . . . .	65,448	Agricultural products, . . . . .	1,235
Petroleum and other oils, . . . . .	100	Merchandise and manufactures, . . . . .	8,864
Pig iron, . . . . .	885	Livestock, . . . . .	45
Other iron or castings, . . . . .	6,856	Lumber, . . . . .	5,636
Kaolin, . . . . .	12,141	Other articles, . . . . .	447

**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, proximate average, . . . . .	.024 cents.
For through coal, per ton per mile, . . . . .	.015 cents.
For local freight, per ton per mile, . . . . .	.05 cents.
For local coal, per ton per mile, . . . . .	.05 cents.

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$502 29
February, 1879, . . . . .			564 31
March, 1879, . . . . .			720 20
April, 1879, . . . . .			781 39
May, 1879, . . . . .			898 99
June, 1879, . . . . .			1,142 75
July, 1879, . . . . .			1,596 48
August, 1879, . . . . .			1,881 61
September, 1879, . . . . .			996 68
October, 1879, . . . . .			1,080 87
November, 1879, . . . . .			797 76
December, 1879, . . . . .			973 14
<b>Total, . . . . .</b>			<b>\$11,385 97</b>

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$1,998 04
February, 1879, . . . . .			1,946 86
March, 1879, . . . . .			2,806 01
April, 1879, . . . . .			3,760 79
May, 1879, . . . . .			3,200 00
June, 1879, . . . . .			3,474 16
July, 1879, . . . . .			3,421 68
August, 1879, . . . . .			3,453 72
September, 1879, . . . . .			3,905 71
October, 1879, . . . . .			3,676 09
November, 1879, . . . . .			3,498 49
December, 1879, . . . . .			2,785 89
Total, . . . . .			\$38,017 44

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .				\$191 09
February, 1879, . . . . .				150 72
March, 1879, . . . . .				213 83
April, 1879, . . . . .				231 76
May, 1879, . . . . .				215 51
June, 1879, . . . . .				351 18
July, 1879, . . . . .				226 86
August, 1879, . . . . .				247 82
September, 1879, . . . . .				267 10
October, 1879, . . . . .				319 63
November, 1879, . . . . .				415 80
December, 1879, . . . . .				1,105 36
Total, . . . . .				\$3,936 16

Total passenger earnings for the year, . . . . .	\$11,335	97
Total freight earnings for the year, . . . . .	33,017	44
Total earnings from all other sources, . . . . .	3,936	16
Total earnings for the year, . . . . .	\$58,339	57
Total receipts from all sources on whole length of line, . . . . .	\$53,339	57
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	6,344	26

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR

New locomotives; No., 1, . . . . .	\$7,000	00
Total, . . . . .	\$7,000	00
Proportion for Pennsylvania, . . . . .	836	50

## EXPENDITURES FOR OPERATING DURING THE YEAR.

## Cost of Maintenance of Way and Buildings.

Repairs of buildings and fixtures, . . . . .	\$553	25
All other expenses for maintenance of way, . . . . .	15,729	67
<b>Total for maintenance of way, . . . . .</b>	<b>\$16,282</b>	<b>92</b>
Cost per mile of road kept in repair, . . . . .	\$814	15
Proportion of same for Pennsylvania, . . . . .	1,945	81

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$1,479	99
Repairs of machinery, . . . . .	269	00
Repairs of passenger, baggage, mail, and freight cars, . . . . .	2,853	34
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$4,602</b>	<b>83</b>
Cost per mile of road operated, . . . . .	\$230	12
Proportion for Pennsylvania, . . . . .	549	99

## MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, } . . . . .	\$9,630	44
Salaries, wages, and incidentals chargeable to freight department, } . . . . .	2,189	90
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	4,479	96
Fuel—wood and coal, . . . . .	573	70
Oil and waste, . . . . .	734	27
Taxes, . . . . .	17	67
Insurance, . . . . .		
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	5,282	62
<b>Total miscellaneous, . . . . .</b>	<b>\$22,908</b>	<b>56</b>
Amount per mile of road operated, . . . . .	\$1,145	43
Proportion for Pennsylvania, . . . . .	2,647	58
Total expenditures for operating the road, . . . . .	43,793	81
Total charged to road and equipment, . . . . .	7,000	00
Expenses per mile of the road operated, . . . . .	2,189	69
Expenses per mile of single track operated, not including sidings, . . . . .	2,189	69
Expenses per train mile, . . . . .	1	21
Proportion for Pennsylvania, . . . . .	5,233	36

## EARNINGS.

Passenger transportation, local and through, . . . . .	\$11,385	97
Freight transportation, local and through, . . . . .	38,017	44
Mail service, . . . . .	845	55
All other sources of income, . . . . .	3,090	61
<b>Total, . . . . .</b>	<b>\$53,339</b>	<b>57</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$16,282	92
Maintenance of motive power and cars, . . . . .	4,602	83
Miscellaneous, . . . . .	22,908	56
<b>Total operating expenses, being 82 per cent. of earnings, . . . . .</b>	<b>43,793</b>	<b>81</b>
<b>Net earnings, . . . . .</b>	<b>\$9,545</b>	<b>76</b>
Earnings per mile of road operated, . . . . .	\$2,666	98
Expenses per mile of road operated, . . . . .	2,189	69
<b>Net earnings, . . . . .</b>	<b>\$476</b>	<b>29</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, on terms mutually agreed upon.

**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? \$71 25 per month. 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: March 1, one per cent.; September 8, one per cent.

Number and per cent. of dividends: Two, at one per cent.		
Amount paid in dividends, . . . . .	\$4,968	00

STATE OF DELAWARE, }  
 County of New Castle, } ss:

Personally appeared before me, William M. Canby, president and treasurer of the Delaware Western Railroad Company, who, being duly affirmed, 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. 1879, according to the best of his knowledge and belief.

(Signed,)

WILLIAM M. CANBY,  
*President and Treasurer.*

Affirmed and subscribed before me this 29th day of January, A. D. 1880.

SAMUEL W. McCAULLEY,  
*Commissioner for Pennsylvania.*

## R E P O R T

OF THE

*Delaware River and Lancaster Railroad Company, for  
the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William G. Case, President, . . . . .	Columbia.
Robert Crane, Vice President and Acting President, . . . . .	Philadelphia.
D. Brainerd Case, Secretary, . . . . .	Columbia.
Henry Carpenter, Treasurer, . . . . .	Lancaster.

<i>Names of Directors.</i>	<i>Residences.</i>
Henry Carpenter, . . . . .	Lancaster.
Thomas E. Franklin, . . . . .	Lancaster.
George M. Franklin, . . . . .	Lancaster.
C. S. Kauffman, . . . . .	Columbia.
I. K. Lineaweaver, . . . . .	Columbia.
D. Brainerd Case, . . . . .	Columbia.
Samuel Reeves, . . . . .	Phoenixville.
Isaac W. Guldin, . . . . .	Pughtown, Chester county.
E. D. White, . . . . .	Churchtown Lancaster county.
Samuel K. Cassel, . . . . .	Moyerstown, Bucks county.
N. H. Anders, . . . . .	1217 Chestnut street, Philadelphia.
Alexander Sellers, . . . . .	Telford, Bucks county.

### CAPITAL STOCK.

Capital stock authorized by law, 32,000 shares, at \$50, . . . . .	\$1,600,000	00
Capital stock, amount subscribed, 4,056 shares, at \$50 each, . . . . .	202,800	00
Capital stock paid in by last report, . . . . .	17,200	00
Capital stock, total amount now paid in, . . . . .	17,200	00
Capital stock, number of shares issued, . . . . .	None issued.	
Capital stock, amount paid in on each share, . . . . .	5	00
Capital stock, par value of each share, . . . . .	50	00

### DEBT.

<i>Floating Debt.</i>		
Debt incurred for any other purpose, and for what: General expenses, . . . . .	\$1,035	
The amount now of floating debt, . . . . .		\$1,035 00
Floating debt as per last report, . . . . .	\$996 55	
Total cash realized from capital stock and debt, . . . . .		18,235 00

### COST.

Total cost of entire road to date, . . . . .	\$17,200 00
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**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lancaster to Delaware river, . . . . .	83	83

**Gauge.**

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

**Bridges and Trestles.**

Wooden bridges, number of 1; length, . . . . . 30 feet.

In consequence of continued financial depression, suspending operations upon new roads, there has been nothing done in the way of construction upon the line of the road during the past year, but the settlement of the right of way has still went on at various points.

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

Personally appeared before me, Robert Crane, acting president, and Henry Carpenter, treasurer, of the Delaware River and Lancaster 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 pany, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) ROBERT CRANE, *Acting President.*  
 HENRY CARPENTER, *Treasurer.*

Sworn and subscribed before me this 16th day of December, A. D. 1879.  
 W. W. DOUGHERTY, *Notary Public.*

## R E P O R T

OF THE

*Delaware and Hudson Canal Company Railroad, for  
the year ending December 31, 1879.*

**OFFICERS.**

Same as in canal report.

**CAPITAL STOCK.**

In canal report.

**DEBT.**

In canal report.

**COST.**

Total cost of entire road to date, . . . . .	\$8,667,471	95
Average of same per mile of road laid, (excluding side tracks,) . . . . .	38,605	00
Proportion of same for Pennsylvania, . . . . . 95 per cent.		
Total cost of entire equipment, . . . . .	1,201,630	00
Average cost of equipment per mile of road operated by company, . . . . .	12,648	00
Proportion of same for Pennsylvania, . . . . . 95 per cent.		
Cost of road and equipment per mile, (excluding side tracks,) . . . . .	51,254	00
Proportion of same for Pennsylvania, . . . . . 95 per cent.		

The roads to which this report relates, are entirely within the State of Pennsylvania, with the exception of the Ninevah branch, which has but 4.36 miles within the State, and 17.65 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 17.65 miles, and from said line to a connection with the Jefferson railroad, a distance of 4.36 miles, and from Carbondale to Scranton, a distance of 17 miles, and a gravity railroad, extending from Olyphant to Honesdale and return, a distance of 56 miles. And the company holds, under a lease, in Pennsylvania, a railroad from Green Ridge to Mill Creek, a distance of 16.69 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,) 17.65 miles, and in Pennsylvania, 77.36 miles, and the number of miles held under lease in Pennsylvania, 18.69 miles. On the leased line, from Green Ridge to Mill Creek, there are 2.07 miles of double track, and on the line from Carbondale to Scranton there are 3.42 miles of double track. Sidings and other tracks not above enumerated, 42.87 miles in Pennsylvania, and 4.05 miles in New York. The gauge of the gravity road is four feet three inches. Weight of rail on those roads,



forty-four pounds. The gauge of the other roads is mainly four feet eight and one half inches; some six feet. Weight of rail per yard, from fifty-six to sixty-two pounds. 71.85 miles are laid with steel rails, balance iron. Cannot say what the relative durability of steel and iron rails is.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, between Plymouth and Ninevah, . . . . .	35
Wooden bridges, number of, 33; aggregate length, . . .	3,242 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, Pennsylvania; Delaware, Lackawanna and Western (coal branch,) at Minooke, Pennsylvania; Delaware, Lackawanna and Western, (coal branch,) below Scranton, Pennsylvania; Delaware, Lackawanna and Western, (coal branch,) at Scranton, Pennsylvania.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Delaware, Lackawanna and Western railroad, at Scranton, Pennsylvania; New York, Lake Erie and Western railroad, at Lanesboro', Pennsylvania.

**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 on entire road, 3 shops, 4 engine-houses.	
Number of wood and water stations on main road, . . . .	12
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, . . . . .	24	\$3,000 00 to 13,500 00
Number of locomotives of more than 30 tons weight, . . . . .	6	10,000 00 to 12,000 00
Number of locomotives of more than 20 tons weight, . . . . .	6	5,000 00 to 10,000 00
Number of first-class passenger cars, . . . . .	6	4,000 00
Number of baggage, mail, and express cars, . . . . .	6	2,850 00
Number of freight cars, } House cars, . . . . .	10	847 00
Number of freight cars, } Trucks, . . . . .	17	415 00
Number of tool, derrick, and gravel cars, . . . . .	29	*200 00
Number of osboose cars, . . . . .	11	554 00

\* Gravel.

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, . . . . .	573
Same in Pennsylvania, . . . . .	530

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	78,876
Number of miles run by freight trains, . . . . .	56,340
Number of miles run by coal trains, . . . . .	658,087
Number of through passengers for the year on main road, . . . . .	1,160
Number of passengers (all classes) carried in cars, . . . . .	132,835
Number of passengers carried one mile, . . . . .	1,545,210
Number of passengers carried one mile in Pennsylvania, . . . . .	1,389,072
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	95,849
Number of tons of freight carried one mile, . . . . .	77,385,376
Number of tons of freight carried one mile in Pennsylvania, . . . . .	68,364,340
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	3,102,849
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	18
Average rate of speed adopted by express trains, including stops, (miles per hour,) . . . . .	25
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	12

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

January, 1879, . . . . .	8,732	July, 1879, . . . . .	12,254
February, 1879, . . . . .	8,157	August, 1879, . . . . .	12,954
March, 1879, . . . . .	10,035	September, 1879, . . . . .	12,688
April, 1879, . . . . .	10,521	October, 1879, . . . . .	14,115
May, 1879, . . . . .	9,647	November, 1879, . . . . .	11,376
June, 1879, . . . . .	9,126	December, 1879, . . . . .	13,230

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

Anthracite coal, . . . . .	2,930,481	Live stock and animal products, . . . . .	3,291
Iron and other ores and iron, . . . . .	84,763	Products of forest, . . . . .	30,596
Agricultural products, . . . . .	18,628	Other articles, . . . . .	7,468
Merchandise and manufactures, . . . . .	27,622		

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

For first-class through passengers, . . . . . 3 $\frac{1}{10}$  cents.  
 For first-class way passengers, . . . . . 3 and 4 cents.

The Rate per Ton (of 2,000 pounds) 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,) . . .  $\frac{3}{4}$  to 1 $\frac{1}{2}$  cents.

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$127	06	\$8,219	71	\$8,346	76
February, 1879, . . . . .	110	83	3,052	95	3,168	83
March, 1879, . . . . .	152	46	3,625	17	3,777	63
April, 1879, . . . . .	145	53	4,081	72	4,177	25
May, 1879, . . . . .	186	29	3,761	62	3,897	81
June, 1879, . . . . .	187	11	3,494	58	3,681	69
July, 1879, . . . . .	318	78	4,303	62	4,922	40
August, 1879, . . . . .	535	92	4,841	69	5,377	61
September, 1879, . . . . .	334	95	5,031	97	5,368	92
October, 1879, . . . . .	270	27	5,081	78	5,352	05
November, 1879, . . . . .	150	15	4,326	46	4,476	61
December, 1879, . . . . .	210	21	4,728	01	4,938	23
<b>Total, . . . . .</b>	<b>\$2,679</b>	<b>60</b>	<b>\$49,799</b>	<b>18</b>	<b>\$52,478</b>	<b>78</b>

**From Transportation of Freight.**

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$3,173	40	\$79,433	01	\$82,606	41
February, 1879, . . . . .	3,588	18	86,212	45	89,800	63
March, 1879, . . . . .	4,089	08	91,298	62	95,387	70
April, 1879, . . . . .	6,073	46	73,761	11	79,834	57
May, 1879, . . . . .	5,788	80	77,873	79	83,692	59
June, 1879, . . . . .	7,831	82	91,906	74	99,738	56
July, 1879, . . . . .	6,225	99	90,472	52	96,698	51
August, 1879, . . . . .	5,332	79	80,914	71	86,247	50
September, 1879, . . . . .	6,413	25	85,148	14	101,566	39
October, 1879, . . . . .	6,815	02	87,968	20	94,783	22
November, 1879, . . . . .	7,488	56	90,803	11	98,291	67
December, 1879, . . . . .	8,690	47	84,843	35	93,533	82
<b>Total, . . . . .</b>	<b>\$71,510</b>	<b>82</b>	<b>\$1,080,630</b>	<b>75</b>	<b>\$1,102,141</b>	<b>57</b>

**From all other Sources.**

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
January, 1879, . . . . .	\$26	11	\$179	26	\$1,904	23	\$2,109
February, 1879, . . . . .			120	71	2,764	14	2,884
March, 1879, . . . . .			108	03	3,822	51	3,930
April, 1879, . . . . .	651	86	116	30	4,161	87	4,930
May, 1879, . . . . .			118	22	4,595	46	4,713
June, 1879, . . . . .	672	37	143	19	3,758	25	4,578
July, 1879, . . . . .			168	18	3,566	35	3,734
August, 1879, . . . . .			160	61	4,171	91	4,332
September, 1879, . . . . .	673	37	216	95	4,948	41	5,833
October, 1879, . . . . .			200	08	5,113	93	5,314
November, 1879, . . . . .			159	44	5,215	85	5,375
December, 1879, . . . . .	673	37	141	94	8,416	78	9,232
<b>Total, . . . . .</b>	<b>\$2,697</b>	<b>08</b>	<b>\$1,832</b>	<b>91</b>	<b>\$52,439</b>	<b>69</b>	<b>\$56,969</b>

Total passenger earnings for the year, . . . . .	\$52,478	78
Total freight earnings for the year, . . . . .	1,102,141	57
Total earnings from all other sources, . . . . .	56,969	68
Total earnings for the year, . . . . .	\$1,211,590	03
Total receipts from all sources on whole length of line, . . . . .	\$1,211,590	03
Proportion of earnings in Pennsylvania to earnings of whole line: Say ninety-five per cent.		

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Land or land damages, Ninevah branch, . . . . .	\$645	00
New locomotives, from Northern railroad department, number of, 3,	2,400	00

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

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

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$72,919	24
Repairs of bridges, . . . . .	4,520	66
Repairs of buildings and fixtures, . . . . .	11,166	50
Repairs of fences, . . . . .	525	95
All other expenses for maintenance of way, . . . . .	4,204	71
Total for maintenance of way, . . . . .	\$93,137	06
Cost per mile of road kept in repair, . . . . .	\$1,726	04
Proportion for Pennsylvania: Say ninety-five per cent.		

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

Repairs of locomotives, . . . . .	\$47,909	14
Repairs of passenger, baggage, and mail cars, . . . . .	2,281	14
Repairs of freight cars, . . . . .	17,972	14
Total for maintenance of motive power and cars, . . . . .	\$68,112	42
Cost per mile of road operated, . . . . .	702	48
Proportion for Pennsylvania, . . . . . Say ninety-five per cent.		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$12,513	21
Salaries, wages, and incidentals chargeable to freight department, . . .	119,962	14
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	9,221	68
Fuel—wood, . . . . .	323	00
Fuel—coal, . . . . .	42,867	03
Oil and waste, . . . . .	5,671	85
Damages for injuries to persons, . . . . .	676	29
Damages for cattle killed or injured, . . . . .	286	00
Damages for loss of goods and baggage, . . . . .	22	27
Insurance, . . . . .	4,269	13
Telegraph expenses, . . . . .	5,443	80
Amount paid for trackage on other roads, . . . . .	181,193	60
Amount paid other corporations or individuals for use of all other cars, . . . . .	62,809	31
Law expenses, and all other expenses (except interest,) not included in any of the above items, . . . . .	1,717	51
<b>Total miscellaneous, . . . . .</b>	<b>\$446,876</b>	<b>82</b>
Amount per mile of road operated, . . . . .	\$4,608	88
Proportion for Pennsylvania, . . . . . ninety-five per cent.		
Total expenditures for operating the road, . . . . .	608,126	30
Total charged to road and equipment, . . . . .	24,645	00
Expenses per mile of the road operated, . . . . .	6,271	93
Expenses per mile of single track operated, not including sidings, . . . . .	5,935	83
Expenses per train mile, . . . . .		77
Proportion for Pennsylvania, . . . . . ninety-five per cent.		

EARNINGS.

Passenger transportation, local, . . . . . \$49,799 18	} Total,	\$52,478	78
Passenger transportation, through, . . . . . 2,679 60			
Freight transportation, local, . . . . . 1,030,630 75	} Total,	1,102,141	57
Freight transportation, through, . . . . . 71,510 82			
Mail service, . . . . .		2,697	08
Express service, . . . . .		1,832	91
Rents, . . . . .		5,000	00
All other sources of income, . . . . .		47,439	69
<b>Total, . . . . .</b>		<b>\$1,211,590</b>	<b>08</b>
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . . \$93,137 06			
Maintenance of motive power and cars, . . . . . 68,112 42			
Miscellaneous, . . . . . 446,876 82			
<b>Total operating expenses, being 50.44 per cent. of earnings, . . . . .</b>		<b>608,126</b>	<b>30</b>
<b>Net earnings, . . . . .</b>		<b>\$603,463</b>	<b>78</b>
Earnings per mile of road operated, . . . . .		\$12,495	77
Expenses per mile of road operated, . . . . .		6,271	93
<b>Net earnings, . . . . .</b>		<b>\$6,223</b>	<b>84</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.? Delaware, Lackawanna and Western Express, between Scranton and Carbondale, who have half the gross receipts. National Express, between Jefferson Junction and Ninevah, under contract with Northern railroad department.

## 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.? Central Railroad Company of New Jersey, Lehigh and Susquehanna division, run passenger and freight trains between Green Ridge and Union Junction, a distance of 15.12 miles.

## STOCK AND DIVIDENDS.

In canal report.

## ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	.....	.....	.....	.....	.....	.....
Employés, . . . . .	.....	6	.....	.....	.....	6
Others, . . . . .	.....	.....	2	4	2	4
Total, . . . . .	.....	6	2	4	2	10

## Statement of each Accident.

February 7, 1879. Amos Baty, a brakeman, arm broken at Yatesville, coupling cars.

April 22. John Muir, a brakeman, lost one of his fingers trying to make a coupling, at Carbondale yard.

May 2. Howard Knapp, a brakeman; hand badly crushed at Pockets, between Pleasant Valley and Moosic. He was trying to make a coupling.

May 25. John Lloyd, trying to get on a coal train while in motion, near Dickson, had leg run over and crushed so as to require amputation.

June 26. P. F. Pidgeon, a brakeman, fell off top of car, one mile south of Melrose, and broke his leg.

August 19. C. Mehan, lost three toes trying to get on a train of coal cars passing Parsons' station.

September 3. John McDonnell, a boy, fourteen years old, trying to get on cars in motion, at Marvine shaft, had his leg mashed, from the effect of which he died, on September 10.

September 30. John Lindsay, a boy fourteen years old, standing on the track at Green Ridge, was run over and instantly killed.

October 17. John E. Davis, a little boy, was run over by a coal train, just north of Jermyn, and had one leg cut off.

October 22. John Brink had leg caught between two cars and broken, at Ninevah yard.

December 5. L. H. Cummings, a brakeman, caught his foot in a frog, at Ninevah, while coupling cars; foot badly crushed, and he was otherwise injured.

December 6. John Dirkin, standing on track at Archbald, was struck by a train, and left arm run over by engine, injuring it so as to require amputation.

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. 1879, according to the best of their knowledge and belief.

(Signed)

THOMAS DICKSON, *President.*

J. C. HARTT, *Treasurer.*

Sworn and subscribed before me, this 7th day of February, A. D. 1880.

JOHN A. PATTISON,

*Commissioner for the State of Pennsylvania.*

## R E P O R T

OF THE

*Delaware, Lackawanna and Western Railroad Company, for the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Samuel Sloan, President, . . . . .	New York city.
Percy R. Pyne, Vice President, . . . . .	New York city.
Fred. F. Chambers, Secretary, . . . . .	Brooklyn, L. I.
Frederick H. Gibbens, Treasurer, . . . . .	Brooklyn, L. I.
John Brisbin, General Solicitor, . . . . .	Newark, N. J.
James Archbald, Chief Engineer, . . . . .	Scranton, Pa.
W. F. Hallstead, General Superintendent, . . . . .	Scranton, Pa.

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 Ryle, . . . . .	New York city.
E. W. Holbrook, . . . . .	New York city.
E. S. Higgins, . . . . .	New York city.

**CAPITAL STOCK.**

Capital stock authorized by law: Not to exceed amount expended for construction.		
Capital stock authorized by votes of company, . . . . .	\$26,200,000	00
Capital stock, amount subscribed, . . . . .	26,200,000	00
Capital stock paid in by last report, . . . . .	26,200,000	00
Capital stock, total amount now paid in, . . . . .	26,200,000	00
Capital stock, number of shares issued, . . . . .	524,000	
Capital stock, amount paid in on each share, . . . . .		50 00
Capital stock, par value of each share, . . . . .		50 00

**DEBT.**

<b>Funded Debt.</b>		
Lackawanna and Bloomsburg Railroad Company's mortgage bonds, (Due April 15, 1880, March 1, 1885, May 15, 1890, bear interest at seven per cent., which is payable March, April, May, September, October, and November,) amount, . . . . .	\$587,100	00
Second mortgage bonds, (Due March 1, 1881, bear interest at seven per cent., which is payable March 1, and September 1,) amount, . . . . .	1,633,000	00
Convertible bonds, (Due June 1, 1892, bear interest at seven per cent., which is payable June 1 and December 1.) amount, . . . . .	600,000	00
First consolidated mortgage bonds, (Due September 1, 1907, bear interest at seven per cent., which is payable March 1, and September 1,) amount, . . . . .	3,067,000	00
Total amount now of funded debt, . . . . .	\$5,887,100	00
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property: None. (Excess of accounts receivable over accounts payable, . . . . . \$788,805 14)		
Total amount now of floating and funded debt, . . . . .	5,887,100	00
Funded debt as per last report, . . . . .	\$5,887,100	00

**COST.**

Total cost of entire road to date, . . . . .	\$16,918,875	10
Average of same per mile of road laid, . . . . .	81,532	82
Proportion of same for Pennsylvania, . . . . .	81,532	82
Coal lands, with improvements thereon, and other property, . . . . .	5,971,790	91
Total cost of entire equipment, . . . . .	6,536,015	95
Average cost of equipment per mile of road operated by company, . . . . .	31,497	02
Proportion of same for Pennsylvania, . . . . .	31,497	02
Cost of road and equipment per mile, . . . . .	113,029	84
Proportion of same for Pennsylvania, . . . . .	113,029	84



CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from New York State line to Delaware river,	115	115
Length of single main track, . . . . .	15.75	15.75
Length of double main track, . . . . .	99.25	99.25
<b>Branches.</b>		
Lackawanna and Bloomsburg branch, { Length of branch, . . .	80	80
from Scranton to Northumberland, { Length of single track,	58	58
Winton branch, from Nay Aug to Win- { Length of double track,	22	22
ton, . . . . . { Length of branch, . . .	7.50	7.50
Keyser Valley branch, from main line { Length of single track,	7.50	7.50
to Keyser Valley, . . . . . { Length of branch, . . .	5	5
Aggregate length of main line and branches, . . . . .	207.50	207.50
Aggregate length of sidings and other track not above enumerated,	109.50	109.50
Aggregate length of main line, branches, leased roads, sidings and other track, . . . . .	317	317

Gauge.

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

Track.

Miles of iron rail in use, . . . . . 175.50  
 Miles of steel rail in use, . . . . . 262.75  
 Weight of rail per yard, { Iron, . . . . . 65 lbs.  
 { Steel, . . . . . 60 and 68½ lbs.

Bridges and Trestles.

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's railroad, at Scranton; Pennsylvania Coal Company's railroad, at Number Six.

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, . . . . .	24
Number of wood and water stations on branches, . . . . .	18
Number of tunnels, 3; aggregate length, . . . . .	3,540
How is track laid, and on what foundation? Gravel, and stone ballast	

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight, . . . . .	103	\$8,070 00
Number of locomotives of more than 30 tons weight, . . . . .	48	7,500 00
Number of locomotives of more than 20 tons weight, . . . . .	2	5,000 00
Number of locomotives of more than 10 tons weight, . . . . .	1	1,500 00
Number of first class passenger cars, . . . . .	30	3,600 00
Number of baggage, mail, and express cars, . . . . .	27	2,100 00
Number of freight cars: House cars, 620; trucks, 1,028; total, . . . . .	1,648	400 00
Number of coal, ore, and stone cars, . . . . .	16,519	175 00
Number of caboose cars, . . . . .	80	350 00

Average number of cars in passenger trains, including baggage cars, . . . . .	4
Average number of cars in freight trains, . . . . .	25@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, . . . . .	450 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, . . . . .	470,431
Number of miles run by freight trains, . . . . .	651,598
Number of miles run by coal trains, . . . . .	2,973,087
Number of through passengers for the year on main road, . . . . .	13,290
Number of passengers (all classes) carried in cars, . . . . .	500,709
Number of passengers carried one mile, . . . . .	11,195,903
Number of passengers carried one mile in Pennsylvania, . . . . .	6,497,680
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	61,130
Number of tons of freight carried one mile, . . . . .	308,077,918
Number of tons of freight carried one mile in Pennsylvania, . . . . .	31,429,790
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	5,283,442
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	20

Average rate of speed adopted by express trains, including stops, (miles per hour)	27
Average rate of speed adopted by freight trains, including stops, (miles per hour)	10

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

January, 1879, . . . . .	32,426	July, 1879, . . . . .	45,642
February, 1879, . . . . .	30,727	August, 1879, . . . . .	51,133
March, 1879, . . . . .	33,667	September, 1879, . . . . .	58,788
April, 1879, . . . . .	37,010	October, 1879, . . . . .	45,350
May, 1879, . . . . .	40,522	November, 1879, . . . . .	38,309
June, 1879, . . . . .	41,940	December, 1879, . . . . .	45,195

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

Anthracite coal, . . . . .	4,444,629	Stone and lime, . . . . .	105,973
Bituminous coal, . . . . .	43,282	Agricultural products, . . . . .	176,043
Petroleum and other oils, . . . . .	6,793	Merchandise and manufactures, . . . . .	96,799
Pig iron, . . . . .	59,906	Live stock, . . . . .	5,339
Railroad iron, . . . . .	75,809	Lumber, . . . . .	105,031
Other iron or castings, . . . . .	39,103	Other articles, . . . . .	11,593
Iron and other ores, . . . . .	113,142		

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

For first-class through passengers, . . . . .	3 cents.
For first-class way passengers, . . . . .	3½ cents.
For second-class through passengers, . . . . .	2 cents.
For second-class way passengers, . . . . .	2 cents.

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

For through freight, per ton per mile, . . . . .	1.59 cents.
For through coal, per ton per mile, . . . . .	.77 cents.
For local freight, per ton per mile, . . . . .	2.49 cents.
For local coal, per ton per mile, . . . . .	1.59 cents.

These rates include handling and terminal charges.

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$1,980	26	\$14,749	35	\$16,729	61
February, 1879, . . . . .	1,802	88	14,421	64	16,224	52
March, 1879, . . . . .	1,905	03	19,685	85	21,590	88
April, 1879, . . . . .	2,234	61	20,547	53	22,782	14
May, 1879, . . . . .	2,224	12	20,819	28	23,043	40
June, 1879, . . . . .	2,479	74	20,973	87	23,453	61
July, 1879, . . . . .	3,767	46	25,726	38	29,493	84
August, 1879, . . . . .	5,296	57	27,829	88	33,125	95
September, 1879, . . . . .	5,346	27	28,972	93	34,319	20
October, 1879, . . . . .	4,399	90	25,608	96	30,008	86
November, 1879, . . . . .	2,867	82	21,635	88	24,503	70
December, 1879, . . . . .	2,698	66	24,447	67	27,146	33
<b>Total, . . . . .</b>	<b>\$37,003</b>	<b>82</b>	<b>\$265,418</b>	<b>72</b>	<b>\$302,422</b>	<b>04</b>

## From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$237,338	93	\$54,306	49	\$291,645	42
February, 1879, . . . . .	286,819	70	48,917	85	285,237	05
March, 1879, . . . . .	253,070	61	54,274	45	307,345	06
April, 1879, . . . . .	270,021	80	52,029	17	322,050	47
May, 1879, . . . . .	359,802	68	65,418	54	425,221	22
June, 1879, . . . . .	362,765	06	59,690	83	422,455	89
July, 1879, . . . . .	376,404	11	66,182	36	442,536	47
August, 1879, . . . . .	385,357	03	68,015	61	453,372	54
September, 1879, . . . . .	369,624	30	63,602	02	433,226	32
October, 1879, . . . . .	399,392	93	73,433	13	472,826	06
November, 1879, . . . . .	359,157	63	72,682	76	431,790	39
December, 1879, . . . . .	341,930	05	66,057	02	407,987	07
Total, . . . . .	\$3,951,184	33	\$744,509	63	\$4,695,693	96

## From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.*		Total.	
January, 1879, . . . . .	\$1,461	78	\$2,746	56	\$22,688	00	\$26,896	34
February, 1879, . . . . .	1,461	78	2,600	00	21,946	01	26,007	79
March, 1879, . . . . .	1,461	78	2,845	20	24,613	21	28,920	19
April, 1879, . . . . .	1,461	78	2,661	83	18,398	35	22,541	96
May, 1879, . . . . .	1,461	78	2,714	72	27,678	16	31,854	66
June, 1879, . . . . .	1,461	78	2,907	38	29,170	31	33,539	47
July, 1879, . . . . .	1,461	78	2,795	27	29,094	68	33,351	73
August, 1879, . . . . .	1,461	78	2,734	08	30,462	23	34,658	04
September, 1879, . . . . .	1,461	78	2,899	92	24,635	19	28,996	89
October, 1879, . . . . .	1,461	78	2,095	55	22,647	02	27,004	35
November, 1879, . . . . .	1,461	78	2,766	11	33,423	34	37,651	23
December, 1879, . . . . .	1,461	78	2,923	61	37,373	35	41,758	74
Total, . . . . .	\$17,541	36	\$33,510	18	\$322,129	85	\$373,181	39

Total passenger earnings for the year, . . . . .	\$302,422	04
Total freight earnings for the year, . . . . .	4,695,693	96
Total earnings from all other sources, . . . . .	373,181	39

Total earnings for the year, . . . . . \$5,371,297 39

Total receipts from all sources on whole length of line, . . . . .	\$5,371,297	39
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	5,371,297	39

\* Chiefly car service.

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road; new and permanent sidings, . . . . .	\$44,628	73
Land or land damages, . . . . .	760	25
New locomotives; number, 7, . . . . .	61,400	00
New passenger cars; number, 3, . . . . .	23,406	00
New freight cars; number, 3,001, . . . . .	601,389	00
New machine shops, machinery, and tools, . . . . .	482	00
Total, . . . . .	\$732,065	98
Proportion for Pennsylvania, . . . . .	\$732,065	98

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

**Cost of Maintenance of Ways and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$188,334	57
New steel rails; number of tons, 2,756, . . . . .	110,187	70
Repairs of bridges, . . . . .	5,893	55
Repairs of buildings and fixtures, . . . . .	28,045	31
Repairs of fences, . . . . .	593	19
<b>Total for maintenance of way, . . . . .</b>	<b>\$328,054</b>	<b>82</b>
Cost per mile of road kept in repair, . . . . .	\$1,580	96
Proportion for Pennsylvania, . . . . .	1,580	96

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

Repairs of locomotives, . . . . .	\$139,227	11
Repairs of machinery, . . . . .	10,659	90
Repairs of passenger, baggage, and mail cars, . . . . .	23,493	56
Repairs of freight cars, . . . . .	237,891	24
All other expenses for maintenance of motive power and cars, . . . . .	27,411	75
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$437,683</b>	<b>56</b>
Cost per mile of road operated, . . . . .	\$2,109	31
Proportion for Pennsylvania, . . . . .	2,109	31

**MISCELLANEOUS.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$82,675	21
Salaries, wages, and incidentals chargeable to freight department, . . . . .	390,754	47
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	17,923	28
Fuel—number of cords of wood, 465; cost, . . . . .	1,268	75
Fuel—number of tons of coal, 173,974; cost, . . . . .	278,448	79
Oil and waste, . . . . .	70,640	50
Damages for injuries to persons, . . . . .	857	72
Damages for cattle killed or injured, . . . . .	134	39
Damages for loss of goods and baggage, . . . . .	785	02
Taxes, . . . . .	89,673	78
Insurance, . . . . .	2,731	05
Telegraph expenses, . . . . .	1,895	52
Amount paid other corporations or individuals for use of all other cars, . . . . .	88,587	70
General salaries and office expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	44,199	97
<b>Total miscellaneous, . . . . .</b>	<b>1,959,526</b>	<b>15</b>
Amount per mile of road operated, . . . . .	\$5,106	82
Proportion for Pennsylvania, . . . . .	5,106	82
Total expenditures for operating the road, . . . . .	1,825,264	08
Total charged to road and equipment, . . . . .	782,065	98
Expenses per mile of road operated, . . . . .	8,794	04
Expenses per mile of single track operated, not including sidings, . . . . .	5,552	18
Expenses per train mile, . . . . .		44.5
Proportion for Pennsylvania, . . . . .		44.5

## EARNINGS.

Passenger transportation, local, . . . . .	\$265,418 72	} Total,	\$302,422	04
Passenger transportation, through, . . . . .	37,003 32			
Freight transportation, local, . . . . .	744,509 63	} Total,	4,695,693	96
Freight transportation, through, . . . . .	3,951,184 33			
Mail service, . . . . .			17,541	36
Express service, . . . . .			33,510	18
Rents, . . . . .			1,832	05
All other sources of income, . . . . .			820,297	80
<b>Total, . . . . .</b>			<b>\$5,371,297</b>	<b>39</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$328,054 32			
Maintenance of motive power and cars, . . . . .	437,683 56			
Miscellaneous, . . . . .	1,059,526 15			
<b>Total operating expenses, being 33,<sup>88</sup>/<sub>100</sub> per cent. of earnings, . . . . .</b>			<b>1,825,264</b>	<b>03</b>
<b>Net earnings, . . . . .</b>			<b>\$3,546,033</b>	<b>36</b>
<b>Earnings per mile of road operated, . . . . .</b>			<b>\$25,885</b>	<b>73</b>
<b>Expenses per mile of road operated, . . . . .</b>			<b>8,794</b>	<b>04</b>
<b>Net earnings, . . . . .</b>			<b>17,091</b>	<b>69</b>

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

## 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 monthly compensation of \$2,600.

## 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.

## 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? Sleeping cars are run belonging to the company.

## U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? From July 1, 1878, about \$17,600 per annum.

## STOCK AND DIVIDENDS.

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

Balance for the year, or surplus, . . . . .	\$186,021	07
Surplus at the commencement of the year, . . . . .	4,346,125	01
Total surplus, less cost of changing gauge charged off to income account, \$873,809 03, . . . . .	\$3,658,337	05
Surplus invested as follows:		
Cash and loans, . . . . .	\$217,127	39
Balance of accounts due company, . . . . .	1,770,515	99
Material, fuel, and stores, . . . . .	1,049,692	86
Other items, valuation of stocks and bonds, . . . . .	4,480,257	09

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .						
Employees, . . . . .			9	8	9	8
Others, . . . . .			9	3	9	3
Total, . . . . .			18	11	18	11

Statement of each Accident.

January 8, 1879. John Kennedy, was run over and killed at West Pittston crossing.

February 4. Winfield S. Decker, brakeman; falling under cars, was killed in Scranton yard.

February 11. Peter Quinn, tunnel watchman, was struck by train in Nay Aug tunnel and killed.

February 17. Patrick McGowan, was found lying on track dead, near Scranton.

April 5. Joseph Morphing, was struck by a brake lever at Moscow, and injured slightly.

April 6. Charles Miller, brakeman; in coupling cars in Scranton yard, injured one of his hands.

April 7. Mrs. O'Neil, picking up coal on track at Water Gap, was killed.

April 10. Charles Kelly, slightly injured; brake lever broke and threw him off train.

April 11. Charles DeKay, brakeman, fell off engine tank at Lehigh, and was killed.

April 16. John O'Hara, lying on track at Taylorville, intoxicated, was run over by passenger train and killed.

May 28. Rudolph Winbrake, engineer, fell off his engine at Scranton, and was slightly injured.

May 31. Samuel Hodges, an old man, driving over crossing at Kingston, was struck by passenger train and killed.

June 27. Martin Dailey, brakeman ; in coupling cars at Great Bend, was killed.

July 1. Edward Morris, brakeman ; coupling cars at Scranton, had an arm injured.

July 5. James Brown, conductor coal train, was killed between Water Gap and Portland, in collision of his train and pay train.

July 14. William McDonald, brakeman ; coupling cars at Scranton, and falling, had leg injured.

August 18. George Souder, walking on track between Plymouth and Kingston, was struck by an engine and killed ; supposed to have been intoxicated at the time.

October 4. John Howley, a boy, in attempting to get on a coal train at Scranton, fell under the cars and was killed.

October 4. Zerab Scott, brakeman ; was killed while coupling cars in Scranton yard.

October 11. Samuel Culver, brakeman ; injured his hand in coupling cars at Pittston.

October 13. John Gavin, track laborer ; was struck by passenger train at Nay Aug and killed.

November 18. A. Houser, brakeman ; coupling cars at Pocono, had his hand bruised.

November 18. Isaac Van Buskirk, brakeman ; falling between cars near Dunning, was run over and killed.

December 9. George Atwell, walking on track intoxicated, near Hunlocks, was struck by an engine and slightly injured.

December 9. Mrs. McDonald, walking between the tracks near Bellevue, was struck by an engine and had her arm broken.

December 9. Thomas O'Hara, walking on track at Bellevue, was struck by an engine and considerably injured.

December 17. Dominick Brown, standing on track in Scranton yard, was run over and killed.

December 17. Patrick Miles, track laborer ; while at work, was struck by a locomotive and injured fatally.

December 26. William Powell, walking on track at Kingston, was struck by a locomotive and killed.

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

Personally appeared before me, a commissioner for the State of Pennsylvania, 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. 1879, according to the best of their knowledge and belief.

(Signed)

SAMUEL SLOAN, *President.*

FREDERICK H. GIBBENS, *Treasurer.*

Sworn and subscribed before me, this 25th day of February, A. D. 1880.

FREDERICK F. CHAMBERS,

*Commissioner for the State of Pennsylvania in New York.*

**R E P O R T**

OF THE

*Dillsburg and Mechanicsburg Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
Frederick Watts, President, . . . . .	Carlisle.
E. M. Biddle, Secretary and Treasurer, . . . . .	Carlisle.

<i>Names of Directors.</i>	<i>Residences.</i>
Frederick Watts, . . . . .	Carlisle.
H. G. Moser, . . . . .	Mechanicsburg.
Thomas D. Bryson, . . . . .	Mechanicsburg.
Doctor James M. Shearer, . . . . .	Dillsburg.
Christian Bender, . . . . .	Dillsburg.
Henry McCormick, . . . . .	Harrisburg.
E. M. Biddle, . . . . .	Carlisle.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$350,000	00
Capital stock authorized by votes of company, . . . . .	50,000	00
Capital stock, amount subscribed, . . . . .	63,000	00
Capital stock paid in by last report, . . . . .	52,471	23
Capital stock, total amount now paid in, . . . . .	52,564	06
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 August 1, 1895, bear interest at six per cent., which is payable semi-annually,) amount, . . . . .	\$100,000	00
Total amount now of funded debt, . . . . .	\$100,000	00
<b>Floating Debt.</b>		
The amount now of floating debt, . . . . .	37,081	50
Total amount now of floating and funded debt, . . . . .	\$137,081	50
Funded debt as per last report, . . . . .	\$100,100	00

**COST.**

Total cost of entire road to date, . . . . . \$166,171 85

**CHARACTERISTICS OF ROAD.**

**Gauge.**

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

**Track.**

Miles of iron rails in use, . . . . . 8  
 Weight of rail per yard, iron, . . . . . 56 lbs.

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . . 8,941  
 Number of miles run by freight trains, . . . . . 6,815  
 Number of passengers for the year on main road, . . . . . 10,034

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Freight.**

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$1,554 54
February, 1879, . . . . .			1,328 78
March, 1879, . . . . .			1,236 30
April, 1879, . . . . .			1,179 17
May, 1879, . . . . .			1,162 91
June, 1879, . . . . .			995 54
July, 1879, . . . . .			602 13
August, 1879, . . . . .			1,024 09
September, 1879, . . . . .			1,520 61
October, 1879, . . . . .			1,750 25
November, 1879, . . . . .			1,536 30
December, 1879, . . . . .			1,245 20
Total, . . . . .			\$15,135 82

**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$147 82
February, 1879, . . . . .			88 55
March, 1879, . . . . .			134 14
April, 1879, . . . . .			140 76
May, 1879, . . . . .			128 40
June, 1879, . . . . .			325 48
July, 1879, . . . . .			690 93
August, 1879, . . . . .			1,374 84
September, 1879, . . . . .			166 04
October, 1879, . . . . .			191 78
November, 1879, . . . . .			127 10
December, 1879, . . . . .			181 62
Total, . . . . .			\$8,695 46

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . .	\$31 53	.	.	.
February, 1879, . . .	31 53	.	.	.
March, 1879, . . .	31 53	.	.	.
April, 1879, . . .	31 53	.	.	.
May, 1879, . . .	31 53	.	.	.
June, 1879, . . .	31 53	.	.	.
July, 1879, . . .	31 53	.	.	.
August, 1879, . . .	31 53	.	.	.
September, 1879, . . .	31 53	.	.	.
October, 1879, . . .	31 53	.	.	.
November, 1879, . . .	31 53	.	.	.
December, 1879, . . .	31 51	.	.	.
<b>Total, . . . . .</b>	<b>\$378 34</b>	.	.	.

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 of 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.

The following were the operating expenses for the year ending 31st of December, 1879:

Conducting transportation, . . . . .	\$3,416 81
Motive power, . . . . .	3,422 49
Maintenance of way, . . . . .	5,092 71
General expenses, . . . . .	769 80
	\$12,701 81

STATE OF PENNSYLVANIA, }  
 County of Cumberland, } 88:

Personally appeared before me, Fredrick Watts, president, and Edward M. Biddle, treasurer, of the Dillsburg and Mechanicsburg Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending 31 December, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

FREDK. WATTS, *President.*

E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me this 6th day of March, A. D. 1880.

JAMES M. ALLEN, *Notary Public.*

# R E P O R T

OF THE

*Dunkirk, Allegheny Valley, and Pittsburgh Railroad  
Company, for the year ending September, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Edwin D. Worcester, President, . . . . .	Albany, New York.
Joseph Harker, Secretary, . . . . .	New York.
William M. Lester, Treasurer, . . . . .	Dunkirk, New York.
Oscar W. Johnson, General Solicitor, . . . . .	Fredonia, New York.
Darwin Thayer, General Superintendent, . . . . .	Dunkirk, New York.
General offices at Dunkirk, New York.	

<i>Names of Directors.</i>	<i>Residences.</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 A. Pierson, . . . . .	Albany, New York.
Edwin D. Worcester, . . . . .	Albany, New York.
J. Condit Smith, . . . . .	Buffalo, New York.
Rasselas Brown, . . . . .	Warren, Pa.
Stephen M. Newton, . . . . .	Dunkirk, New York.
David H. Mitchell, . . . . .	Titusville, New York.
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, . . . . .	1,300	
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, (due June 1, 1890, bear interest at seven per cent., which is payable in gold,) amount, . . . . .	\$2,000,000	00
Second mortgage bonds, (due October 1, 1890, bear interest at seven per cent., which is payable in currency,) amount, . . . . .	1,000,000	00
Third mortgage bonds, (due October 1, 1890, bear interest at seven per cent., which is payable 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, . . . . .	\$180,878 26	
Debt incurred for any other purpose, and for what, . . . . .	31,047 58	
The amount now of floating debt, . . . . .	\$211,920	84
Total amount now of floating and funded debt, . . . . .	\$3,411,920	84
Funded debt as per last report, . . . . .	\$3,200,000 00	
Floating debt as per last report, . . . . .	188,522 89	
Total cash realized from capital stock and debt, . . . . .	\$4,711,920	84

**COST.**

Total cost of entire road to date, . . . . .	\$4,552,654	35
Average of same per mile of road laid, . . . . .	50,250	05
Proportion of same for Pennsylvania, . . . . .	2,427,077	41
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, . . . . .	53,150	05
Proportion of same for Pennsylvania, . . . . .	2,567,747	41

**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	64.2
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, . . . . .	11.9	3.4
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	102.5	51.7

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 68  
 Miles of steel rail in use, . . . . . 34.5  
 Weight of rail per yard, { Iron, . . . . . 56 & 60 pounds.  
                                   { Steel, . . . . . 60 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 36  
 Wooden bridges, number of, 18; aggregate length, . . . . . 1,438 feet.  
 Stone bridges, number of, 1; aggregate length, . . . . . 8 feet.  
 Iron bridges, number of, 9; aggregate length, . . . . . 870.5 feet.  
 Wooden trestles, number of, 8; aggregate length, . . . . . 3,489.5 feet.

**Crossings.**

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

**Stations.**

Number of stations on main road: Passenger and freight,	21
Number of engine-houses and shops in Pennsylvania, . . .	1
Number of wood and water stations on main road,	12
Value of real estate held by the company, exclusive of road-way,	\$50,000 00
Value of real estate held by the company, exclusive of road-way, in Pennsylvania,	50,000 00

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight, . . . .	1	\$12,500 00
Number of locomotives of more than 80 tons weight, . . . .	11	12,500 00
Number of first-class passenger cars, . . . . .	6	5,000 00
Number of second-class passenger cars, . . . . .	2	3,000 00
Number of pay car, . . . . .	1	2,000 00
Number of baggage, mail, and express cars, . . . . .	2	2,500 00
Number of freight cars: House cars, 33; trucks, 55; total,	88	

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, . . . . .	426
Same in Pennsylvania, . . . . .	235

**DOINGS OF THE YEAR.****Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	152,140
Number of miles run by freight trains, . . . . .	276,644
Number of through passengers for the year on main road,	20,583
Number of passengers (all classes) carried in cars, . . .	114,868
Number of passengers carried one mile, . . . . .	2,247,755
Number of passengers carried one mile in Pennsylvania,	1,047,960
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	175,267
Number of tons of freight carried one mile, . . . . .	17,043,556

Number of tons of freight carried one mile in Pennsylvania, . . . . .	8,435,038
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	254,164
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, 1878, . . . . .	10,397	May, 1879, . . . . .	9,080
November, 1878, . . . . .	10,652	June, 1879, . . . . .	8,950
December, 1878, . . . . .	9,500	July, 1879, . . . . .	9,955
January, 1879, . . . . .	6,916	August, 1879, . . . . .	11,392
February, 1879, . . . . .	7,200	September, 1879, . . . . .	10,208
March, 1879, . . . . .	10,665		
April, 1879, . . . . .	10,000	Total, . . . . .	114,868

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

Anthracite coal, . . . . .	9,711	Merchandise and manufactures, . . . . .	19,468
Bituminous coal, . . . . .	80,217	Live stock, . . . . .	680
Petroleum and other oils, . . . . .	158,090	Lumber, . . . . .	21,868
Pig iron, . . . . .	17	Other articles, . . . . .	4,067
Other iron or castings, . . . . .	1,427		
Stone and lime, . . . . .	2,582		254,164
Agricultural products, . . . . .	6,037		

**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, . . . . .	.05 cents.
For through coal, per ton per mile, . . . . .	.09 cents.
For local freight, per ton per mile, . . . . .	2.25 cents.
For local coal, per ton per mile, . . . . .	1 cent.

## MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
October, 1878, . . . . .	\$1,515	96	\$3,736	57	\$5,252	53
November, 1878, . . . . .	1,163	99	3,342	14	4,506	13
December, 1878, . . . . .	1,055	85	3,305	73	4,361	08
January, 1879, . . . . .	2,049	92	2,392	44	3,442	36
February, 1879, . . . . .	1,270	44	2,450	32	3,720	76
March, 1879, . . . . .	1,523	69	3,392	31	5,416	00
April, 1879, . . . . .	1,815	41	3,579	03	5,394	44
May, 1879, . . . . .	1,555	60	2,970	50	4,526	10
June, 1879, . . . . .	1,507	36	2,939	26	4,446	62
July, 1879, . . . . .	1,821	66	3,556	19	5,377	85
August, 1879, . . . . .	1,674	64	4,288	58	5,943	22
September, 1879, . . . . .	1,414	81	3,900	71	5,315	52
Total, . . . . .	\$17,465	83	\$40,333	78	\$57,802	61

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
October, 1878, . . . . .	\$4,418	90	\$12,379	64	\$16,798	54
November, 1878, . . . . .	5,794	95	12,393	77	18,188	72
December, 1878, . . . . .	5,521	35	8,558	57	14,079	92
January, 1879, . . . . .	1,378	15	6,231	36	7,609	51
February, 1879, . . . . .	2,512	72	7,949	59	10,462	31
March, 1879, . . . . .	5,584	29	6,250	84	11,835	13
April, 1879, . . . . .	5,986	08	5,477	32	11,463	38
May, 1879, . . . . .	7,432	10	12,283	46	19,715	56
June, 1879, . . . . .	3,424	24	4,363	14	7,787	38
July, 1879, . . . . .	4,731	80	5,654	34	10,386	14
August, 1879, . . . . .	2,673	26	6,237	30	8,910	56
September, 1879, . . . . .	2,348	74	9,995	05	12,343	79
Total, . . . . .	\$51,806	56	\$97,774	38	\$149,580	94

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous and sale of material.		Total.	
October, 1878, . . . . .	\$370	22	\$131	64	\$3,344	59	\$3,846	45
November, 1878, . . . . .	370	22	106	52	3,676	94	4,153	68
December, 1878, . . . . .	370	23	93	49	7,217	10	7,680	82
January, 1879, . . . . .	370	22	98	47	2,637	57	3,106	26
February, 1879, . . . . .	370	22	100	77	2,979	94	3,450	93
March, 1879, . . . . .	348	95	165	92	3,453	87	3,968	74
April, 1879, . . . . .	370	22	216	26	3,123	21	3,714	69
May, 1879, . . . . .	370	22	218	03	3,392	62	3,980	87
June, 1878, . . . . .	366	59	296	86	16,743	58	17,390	03
July, 1879, . . . . .	370	22	306	18	10,544	42	11,220	82
August, 1879, . . . . .	370	22	161	24	5,997	86	6,529	32
September, 1879, . . . . .	369	23	237	44	6,111	41	6,718	08
Total, . . . . .	\$4,416	76	\$2,105	82	\$99,228	11	\$75,750	69



Total passenger earnings for the year, . . . . .	\$57,802	61
Total freight earnings for the year, . . . . .	149,580	94
Total earnings from all other sources, . . . . .	75,750	69
<b>Total earnings for the year, . . . . .</b>	<b>\$283,134</b>	<b>24</b>
Total receipts from all sources on whole length of line, . . . . .	\$283,134	24
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	150,942	42

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Extension or alteration of road, . . . . .	\$3,956	86
<b>Total, . . . . .</b>	<b>\$3,956</b>	<b>86</b>
Proportion for Pennsylvania, . . . . .	\$2,109	19

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

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

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$90,821	65
New steel rails, number of tons, 835, . . . . .	89,195	14
Repairs of bridges, . . . . .	4,414	00
Repairs of buildings and fixtures, . . . . .	1,299	25
Repairs of fences, . . . . .	779	59
<b>Total for maintenance of way, . . . . .</b>	<b>\$126,509</b>	<b>63</b>
Cost per mile of road kept in repair, . . . . .	\$1,396	85
Proportion for Pennsylvania, . . . . .	67,443	70

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

Repairs of locomotives, . . . . .	\$14,179	73
Repairs of machinery, . . . . .	129	99
Repairs of passenger, baggage, and mail cars, . . . . .	5,264	71
Repairs of freight cars, . . . . .	9,605	18
All other expenses for maintenance of motive power and cars, . . . . .	1,526	80
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$30,705</b>	<b>91</b>
Cost per mile of road operated, . . . . .	\$388	91
Proportion for Pennsylvania, . . . . .	16,869	85

## MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$23,829	74
Salaries, wages, and incidentals chargeable to freight department, . . .	62,489	94
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	3,054	08
Fuel—number of cords of wood, 1,242; cost, . . . . .	1,855	80
Fuel—number of tons of coal, 9,604; cost, . . . . .	17,777	15
Oil and waste, . . . . .	3,072	96
Damages for injuries to persons, . . . . .	418	56
Damages for cattle killed or injured, . . . . .	481	50
Damages for loss of goods and baggage, . . . . .	1,046	47
Taxes, . . . . .	10,124	89
Telegraph expenses, . . . . .	785	25
Amount paid other corporations or individuals for use of all other cars,	11,288	17
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	9,848	96
<b>Total miscellaneous,</b> . . . . .	<b>\$146,027</b>	<b>97</b>
Amount per mile of road operated, . . . . .	\$1,611	79
Proportion for Pennsylvania, . . . . .	77,849	46
Total expenditures for operating the road, . . . . .	303,243	51
Expenses per mile of the road operated, . . . . .	3,397	05
Expenses per train mile, . . . . .		71½
Proportion for Pennsylvania, . . . . .	161,662	51

## EARNINGS.

Passenger transportation, local, . . . . .	\$17,465 83	} Total,	\$57,802	61
Passenger transportation, through, . . . . .	40,333 78			
Freight transportation, local, . . . . .	51,806 56	} Total,	149,580	94
Freight transportation, through, . . . . .	97,774 38			
Mail service, . . . . .			4,416	76
Express service, . . . . .			2,105	82
Rents, trackage, . . . . .			86,212	00
All other sources of income, . . . . .			83,016	11
<b>Total,</b> . . . . .			<b>\$283,134</b>	<b>24</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$126,509 63			
Maintenance of motive power and cars, . . . . .	80,705 91			
Miscellaneous, . . . . .	146,027 97			
<b>Total operating expenses,</b> . . . . .			<b>303,243</b>	<b>51</b>
<b>Deficit,</b> . . . . .			<b>\$19,909</b>	<b>27</b>
Earnings per mile of road operated, . . . . .			\$3,125	10
Expenses per mile of road operated, . . . . .			3,397	05
<b>Deficit,</b> . . . . .			<b>271</b>	<b>85</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.? American; who pay a stated sum per diem, and different rates on excess, according to distance.

## 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.? Merchants' Dispatch Transportation Company. Contract made with lessee; we know no particulars.

**U. S. MAIL.**

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$4,442 68 per annum. One mail daily each way.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . . \$1,300,000 00

Surplus at the commencement of the year, . . . . .	\$124,084	17
Total surplus, . . . . .	103,458	51
Surplus invested as follows:		
Balance of accounts due company, . . . . .	4,251	98
Material, fuel, and stores, . . . . .	4,848	64

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, . . . . .		6				6
Employés, . . . . .	1	1		5	1	6
Others, . . . . .			3	3	3	3
<b>Total, . . . . .</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>8</b>	<b>4</b>	<b>15</b>

**Statement of each Accident.**

October 4, 1878. At North Warren; James Borland was struck by engine, while lying on track drunk, and killed.

October 24. At Irvineton; W. Spinner was struck by engine in station yard; killed.

January 10, 1879. At Junction; A. Negus, passenger brakeman, collar bone broken; caught between cars while coupling.

February 8. At North Warren; Mark Morton, lying on track, was run over and killed.

March 6. At Irvineton; T. Blake, passenger brakeman, hand crushed while coupling cars.

March 28. At Frewsburg; boy named Johnson, leg crushed by being run over by moving car, while attempting to climb up.

June 9. At Dunkirk; George Gunther, freight brakeman, while coupling cars, had his arm bruised.

June 9. At North Warren; Crene Costen, passenger fireman, in collision near that place, was killed; O. W. Skidmore, engineer, and A. J. Julier, baggageman, badly injured; Charles Johnson, H. N. Cooke, C. Van Horn, H. B. Herrick, D. Valentine, Charles St. John, passengers, slightly injured.

June 10. At Falconer's; W. H. Elliot, freight brakeman, arm bruised, coupling cars.

July 4. At Ackley's; F. Sweeny, attempting to climb moving cars, was run over; leg broken.

August 27. At Irvineton; — Simmerly, walking on track, was struck by engine, and skull and thigh broken.

STATE OF NEW YORK, }  
*City and 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, 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 September 30, A. D. 1879, according to the best of his knowledge and belief.

(Signed)

E. D. WORCESTER, *President.*

Sworn and subscribed before me, this 23d day of December, A. D. 1879.

DWIGHT W. PARDEE,

*Commissioner for Pennsylvania, residing in New York.*

The line of this company being leased, the treasurer is a nominal officer, merely. He is now absent.

**R E P O R T**

OF THE

*East Pennsylvania Railroad Company, for the year ending November 30, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
G. A. Nicolls, President, . . . . .	Reading, Pa.
Howard Hancock, Secretary, . . . . .	Philadelphia.
John Welch, Treasurer, . . . . .	Philadelphia.

General offices at 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.
Hiester Clymer, . . . . .	Reading.
George D. Stitzell, . . . . .	Reading.
Joseph L. Slichter, . . . . .	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

**DEBT.**

<b>Funded Debt.</b>			
First mortgage bonds, (due March 1, 1888, bear interest at seven per cent., which is payable March and September,) amount, . . . . .		\$495,900	00
Total amount now of funded debt, . . . . .		\$495,500	00
Funded debt as per last report, . . . . .	\$495,900		

**COST.**

Total cost of entire road to date, . . . . .	\$1,884,683	79
Average of same per mile of road laid, (36 miles,) . . . . .	52,352	83
Average of same per mile of track laid, (70.9 miles,) . . . . .	26,582	80

**CHARACTERISTICS OF ROAD.**

<b>Main Line.</b>	<b>MILES.</b>	
	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 and branches, . . . . .	54.8	
Aggregate length of sidings and other track not above enumerated, . . . . .	16.6	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	70.9	

**Gauge.**

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

**Track.**

Miles of iron rail in use, (miles of track,) . . . . .	70.9
Weight of rail per yard, iron, . . . . .	64 and 68 lbs.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . .	43
Wooden bridges, number of, 23; aggregate length, . . .	388 $\frac{3}{4}$ feet.
Stone bridges, number of, 7; aggregate length, . . . .	305 feet.
Iron bridges, number of, 10; aggregate length, . . . .	202 $\frac{2}{3}$ feet.
Wooden trestles, number of, 3; aggregate length, . . . .	165 feet.

**Crossings.**

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Catasauqua and Fogelsville railroad, at Al-burtis.

**Stations.**

Number of stations on main road; passenger and freight,	12
Number of engine-houses and shops in Pennsylvania: 2 engine-houses; 1 shop; total number entire road, . . .	3
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.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . . \$1,709,550 00

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

Lease dated May 19, 1869, for nine hundred and ninety-nine years.

Terms of lease: Lessees to pay all expenses, interest on bonds, and a dividend of six per cent. 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. 1879, according to the best of their knowledge and belief.

(Signed,)

G. A. NICOLLS, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1880.

J. Y. HUMPHREY, *Notary Public.*

# REPORT

OF THE

*East Mahanoy Railroad Company, for the year ending  
November 30, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
G. A. Nicolls, President, . . . . .	Reading.
Howard Hancock, Secretary, . . . . .	Philadelphia.
John Welsh, Treasurer, . . . . .	Philadelphia.

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 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

**COST.**

Total cost of entire road to date, . . . . .	\$392,550	00
Average of same per mile of road laid, 10 <sup>78</sup> / <sub>100</sub> miles, . . . . .	36,686	92
Average of same per mile of track laid, 14 <sup>87</sup> / <sub>100</sub> miles, . . . . .	26,898	80

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	
Oak Hollow Colliery branch, length of branch, . . . . .	1.45	
North Mahanoy Colliery branch, length of branch, . . . . .	.16	
East Mahanoy Colliery branch, length of branch, . . . . .	.92	
Hillside Colliery branch, length of branch, . . . . .	.30	
Aggregate length of main line and branches, . . . . .	10.70	
Aggregate length of sidings and other track not above enumerated, . . . . .	4.17	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	14.87	

**Gauge.**

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

**Track.**

Miles of iron rail in use, (miles of track,) . . . . . 14.87  
 Weight of rail per yard, iron, . . . . . 64 and 68 lbs.

**Bridges and Trestles.**

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, . . . . . 1,907 feet.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Mahanoy and Shamokin branch of Philadelphia and Reading railroad, at Mahanoy city.

**Stations.**

Number of stations on main road: Passenger, 3; freight, 1, total, . . . . . 4  
 Number of wood and water stations on main road, . . . . . 2  
 Number of tunnels, 1; aggregate length, . . . . . 3,411 feet.

How is track laid, and on what foundation? Cross-ties, coal dirt ballast.



<b>Receipts.</b>			
Lease and contract account, . . . . .	\$25,553 00		
Rents, . . . . .	37 50		
Miscellaneous, . . . . .	88 71		
		\$25,679	21
<b>Payments.</b>			
Dividends, . . . . .	\$23,553 00		
State taxes, . . . . .	1,177 65		
Contingent expenses, . . . . .	694 77		
		25,425	42
Surplus, . . . . .		\$253	79

**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, 1879, . . . . . 3 per cent.

July 15, 1879, . . . . . 3 per cent.

Number and per cent. of dividends: Two dividends, 3 per cent. each.

Amount paid in dividends, . . . . . \$23,553 00

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

Leased to 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 the balance of the 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 \$2,000. for State taxes and sundry expenses.

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

Personally appeared before me, G. A. Nicolls, president, and John Welch, treasurer, of the East Mahanoy Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

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

Sworn and subscribed before me this 29th day of January, A. D. 1880.  
 J. Y. HUMPHREY, *Notary Public*

**R E P O R T**  
OF THE  
*East Brandywine and Waynesburg Railroad Company,*  
*for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
John Cornog, President, . . . . .	Wallace, Pa.
James R. McClure, Secretary and Treasurer, . . . . .	Philadelphia, Pa.
<i>Names of Directors.</i>	
Strickland Kneass, . . . . .	<i>Residences.</i> Philadelphia.
Wistar Morris, . . . . .	Philadelphia.
William Morton, . . . . .	Honeybrook, Pa.
Theo. M. Storb, . . . . .	New Holland, Pa.
Benjamin F. Kinzer, . . . . .	New Holland, Pa.
Josiah Bacon, . . . . .	Philadelphia.
James McClune, . . . . .	Milford Mills, Pa.
S. M. Felton, . . . . .	Philadelphia.
George B. Roberts, . . . . .	Philadelphia.
Amos Diller, . . . . .	New Holland, Pa.
Edmund Smith, . . . . .	Philadelphia.
J. N. DuBarry, . . . . .	Philadelphia.
John Cornog, . . . . .	Wallace, Pa.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$500,000	00
Capital stock, amount subscribed, . . . . .	163,600	00
Capital stock paid in by last report, . . . . .	156,873	00
Capital stock, total amount now paid in, . . . . .	166,896	00
Capital stock, number of shares issued, . . . . .	8,108	
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 July 1, 1885, bear interest at seven per cent., which is payable July 1 and January 1,) amount, . . . . .	\$140,000	00
Extension mortgage bonds, (due January 1, 1898, bear interest at seven per cent., which is payable January 1 and July 1,) amount, . . . . .	200,000	00
Second mortgage bonds, (due January 1, 1873, bear interest at eight per cent., which is payable . . . . .) amount, . . . . .	35,000	00
Total amount now of funded debt, . . . . .	\$375,000	00
<b>Floating Debt.</b>		
Debt incurred for any purpose, and for what: Outstanding coupons, . . . . .	\$150,459	56
The amount now of floating debt, . . . . .	150,459	56
Total amount now of floating and funded debt, . . . . .	\$525,459	56
Funded debt as per last report, . . . . .	\$375,000	00
Floating debt as per last report, . . . . .	126,869	56
Total cash realized from capital stock and debt, . . . . .	\$531,896	00

**COST.**

Total cost of entire road to date, . . . . . \$537,464 57

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Downingtown to New Holland, . . .	28.11	28.11
Length of single main track, . . . . .	28.11	28.11
Aggregate length of main line and branches, . . . . .	28.11	28.11
Aggregate length of sidings and other track not above enumerated, . . . . .	1.70	1.70
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	29.81	29.81

**Gauge.**

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

**Track.**

Miles of iron rail in use, in main tracks, . . . . . 28.11

Weight of rail per yard, (iron,) . . . . . 45 and 60 lbs.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 30

Wooden bridges, number of, 30; aggregate length, . . . . . 1,109 feet.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Chester Valley railroad, at Downingtown; Wilmington and Northern railroad, at Waynesburg.

**Stations.**

Number of stations on main road: Passenger, 22; freight, 18; total, . . . . . 40

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

Number of wood and water stations on main road, . . . . . 2

The East Brandywine and Waynesburg railroad is leased to the Pennsylvania Railroad Company for the term of ninety-nine years, from and after the 1st day of November, 1876, to whom you are referred for information relative to the operations of the line.

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Land or land damages, . . . . .	\$12	70
<b>Total,</b> . . . . .	<b>\$12</b>	<b>70</b>
Proportion for Pennsylvania, . . . . .	12	70

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, 3,108 shares  
 at \$50, . . . . . \$155,400 00

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

Personally appeared before me, John Cornog, president, and James R. McClure, treasurer, of the East Brandywine and Waynesburg Railroad Company, who, being duly affirmed, do declare and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true \* and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

JOHN CORNOG, *President.*

JAMES R. McCLURE, *Treasurer.*

Affirmed and subscribed before me this 28th day of January, A. D. 1880.

JOHN C. SIMS, Junior, *Notary Public.*

\* Much of the information called for by the foregoing blank being required of the lessee company, the word "full," in the above affidavit, is stricken out.

**R E P O R T**

OF THE

*East Broad Top Railroad and Coal Company, for the  
 year ending November 30, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
William A. Ingham, President, . . . . .	Philadelphia.
Edward Roberts, junior, Vice President, . . . . .	Philadelphia.
William B. Jacobs, Secretary and Treasurer, . . . . .	Philadelphia.
A. W. Sims, General Superintendent, . . . . .	Orbisonia, Huntingdon county, Pa.
<i>Names of Directors.</i>	<i>Residences.</i>
Ario Pardee, . . . . .	Hazleton, Pa.
George B. Markle, . . . . .	Philadelphia.
Edward Roberts, junior, . . . . .	Philadelphia.
Edward P. 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
Capital stock, par value of each share, { On 1,368 shares, . . . . .	98	00
	50	00

**DEBT.**

Funded Debt.		
First mortgage bonds, (due July 1, 1903, bear interest at seven per cent., which is payable semi-annually,) amount, . . . . .	\$500,000	00
Interest scrip, (due on and after April 1, 1892, bear interest at six per cent., which is payable annually,) amount, . . . . .	102,550	00
Total amount now of funded debt, . . . . .	\$602,550	00
Funded debt as per last report, . . . . .	\$561,985	00
Total cash realized from capital stock and debt, . . . . .	\$1,002,548	00

**COST.**

Total cost of entire road to date, . . . . .	\$615,842	82
Average of same per mile of road laid, . . . . .	25,697	44
Proportion of same for Pennsylvania, . . . . . All.		
Total cost of entire equipment, . . . . .	137,048	10
Average cost of equipment per mile of road operated by company, . . . . .	8,847	50
Proportion of same for Pennsylvania, . . . . . All.		
Cost of road and equipment per mile, . . . . .	29,544	94
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
Aggregate length of main line and branches, . . . . .	30	30
Aggregate length of sidings and other track not above enumerated, . . . . .	5.62	5.62
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	35.62	35.62

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 35.62  
 Weight of rail per yard, iron, . . . . . 40, 54, and 50 lbs.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 22  
 Wooden bridges, number of, 17; aggregate length, . . . . . 1,371 feet.  
 Wooden trestles, number of, 5; aggregate length, . . . . . 2,783 feet-

**Stations.**

Number of stations on main road, passenger and freight combined, . . . . . 9  
 Number of engine-houses and shops in Pennsylvania, 4; total number 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  
 Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . . 10,717 75  
 Number of tunnels, 2; aggregate length, . . . . . 1980 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 second-class passenger cars, cinder cars, . . . . .	10	217	50
Number of baggage, mail, and express cars, . . . . .	2	1,555	00
Number of freight cars: House cars, 13; trucks, 25; total, . . . . .	38	427	63
Number of coal, ore, and stone cars, . . . . .	186	342	00
Number of caboose cars, . . . . .	3	250	00

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 company, including officials, . . . . . 102  
 Same in Pennsylvania, . . . . . 102

DOINGS OF THE YEAR.

Transportation and total Miles Run.

Number of miles run by passenger trains, . . . . .	25,844
Number of miles run by freight and coal trains, . . . . .	49,763
Number of through passengers for the year on main road,	485
Number of passengers (all classes) carried in cars, . . . . .	23,653
Number of passengers carried one mile, . . . . .	246,945
Number of passengers carried one mile in Pennsylvania, .	246,945
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	67,584
Number of tons of freight carried one mile, . . . . .	3,483,288 $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$
Number of tons of freight carried one mile in Pennsylvania,	3,483,288 $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	169,692 $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$
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, 1878, . . . . .	1,973	June, 1879, . . . . .	1,765
January, 1879, . . . . .	1,748	July, 1879, . . . . .	2,060
February, 1879, . . . . .	1,449	August, 1879, . . . . .	2,952
March, 1879, . . . . .	1,920	September, 1879, . . . . .	2,082
April, 1879, . . . . .	1,845	October, 1879, . . . . .	1,958
May, 1879, . . . . .	1,791	November, 1879, . . . . .	2,120

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

Anthracite coal, . . . . .	12,226 $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$	Stone and lime, . . . . .	441 $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$
Bituminous coal, . . . . .	109,459 $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$	Agricultural products, . . . . .	676 $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$
Petroleum and other oils, . . . . .	132 $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$	Merchandise and manufactures, . . . . .	2,562 $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$
Pig iron, . . . . .	19,709 $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$	Lumber, . . . . .	878 $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$
Iron and other ores, . . . . .	21,848 $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$	Other articles, . . . . .	2,656 $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$

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

For first-class through passengers, . . . . .	3 $\frac{1}{2}$ cents.
For first-class way passengers, . . . . .	3 $\frac{1}{2}$ cents.

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

For through freight, less than car-loads, per ton per mile,	12 cents.
For through coal, per ton per mile, . . . . .	2 $\frac{1}{2}$ cents.
For local freight, 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, 1878, . . . . .			\$633 42
January, 1879, . . . . .			525 87
February, 1879, . . . . .			495 89
March, 1879, . . . . .			677 18
April, 1879, . . . . .			672 69
May, 1879, . . . . .			593 66
June, 1879, . . . . .			578 45
July, 1879, . . . . .			690 36
August, 1879, . . . . .			1,335 01
September, 1879, . . . . .			688 00
October, 1879, . . . . .			679 85
November, 1879, . . . . .			731 17
Total, . . . . .			\$8,301 05

## From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
December 1878, . . . . .			\$5,880 66
January, 1879, . . . . .			7,522 64
February, 1879, . . . . .			4,678 67
March, 1879, . . . . .			7,831 04
April, 1879, . . . . .			7,726 06
May, 1879, . . . . .			7,960 26
June, 1879, . . . . .			7,066 68
July, 1879, . . . . .			6,622 38
August, 1879, . . . . .			5,290 30
September, 1879, . . . . .			7,479 86
October, 1879, . . . . .			8,208 51
November, 1879, . . . . .			7,927 47
Total, . . . . .			\$84,192 58

## From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
December, 1878, . . . . .	\$205 90		\$398 13	\$604 03
January, 1879, . . . . .			368 21	368 21
February, 1879, . . . . .	102 38		328 00	430 38
March, 1879, . . . . .	254 89		457 66	712 55
April, 1879, . . . . .	53 39		295 55	348 94
May, 1879, . . . . .			300 77	300 77
June, 1879, . . . . .	214 17		214 97	429 14
July, 1879, . . . . .			228 49	228 49
August, 1879, . . . . .	94 11		197 23	291 34
September, 1879, . . . . .	201 26		259 36	460 62
October, 1879, . . . . .			320 57	320 57
November, 1879, . . . . .	107 02		298 53	405 55
Total, . . . . .	\$1,238 12		\$3,667 47	\$4,900 59



Total passenger earnings for the year, . . . . .	\$8,801	05
Total freight earnings for the year, . . . . .	84,192	53
Total earnings from all other sources, . . . . .	4,900	59
<b>Total earnings for the year, . . . . .</b>	<b>\$97,894</b>	<b>17</b>
Total receipts from all sources on whole length of line, . . . . .	\$97,738	83
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, . . . . .	\$2,407	24
New freight cars, cinder cars, number 10, . . . . .	2,196	18
<b>Total, . . . . .</b>	<b>\$4,603</b>	<b>42</b>

**EXPENDITURES FOR OPERATING DURING THE YEAR.****Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$10,422	66
Repairs of bridges and trestles, . . . . .	2,024	60
Repairs of buildings and fixtures, . . . . .	94	41
All other expenses for maintenance of way, . . . . .	1,159	70
<b>Total for maintenance of way, . . . . .</b>	<b>\$13,701</b>	<b>87</b>
Cost per mile of road kept in repair, (85.48 miles,) . . . . .	\$384	65
Proportion for Pennsylvania, . . . . . All.		

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

Repairs of locomotives, . . . . .	\$1,856	85
Repairs of machinery, . . . . .	60	49
Repairs of passenger, baggage, and mail cars, . . . . .	31	47
Repairs of freight cars, . . . . .	5,402	17
All other expenses for maintenance of motive power and cars, . . . . .	3,423	08
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$10,273</b>	<b>56</b>
Cost per mile of road operated, (thirty miles,) . . . . .	342	45
Proportion for Pennsylvania, . . . . . All.		

## MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$4,101	68
Salaries, wages, and incidentals chargeable to freight department, . . . . .	15,011	78
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	2,407	17
Fuel—wood and coal, . . . . .	1,932	17
Oil and waste, . . . . .	1,429	62
Damages for loss of goods and baggage, . . . . .	8	01
Taxes, . . . . .	3,361	25
Insurance, . . . . .	268	76
Telegraph expenses, . . . . .	52	65
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	2,865	68
<b>Total miscellaneous, . . . . .</b>	<b>\$31,438</b>	<b>77</b>
Amount per mile of road operated, (thirty miles), . . . . .	\$1,047	96
Proportion for Pennsylvania, . . . . . All.		
Total expenditures for operating the road, . . . . .	55,413	70
Total charged to road and equipment, . . . . .	4,603	42
Expenses per mile of the road operated, . . . . .	1,847	12
Expenses per mile of single track operated, not including sidings, . . . . .	1,847	12
Expenses per train mile, . . . . .		73.18%
Proportion for Pennsylvania, . . . . . All.		

## EARNINGS.

Passenger transportation, local and through, . . . . .	\$3,301	05
Freight transportation, local and through, . . . . .	84,192	53
Mail service, . . . . .	1,233	12
Rents, . . . . .	80	00
All other sources of income on the line of the road, . . . . .	3,932	23
<b>Total, . . . . .</b>	<b>\$97,788</b>	<b>93</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . . \$13,701	34	
Maintenance of motive power and cars, . . . . . 10,278	56	
Miscellaneous, . . . . . 31,438	77	
<b>Total operating expenses, being 56.10% per cent. of earnings, . . . . .</b>	<b>55,413</b>	<b>70</b>
<b>Net earnings, . . . . .</b>	<b>\$42,325</b>	<b>23</b>
Earnings per mile of road operated, . . . . .	\$3,257	96
Expenses per mile of road operated, . . . . .	1,847	16
<b>Net earnings, . . . . .</b>	<b>\$1,410</b>	<b>80</b>

## 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? Compensation at rate of \$1,233 12 per annum. Service, once daily each way from Mount Union to Broad Top City.

## STOCK AND DIVIDENDS.

Amount of common stock outstanding, . . . . . \$568,400 00  
 Rate and date of all cash dividends on stock of original and consolidated companies: One tenth per cent. declared on July 10, 1876.

Number and per cent. of dividends: One dividend, of one tenth per cent.

Amount paid in dividends, . . . . . \$500 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.**

July 14, 1879. Brick arch-plug blew out of passenger engine No. 3, scalding Maurice Woodward, fireman, so badly that he died from the effects in four weeks.

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

Personally appeared before me, William H. Ingham, president, and William 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. 1879, according to the best of their knowledge and belief.

(Signed)

WM. A. INGHAM, *President.*

WM. BOYD JACOBS, *Treasurer.*

Sworn and subscribed before me, this 5th day of March, A. D. 1880.

JOHN RODGERS, *Notary Public.*

# REPORT

OF THE

*Edgewood Railroad Company, for the year ending December 31, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
W. H. Shoenberger, President, . . . . .	_____
Edward Q. Loy, Secretary, . . . . .	_____
Thomas C. Dickson, Treasurer, . . . . .	_____
 <i>Names of Directors.</i>	
W. H. Shoenberger, . . . . .	Cincinnati, Ohio.
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

## DEBT.

<i>Floating Debt.</i>			
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$14,483 05		
Debt incurred for any other purpose, . . . . .	5,049 59		
Total amount now of floating and funded debt, . . . . .		\$19,532	64
Floating debt, as per last report, . . . . .	\$19,532 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 Edgewood intersection to Hampton coal fields, . . . . .	1	1
Length of single main track, . . . . .	1	1

**Gauge.**

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

**Track.**

Miles of steel rail in use, . . . . . 1.6  
 Weight of rail per yard, iron, . . . . . 56 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 2  
 Wooden trestles, aggregate length, . . . . . 349 feet.

**Crossings.**

Number of crossings of highways, at grade, in this Commonwealth, . . . . . 1

**Stations.**

Number of wood and water stations on main road, . . . . . 1  
 How is track laid and on what foundation? Earth-bed, slack, and cross-ties.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 20 tons weight, . . . . .	1	\$2,000 00

What kind of train brake is used 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.

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of tons of freight carried one mile, . . . . . 92,000  
 Number of tons of freight carried one mile in Pennsylvania, . . . . . 92,000  
 Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . . 92,000

The road, practically, is no public road, a decree of the court having been rendered against it. We, therefore, have no earnings nor operating expenses to report, as, the road being used exclusively as a coal road, all expenses for operating and maintenance of way are borne by the coal works using the road.

GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.			
Construction, . . . . .		\$28,172	36
Equipment, . . . . .		2,000	00
Deficit, . . . . .		4,360	28
		\$34,532	64
CR.			
Capital stock, . . . . .		\$15,000	00
Unfunded debt, . . . . .		19,532	64
		\$34,532	64

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$15,000 00

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

Personally appeared before me, Edward P. Loy, secretary, 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. 1879, according to the best of their knowledge and belief.

(Signed,)

EDWARD P. LOY, *Secretary.*

THOMAS DICKSON, *Treasurer.*

Sworn and subscribed before me this 23d day of February, A. D. 1880.

JAMES CORCORAN, *Alderman.*

R E P O R T

OF THE

*Elmira and Williamsport Railroad Company, for the  
 year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William C. Longstreth, President, . . . . .	Philadelphia.
Thomas Nellson, Secretary, . . . . .	Philadelphia.
Lewis P. Geiger, Treasurer, . . . . .	Philadelphia.

General offices at 308 Walnut street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
William D. Lewis, . . . . .	Florence, N. J.
Thomas Kimber, . . . . .	Richmond Hill, N. Y.
Thomas Neilson, . . . . .	Philadelphia.
William Read Fisher, . . . . .	Philadelphia.
Lewis P. Geiger, . . . . .	Philadelphia.
Thomas K. Longstreth, . . . . .	Philadelphia.

**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: Preferred, \$500,000; common, 500,000; total, . . . . .	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; common, 10,000; total, . . . . .	20,000	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<i>Funded Debt.</i>		
First mortgage bonds, extended for thirty years, from January 1, 1880, (due January 1, 1910, bear interest at six per cent., which is payable January 1 and July 1,) amount, . . . . .	\$1,000,000	00
Five per cent bonds, (due October 1, 1882, bear interest at five per cent., which is payable April 1 and October 1,) amount, . . . . .	570,000	00
Mortgage on real estate, Elmira, New York, (bear interest at seven per cent., which is payable February 1 and August 1,) amount, . . . . .	50,000	00
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, . . . . .	2,086,925	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.**

<i>Main Line.</i>	<i>MILES.</i>	
	<i>Whole length.</i>	<i>Length in Penn'a.</i>
Length of main line, from Williamsport, Pa., to Elmira, N. Y., . . . . .	76 <sup>7</sup> / <sub>16</sub>	69 <sup>1</sup> / <sub>16</sub>
Length of single main track, . . . . .	76 <sup>7</sup> / <sub>16</sub>	69 <sup>1</sup> / <sub>16</sub>
Length of track laid, if not completed, . . . . .	76 <sup>7</sup> / <sub>16</sub>	69 <sup>1</sup> / <sub>16</sub>

This road is leased to the Northern Central Railway Company, for 999 years from May 1, 1863.

Rent for the year 1879, . . . . .		\$165,000	00
<b>Payments.</b>			
Interest, . . . . .	\$102,000	00	
Dividends, . . . . .	60,000	00	
Organization expenses, . . . . .	3,000	00	
		165,000	00

The characteristics, doings of the year, earnings, and expenses will be embraced in the report furnished by the lessee.

**STOCK AND DIVIDENDS.**

Amount of preferred stock, . . . . .	\$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, 1879, three and one half per cent. on \$500,000 preferred stock. July 1, 1879, three and one half per cent. on \$500,000 preferred stock. May 1, 1879, two and one half per cent. on \$500,000 common stock. November 1, 1879, two and one half per cent. on \$500,000 common stock.

Number and per cent. of dividends: Two of three and one half per cent. on preferred, and two and one half per cent. on common stock.			
Amount paid in dividends, . . . . .		\$60,000	00

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. 1879, according to the best of their knowledge and belief.

(Signed.) WILLIAM C. LONGSTRETH, *President.*  
 LEWIS P. GEIGER, *Treasurer.*

Affirmed and subscribed before me, this 5th day of January, A. D. 1880  
 J. R. FOULKE, *Notary Public.*



# R E P O R T

OF THE

*Elmira and Williamsport Railroad, Northern Central  
Railway Company, Lessees, for the year end-  
ing December 31, 1879.*

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Williamsport, Pa., to Elmira, N. Y., . . . . .	78	70
Length of single main track, . . . . .	78	70
Aggregate length of main line and branches, . . . . .	78	70
Aggregate length of sidings and other track not above enumerated, . . . . .	23.1 <sup>1</sup> / <sub>100</sub>	15.1 <sup>1</sup> / <sub>100</sub>
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	101.1 <sup>1</sup> / <sub>100</sub>	85.1 <sup>1</sup> / <sub>100</sub>

### Gauge.

What is the gauge of your lines ? . . . . . 4.75 feet.

### Track.

Miles of iron rail in use, . . . . . 41.03  
 Miles of steel rail in use, . . . . . 60.6  
 Weight of rail per yard, { Iron, . . . . . 60 and 64 lbs.  
                                   { Steel, . . . . . 60 pounds.

### Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . . 27  
 Wooden bridges, number of, 26; aggregate length, . . . . . 3,960 feet.  
 Wooden trestles, number of, 1; aggregate length, . . . . . 92.67 feet.

### Stations.

Number of stations on main road, passenger and freight, . . . . . 21  
 Number of engine-houses and shops in Pennsylvania, 2;  
     total number entire road, . . . . . 3  
 Number of wood and water stations on main road, . . . . . 8

How is track laid and on what foundation? With oak and chestnut ties, and stone or gravel ballast.

**Equipment.**

Average number of cars in passenger trains, including baggage cars, . . . . .	4
Average number of cars in freight trains, . . . . .	24
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	124 tons.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	448 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	484
Same in Pennsylvania, . . . . .	218

**DOINGS OF THE YEAR.****Transportation and total Miles run.**

Number of miles run by passenger trains, . . . . .	147,951
Number of miles run by freight and coal trains, . . . . .	508,457
Number of through passengers for the year on main road, . . . . .	30,130
Number of passengers (all classes) carried in cars, . . . . .	121,681
Number of passengers carried one mile, . . . . .	3,703,977
Number of passengers carried one mile in Pennsylvania, . . . . .	3,244,923
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	693,040
Number of tons of freight carried one mile, . . . . .	61,336,074
Number of tons of freight carried one mile in Pennsylvania, . . . . .	55,045,195
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	1,118,692
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	22 miles.
Average rate of speed adopted by express trains, including stops, (miles per hour,) . . . . .	26 miles.
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	10 miles.

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

January, 1879, . . . . .	6,741	July, 1879, . . . . .	13,847
February, 1879, . . . . .	7,323	August, 1879, . . . . .	13,926
March, 1879, . . . . .	8,576	September, 1879, . . . . .	13,486
April, 1879, . . . . .	8,793	October, 1879, . . . . .	11,337
May, 1879, . . . . .	9,455	November 1879, . . . . .	10,039
June, 1879, . . . . .	6,978	December, 1879, . . . . .	11,810

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

Anthracite and bituminous coal, . . . . .	666,992	Stone, and lime, . . . . .	2,232
Petroleum and other oils, . . . . .	255	Agricultural products, . . . . .	232,137
Pig iron, . . . . .	4,234	Merchandise and manufactures, . . . . .	111,864
Railroad iron, . . . . .	29,985	Live stock, . . . . .	11,041
Other iron or castings, . . . . .	9,326	Lumber, . . . . .	44,221
Iron and other ores, . . . . .	1,483	Other articles, . . . . .	4,423

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

For first-class through and way passengers, . . . . . 2.648 cents.

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

For through freight, through coal, local freight, and local coal, per ton per mile, . . . . . .615 cents.

**MONTHLY EARNINGS FOR THE YEAR.**  
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$6,359 58
February, 1879, . . . . .			6,539 45
March, 1879, . . . . .			7,969 87
April, 1879, . . . . .			8,066 84
May, 1879, . . . . .			7,177 22
June, 1879, . . . . .			6,731 58
July, 1879, . . . . .			8,756 92
August, 1879, . . . . .			10,218 60
September, 1879, . . . . .			10,954 44
October, 1879, . . . . .			9,745 86
November, 1879, . . . . .			7,919 74
December, 1879, . . . . .			8,249 08
<b>Total, . . . . .</b>			<b>\$98,079 18</b>

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$24,447 67
February, 1879, . . . . .			25,101 74
March, 1879, . . . . .			29,285 09
April, 1879, . . . . .			26,973 83
May, 1879, . . . . .			20,894 14
June, 1879, . . . . .			19,879 28
July, 1879, . . . . .			29,699 20
August, 1879, . . . . .			30,049 50
September, 1879, . . . . .			40,065 81
October, 1879, . . . . .			41,077 09
November, 1879, . . . . .			45,546 60
December, 1879, . . . . .			44,321 72
<b>Total, . . . . .</b>			<b>\$377,331 17</b>

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .	\$614 85	\$503 73	\$450 55	\$1,569 13
February, 1879, . . . . .	641 79	508 74	441 30	1,586 83
March, 1879, . . . . .	614 86	204 51	429 16	1,248 53
April, 1879, . . . . .	614 85	6 72	410 58	1,032 15
May, 1879, . . . . .	641 79	321 80	346 14	1,309 73
June, 1879, . . . . .	614 86	652 10	429 78	1,696 69
July, 1879, . . . . .	641 79	658 21	402 63	1,697 63
August, 1879, . . . . .	614 85	545 21	633 65	1,788 71
September, 1879, . . . . .	614 86	732 97	390 35	1,728 18
October, 1879, . . . . .	641 79	682 47	941 44	2,265 70
November, 1879, . . . . .	614 85	623 47	23 77	1,262 09
December, 1879, . . . . .	614 86	1,177 47	910 61	2,702 94
<b>Total, . . . . .</b>	<b>\$7,486 00</b>	<b>\$6,607 40</b>	<b>\$5,799 91</b>	<b>\$19,893 31</b>

Total passenger earnings for the year, . . . . .	\$98,079	13
Total freight earnings for the year, . . . . .	577,331	17
Total earnings from all other sources, . . . . .	19,893	31
<b>Total earnings for the year, . . . . .</b>	<b>\$495,303</b>	<b>61</b>
Total earnings from all sources on whole length of line, . . . . .	\$495,303	61
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	444,503	24

**EXPENDITURES FOR OPERATING DURING THE YEAR.****Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$30,852	86
New steel rails, . . . . .	23,275	25
Repairs of bridges, . . . . .	22,184	63
Repairs of buildings and fixtures, . . . . .	4,544	65
All other expenses for maintenance of way, . . . . .	39,389	73
<b>Total for maintenance of way, . . . . .</b>	<b>\$120,247</b>	<b>12</b>
Cost per mile of road kept in repair, . . . . .	\$1,541	63
Proportion for Pennsylvania, . . . . .	107,914	08

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

Repairs of locomotives, . . . . .	\$30,872	71
Repairs of tools and machinery, . . . . .	3,720	44
Repairs of passenger, baggage, and mail cars, . . . . .	10	26
Repairs of freight cars, . . . . .	2,714	40
All other expenses for maintenance of motive power and cars, . . . . .	19,549	20
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$56,867</b>	<b>01</b>
Cost per mile of road operated, . . . . .	\$729	06
Proportion for Pennsylvania, . . . . .	51,034	49

**MISCELLANEOUS.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$28,241	57
Salaries, wages, and incidentals chargeable to freight department, . . . . .	85,998	96
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	9,613	89
Fuel—wood, . . . . .	2,488	61
Fuel—coal, . . . . .	87,317	64
Oil, waste, and tallow, . . . . .	4,679	17
Damages for loss of goods and baggage, . . . . .	190	05
Taxes, . . . . .	6,631	57
Insurance, . . . . .	314	52
Telegraph expenses, . . . . .	6,677	26
Amount paid other corporations or individuals for use of all other cars, . . . . .	57,994	21
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	17,677	46
<b>Total miscellaneous, . . . . .</b>	<b>\$257,819</b>	<b>91</b>
Amount per mile of road operated, . . . . .	3,305	38
Proportion for Pennsylvania, . . . . .	281,376	84
Total expenditures for operating the road, . . . . .	434,934	04
Expenses per mile of the road operated, . . . . .	5,576	07

**EARNINGS.**

Passenger transportation, local and through, . . . . .	\$98,079	13
Freight transportation, local and through, . . . . .	377,331	17
Mail service, . . . . .	7,488	00
Express service, . . . . .	6,607	40
Rents and miscellaneous receipts, . . . . .	5,799	91
<b>Total, . . . . .</b>	<b>\$495,398</b>	<b>61</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . . \$120,247 12		
Maintenance of motive power and cars, . . . . . 56,867 01		
Miscellaneous, . . . . . 257,819 91		
<b>Total operating expenses, being 87<sup>1</sup>/<sub>10</sub> per cent. of earnings, . . . . .</b>	<b>434,934</b>	<b>04</b>
<b>Net earnings, . . . . .</b>	<b>\$60,369</b>	<b>57</b>
Earnings per mile of road operated, . . . . .	\$6,350	04
Expenses per mile of road operated, . . . . .	5,576	07
<b>Net earnings, . . . . .</b>	<b>773</b>	<b>97</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 Company, at a fixed percentage of gross receipts.

**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.? Canada Southern Line, at a fixed percentage of through rates.

**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? Pullman Parlor Car Company. Parlor and sleeping cars.

**U. S. MAIL.**

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Compensation, (\$93 19<sup>1</sup>/<sub>2</sub> per mile,) dependent on amount of service performed. No contract made with post office department.

**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	5	1	6
Others, . . . . .						
<b>Total, . . . . .</b>		<b>1</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>6</b>

## Statement of each Accident.

March 28, 1879. C. B. Neish, brakeman; one finger jammed while coupling cars, at Dunnings.

April 25. At Ralston, J. L. McLees, brakeman, while coupling had hand jammed; two fingers and thumb on right hand amputated.

May 10. Guy Hendy, brakeman; flesh wound; two fingers; coupling.

May 24. H. G. Keys, brakeman; fell off train near Trout Run; head cut.

October 1. J. P. Hough, brakeman; Trout Run; had flesh wound to two fingers while coupling cars.

November 11. W. W. Terwieliger, conductor, was staking out cars when stake broke, one piece struck him and killed him instantly.

December 16. An extra train south struck a claw bar which trackmen had left lying on track; it flew and struck Richard Mathewson, track foreman, and broke his leg.

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STATE OF MARYLAND, }  
City of Baltimore, } ss:

Personally appeared before me, J. S. Leib, treasurer, of the Northern Central Railway Company, lessee, 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. 1879, according to the best of his knowledge and belief.

(Signed)

J. S. LEIB, *Treasurer.*

Sworn and subscribed to before me, this 19th day of February, A. D. 1880.

G. E. SANGSTON, *Notary Public.*

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

Personally appeared before me, A. J. Cassatt, vice president, of the Northern Central Railway Company, lessee, 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. 1879, according to the best of his knowledge and belief.

(Signed)

A. J. CASSATT, *Vice President.*

Sworn and subscribed before me, this 18th day of February, A. D. 1880.

JOHN C. SIMS, Junior, *Notary Public.*

**R E P O R T**

OF THE

*Erie and Pittsburgh Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
William L. Scott, President, . . . . .	Erie, Pa.
William Brewster, Secretary and Treasurer, . . . . .	Erie, Pa.
<i>Names of Directors.</i>	<i>Residences.</i>
William L. Scott, . . . . .	Erie, Pa.
David Dows, . . . . .	New York.
Milton Courtright, . . . . .	Erie, Pa.
Sidney T. Fairchild, . . . . .	Cazenovia, N. Y.
Charles M. Reed, . . . . .	Erie, Pa.
Joseph McCarter, . . . . .	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 \$996,500, . . . . .	1,101,550	00
Capital stock, total amount now paid in: \$1,001,900 at par, and ten per cent. on \$996,500, . . . . .	1,101,550	00
Capital stock, number of shares issued, . . . . .	39,938	
Capital stock, amount paid in on each share: \$50 on 20,038 shares, and ten per cent. on 19,900 shares, . . . . .		
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<b>Funded Debt.</b>		
First mortgage bonds, (due July 1, 1882, bear interest at seven per cent., which is payable 1st January and 1st July,) amount, . . . . .	\$291,700	00
Second mortgage bonds, (due March 1, 1890, bear interest at seven per cent., which is payable 1st April and 1st October,) amount, . . . . .	92,300	00
Consolidated mortgage bonds, (due July 1, 1898, bear interest at seven 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 seven per cent., which is payable 1st April and 1st October,) amount, . . . . .	745,000	00
Total amount now of funded debt, . . . . .	\$3,322,000	00

Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$21,886 04		
Debt incurred for any other purpose, and for what, . . . . .	30,101 50		
The amount now of floating debt, . . . . .		\$51,987	54
Total amount now of floating and funded debt, . . . . .		\$3,373,987	54
Funded debt, as per last report, . . . . .	\$3,322,000 00		
Floating debt, as per last report, . . . . .	60,785 30		
Total cash realized from capital stock and debt, . . . . .		\$3,792,635	05

## COST.

Total cost of entire road to date, (101 $\frac{3}{4}$ miles,) . . . . .	\$3,180,937	26
Average of same per mile of road laid, . . . . .	31,419	77
Proportion of same for Pennsylvania, (101 $\frac{3}{4}$ miles,) . . . . .	3,180,937	26
Total cost of entire equipment, . . . . .	1,895,725	18
Average cost of equipment per mile of road operated by company, . . . . .	18,725	06
Proportion of same for Pennsylvania, (101 $\frac{3}{4}$ miles,) . . . . .	1,895,725	18
Cost of road and equipment per mile, . . . . .	50,144	83
Proportion of same for Pennsylvania, (101 $\frac{3}{4}$ 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 the Pennsylvania Railroad Company for the period of nine hundred and ninety-nine years, from the 1st day of March, A. D. 1870, and which is operated, under the said lease, by the said Pennsylvania company.

## 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, 1879, one and three fourths per cent. on \$1,998,400, \$34,972; June 10, 1879, one and three fourths per cent. on \$1,998,400, \$34,972; September 10, 1879, one and three fourths per cent. on \$1,998,400, \$34,972; December 10, 1879, one and three fourths per cent. on \$1,998,400, \$34,972.

Number and per cent. of dividends: Four dividends, one and three fourths per cent. each, . . . . .	\$139,888	00
Amount paid in dividends, . . . . .	139,888	00
Paid to sinking fund, (profit and loss,) . . . . .	112	00

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

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. 1879, according to the best of their knowledge and belief.

(Signed,)

W. L. SCOTT, *President.*

WILLIAM BREWSTER, *Treasurer.*

Sworn and subscribed before me this 17th day of January, A. D. 1880.

W. S. BROWN, *Notary Public.*

**R E P O R T**

OF THE

*Pennsylvania Company, operating Erie and Pittsburgh Railroad, for the year ending December 31, 1879.*

**OFFICERS OF THE PENNSYLVANIA COMPANY.**

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President, . . . . .	Philadelphia.
J. N. McCullough, First Vice President, . . . . .	Pittsburgh.
William Thaw, Second Vice President, . . . . .	Pittsburgh.
T. D. Messler, Third Vice President and Comptroller, . . . . .	Pittsburgh.
Clifford S. Sims, Secretary, . . . . .	Philadelphia.
William H. Barnes, Treasurer, . . . . .	Pittsburgh.
J. T. Brooks, General Counsel, . . . . .	Pittsburgh.
F. Slataper, Chief Engineer, . . . . .	Pittsburgh.
J. D. Layng, General Manager, . . . . .	Pittsburgh.
J. M. Kimball, Division Superintendent, . . . . .	Erie.
William Stewart, General Freight Agent, . . . . .	Pittsburgh.
F. R. Myers, General Passenger and Ticket Agent, . . . . .	Chicago, Ill.

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from New Castle to Girard, 81; Dock Junction to Erie Dock, 3.468; total, . . . . .	84.468	84.468
Aggregate length of main line, . . . . .	84.468	84.468
Aggregate length of sidings and other track not above enumerated, . . . . .	26.510	26.510
Aggregate length of main line, sidings, and other track, . . . . .	110.978	110.978

Gauge.

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

Track.

Miles of iron rail in use, . . . . . 95.073  
 Miles of steel rail in use, . . . . . 15.905  
 Weight of rail per yard, { Iron, . . . . . 60 pounds.  
                                   { Steel, . . . . . 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . . 44  
 Wooden bridges, number of, 8; aggregate length, . . . . . 1,045 feet.  
 Stone bridges, number of, 4; aggregate length, . . . . . 60 feet.  
 Iron bridges, number of, 1; aggregate length, . . . . . 99 feet.  
 Wooden trestles, number of, 29; aggregate length, . . . . . 3,388 feet.  
 Combination, number of, 2; aggregate length, . . . . . 228 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Franklin division, Lake Shore and Michigan Southern railroad, at Jamestown; Atlantic and Great Western railroad, at one mile south of Shenango; Sharpsville railroad, at Sharpsville; Shenango Coal railroad, at one fourth mile north of Wheatland.

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

Stations.

Number of stations on main road: Passenger, 18; freight, 19; total, . . . . . 20  
 Number of engine-houses and shops in Pennsylvania, 4; total number entire road, . . . . . 4  
 Number of wood and water stations on main road, . . . . . 6

How is track laid, and on what foundation? Part of it with common fish-plate connection, and a portion with double angle fish-joint; and ballasted with coarse gravel, sand, and furnace cinder.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, . . . . .	24	\$7,000 00
Number of locomotives of more than 20 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
{ Stock, . . . . .	8	360 00
Number of platform gravel cars, . . . . .	22	150 00
Number of coal, ore, and stone cars, . . . . .	1,239	350 00
Number of caboose cars, . . . . .	12	400 00

Average number of cars in passenger trains, including baggage cars, . . . . .	3
Average number of cars in freight trains, . . . . .	15
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, . . . . .	534
Same in Pennsylvania, . . . . .	534

**DOINGS OF THE YEAR.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	147,673
Number of miles run by freight and coal trains, . . . . .	402,755
Number of through passengers for the year on main road, . . . . .	6,279
Number of passengers (all classes) carried in cars, . . . . .	125,942
Number of passengers carried one mile, . . . . .	2,592,556
Number of passengers carried one mile in Pennsylvania, . . . . .	2,592,556
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	21,415
Number of tons of freight carried one mile, . . . . .	41,094,312
Number of tons of freight carried one mile in Pennsylvania, . . . . .	41,094,312
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	715,282
Average rate of speed adopted by express trains, including stops, (miles per hour,) . . . . .	23
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	10

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

January, 1879, . . . . .	7,879	August, 1879, . . . . .	11,011
February, 1879, . . . . .	7,564	September, 1879, . . . . .	14,397
March, 1879, . . . . .	10,561	October, 1879, . . . . .	14,054
April, 1879, . . . . .	10,125	November, 1879, . . . . .	10,303
May, 1879, . . . . .	9,256	December, 1879, . . . . .	10,244
June, 1879, . . . . .	9,478		
July, 1879, . . . . .	11,570	Total, . . . . .	125,942

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

Anthracite coal, . . . . .	12	Agricultural products, . . . . .	6,805
Bituminous coal, . . . . .	360,072	Merchandise and manufactures, . . . . .	10,161
Petroleum and other oils, . . . . .	5,639	Live stock, . . . . .	3,923
Pig iron, . . . . .	53,412	Lumber, . . . . .	13,471
Railroad iron, . . . . .	414	Other articles, . . . . .	22,334
Other iron or castings, . . . . .	16,744	Coke, . . . . .	59,993
Iron and other ores, . . . . .	111,018		
Stone and lime, . . . . .	51,284	Total, . . . . .	715,282

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.

The rate per Ton (of 2,000 pounds,) per Mile charged for freight.

For through freight and through coal, per ton per mile, . . . . .	.798 cents.
For local freight and local coal, per ton per mile, . . . . .	1.122 cents.

#### MONTHLY EARNINGS FOR THE YEAR.

##### From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$569	47	\$4,160	92	\$4,730	39
February, 1879, . . . . .	554	90	4,120	84	4,675	74
March, 1879, . . . . .	603	91	5,852	96	6,456	87
April, 1879, . . . . .	720	22	5,879	99	6,600	21
May, 1879, . . . . .	766	78	5,331	78	6,098	56
June, 1879, . . . . .	739	60	5,321	56	6,561	16
July, 1879, . . . . .	1,527	85	6,247	94	7,775	79
August, 1879, . . . . .	1,957	06	6,618	67	8,575	73
September, 1879, . . . . .	2,250	47	6,994	19	9,244	66
October, 1879, . . . . .	1,119	70	7,595	77	8,715	47
November, 1879, . . . . .	656	75	5,735	69	6,392	44
December, 1879, approximated, . . . . .	760	50	5,951	34	6,711	84
Total, . . . . .	\$12,227	21	\$70,811	65	\$82,538	86

##### From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$1,362	48	\$25,616	00	\$26,978	48
February, 1879, . . . . .	1,770	13	14,309	70	16,079	83
March, 1879, . . . . .	2,023	98	24,484	34	26,508	32
April, 1879, . . . . .	858	04	44,071	12	44,929	16
May, 1879, . . . . .	887	14	52,923	60	53,810	74
June, 1879, . . . . .	668	34	41,167	64	41,835	98
July, 1879, . . . . .	722	30	41,990	72	42,713	02
August, 1879, . . . . .	722	62	38,948	56	39,671	18
September, 1879, . . . . .	739	60	42,899	57	43,639	17
October, 1879, . . . . .	1,116	37	44,259	73	45,376	10
November, 1879, . . . . .	884	99	34,988	02	35,873	01
December, 1879,* . . . . .	620	00	38,359	67	38,979	67
Total, . . . . .	\$12,375	94	\$444,018	67	\$456,394	61

\*Approximated.

From all other sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$786	08	\$290	87	\$84	23	\$1,161	13
February, 1879, . . .	786	08	344	58	156	27	1,286	88
March, 1879, . . .	786	08	385	96	3,006	10	4,178	09
April, 1879, . . .	786	08	432	68	829	29	2,048	00
May, 1879, . . .	786	08	441	10	1,107	28	2,334	36
June, 1879, . . .	786	08	443	31	973	64	2,202	98
July, 1879, . . .	786	08	438	70	1,219	75	2,444	48
August, 1879, . . .	786	08	265	07	1,074	89	2,125	99
September, 1879, . .	786	08	689	37	9,747	03	11,222	43
October, 1879, . . .	786	08	489	73	1,928	77	3,204	53
November, 1879, . .	770	97	560	80	2,801	19	4,132	96
December, 1879, *	786	08	526	40	1,214	52	2,526	95
<b>Total, . . . .</b>	<b>\$9,417</b>	<b>30</b>	<b>\$5,308</b>	<b>57</b>	<b>\$24,142</b>	<b>91</b>	<b>\$38,868</b>	<b>78</b>

Total passenger earnings for the year, . . . . .	\$82,538	86
Total freight earnings for the year, . . . . .	456,394	61
Total earnings from all other sources, . . . . .	38,868	78
<b>Total earnings for the year, . . . . .</b>	<b>\$577,802</b>	<b>25</b>
<b>Total receipts from all sources on whole length of line, . . . . .</b>	<b>\$577,802</b>	<b>25</b>

\*Approximated.

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$100,540	88
New iron rails, . . . . .	4,606	40
New steel rails, number of tons, 901,740, . . . . .	13,834	15
Repairs of bridges, . . . . .	17,332	56
Repairs of buildings and fixtures, . . . . .	10,394	33
Repairs of fences, . . . . .	2,186	02
All other expenses for maintenance of way, . . . . .	1,393	84
<b>Total for maintenance of way, . . . . .</b>	<b>\$150,237</b>	<b>68</b>
<b>Cost per mile of road kept in repair, . . . . .</b>	<b>\$1,480</b>	<b>17</b>

	Miles.
Length of road operated, New Castle to Girard, . . . . .	81
Dock Junction to docks, . . . . .	3.468
	<u>84.468</u>
Lake Shore and Michigan Southern railway, Girard to Erie, . . . . .	17
	<u>101.468</u>

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$12,855	89
Repairs of machinery, . . . . .	683	63
Repairs of passenger, baggage, and mail cars, . . . . .	3,305	51
Repairs of freight cars, . . . . .	67,413	51
All other expenses for maintenance of motive power and cars, . . . . .	8,750	64
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$83,009</b>	<b>18</b>
<b>Cost per mile of road operated, . . . . .</b>	<b>916</b>	<b>34</b>

## MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$23,492	20
Salaries, wages, and incidentals chargeable to freight department, . . . . .	98,463	77
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	6,240	11
Fuel—number of cords of wood, 2,503; cost, . . . . .	2,885	01
Fuel—number of tons of coal, 20,948; cost, . . . . .	20,719	55
Oil and waste, . . . . .	3,898	09
Damages for injuries to persons, . . . . .	392	45
Damages for cattle killed or injured, . . . . .	20	00
Damages for loss of goods and baggage, . . . . .	107	93
Taxes, . . . . .	4,624	93
Telegraph expenses, . . . . .	6,207	71
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	3,924	39
<b>Total miscellaneous, . . . . .</b>	<b>\$170,976</b>	<b>14</b>
<b>Amount per mile of road operated, . . . . .</b>	<b>\$1,684</b>	<b>49</b>
<b>Total expenditures for operating the road, . . . . .</b>	<b>414,223</b>	<b>00</b>
<b>Expenses per mile of the road operated, . . . . .</b>	<b>4,081</b>	<b>00</b>
<b>Expenses per mile of single track operated, not including sidings, . . . . .</b>	<b>4,081</b>	<b>00</b>
<b>Expenses per train mile, . . . . .</b>	<b>75</b>	<b><sup>25</sup>/<sub>100</sub></b>

## EARNINGS.

Passenger transportation, local, . . . . .	\$70,311 65	} Total,	\$84,538	86
Passenger transportation, through, . . . . .	12,227 21			
Freight transportation, local, . . . . .	\$444,018 67	} Total,	456,934	61
Freight transportation, through, . . . . .	12,875 94			
Mail service, . . . . .			9,417	30
Express service, . . . . .			5,308	55
All other sources of income, . . . . .			24,142	91
<b>Total, . . . . .</b>			<b>\$577,802</b>	<b>25</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$150,237 68			
Maintenance of motive power and cars, . . . . .	93,009 18			
Miscellaneous, . . . . .	170,976 14			
<b>Total operating expenses, \$414,223, being 71.4% per cent. of earnings, . . . . .</b>			<b>414,223</b>	<b>00</b>
<b>Net earnings, . . . . .</b>			<b>\$163,579</b>	<b>25</b>
<b>Earnings per mile of road operated, . . . . .</b>			<b>\$5,892</b>	<b>60</b>
<b>Expenses per mile of road operated, . . . . .</b>			<b>4,081</b>	<b>00</b>
<b>Net earnings, . . . . .</b>			<b>\$1,811</b>	<b>60</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. Rate, forty per cent. of gross receipts on money and freight business; rate, seventy per cent. of gross receipts on oyster business.

**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? \$9,417 30 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	7	. . . . .	1	1	8
Others, . . . . .	. . . . .	. . . . .	. . . . .	1	. . . . .	1
Total, . . . . .	1	7	. . . . .	2	1	9

**Statement of each Accident.**

1879. January 14. George Mathews, a brakeman in Erie yard, slipped while going between two cars to make a coupling, and in throwing up his hand to save himself from falling it was caught between the dead-woods and crushed so badly as to render amputation necessary, at the wrist.

March 6. William Mahoney, a brakeman, at Dock Junction, had the second finger of right hand taken off at the second joint, while coupling cars.

April 19. A man (name Shoemaker) on canal bridge at Kimberley's furnace, Sharon, while under the influence of liquor, was struck by switch engine, No. 413, while running very slow, and pushed off the end of the bridge, falling about ten feet, but not injuring him severely.

May 17. W. R. Blackford, a brakeman, at Dock Junction had three fingers of his right hand crushed so badly as to necessitate the amputation of the same. Accident happened while coupling running cars that were detached from the engine.

June 9. William Phillips, a brakeman, slipped while climbing on a car at Sharpsville, fell to the ground, and slightly injured his head and back.

July 4. Robert McQuillen, a track laborer, while attempting to board train No. 8, at Clarksville bridge, fell under the train; one arm was torn off and he was so internally injured that he died during the evening.

November 3. A. L. Blystone, a brakeman in Sharon yard, had the second finger of his left hand broken and the flesh of the hand cut while drawing a coupling pin. Accident was the cause of not using proper care on his part.

November 17. Jerry Shea, a track laborer at Erie dock, had his leg broken by a rail that had been taken out of the track, and flew back when thrown to one side on the ground, striking him on the leg.

November 18. Henry Quigley, a brakeman at Erie dock, was injured by being caught between two crippled cars he was attempting to couple, by the draw-heads slipping by each other and letting the cars come together; not seriously injured.

December 25. John Garner, a brakeman, had his ankle sprained by the handle of a turn-table breaking and throwing him to the ground, while turning the engine of train No. 9, at New Castle, Pa.

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. 1879, 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 4th day of February, A. D. 1880.

FRANK SEMPLE, *Notary Public.*

R E P O R T

OF THE

*Ebensburg and Cresson Railroad Company for the year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
A. A. Barker, President, . . . . .	Ebensburg.
Abel Lloyd, Secretary, . . . . .	Ebensburg.
F. H. Barker, Treasurer, . . . . .	Ebensburg.
R. L. Johnston, General Soliditor, . . . . .	Ebensburg.



<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.
Thomas Davis, . . . . .	Ebensburg.
Edward Roberts, . . . . .	Ebensburg.
Thomas Griffith, . . . . .	Ebensburg.
Richard Jones, . . . . .	Ebensburg.
F. H. Barker, . . . . .	Ebensburg.
Abel Lloyd, . . . . .	Ebensburg.

**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

**DEBT.**

<b>Funded Debt.</b>		
First mortgage bonds, (due 1881, bear interest at six per cent.,) amount, . . . . .	\$80,000	00
Total amount now of funded debt, . . . . .	\$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

**COST.**

Total cost of entire road to date, . . . . . \$122,000 00

**CHARACTERISTICS OF ROAD.**

<b>Main Line.</b>	<b>MILES.</b>	
	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.

## Bridges and Trestles.

Number of bridges and trestles on whole line, . . . .	1
Wooden bridges, number of, 1; aggregate length, . . . .	40 feet.

## Stations.

Number of stations on main road, passenger and freight, .	3
Number of engine-houses and shops in Pennsylvania, .	1
Number of wood and water stations on main road, . . . .	2
Value of real estate held by the company, exclusive of road-way, . . . . .	\$400 00

How is track laid, and on what foundation? On oak ties, partly stone and gravel ballast.

**Term and Conditions of Lease of Ebensburg and Cresson railroad to Pennsylvania Railroad Company.**

Lease dated March 6, A. D. 1862.

Term, 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, premium 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 Company,) for \$80,000, 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 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 and correct statement of the condition and affairs of said company, for the financial

NOTE.—This road is leased to the Pennsylvania Railroad Company for nine hundred and ninety-nine years—see conditions of lease on page —, therefore we are unable to make full or detailed report.

year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

A. A. BARKER, *President.*

F. H. BARKER, *Treasurer.*

Affirmed and subscribed before me, this 27th day of January, A. D. 1880.

RICHARD JONES, Junior, *J. P.*

# REPORT

OF THE

*Emlenton, Shippenville and Clarion Railway Company,  
for the year ending December 31, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William L. Fox, President, . . . . .	Foxburg, Pa.
Honorable J. M. Dickey, Vice President, . . . . .	Franklin, Pa.
Dawes E. Furness, Secretary and Treasurer, . . . . .	Foxburg, Pa.
C. W. Mackey, General Solicitor, . . . . .	Franklin, Pa.
Benjamin B. Newton, General Superintendent, . . . . .	Foxburg, Pa.

General offices at Foxburg, Clarion county.

<i>Names of Directors.</i>	<i>Residences.</i>
William L. Fox, . . . . .	Foxburg, Pa.
A. W. Smiley, . . . . .	Foxburg, Pa.
Samuel Tippet, . . . . .	Foxburg, Pa.
Benjamin B. Newton, . . . . .	Foxburg, Pa.
James B. Blakslee, . . . . .	St. Petersburg, Pa.
Honorable J. M. Dickey, . . . . .	Franklin, Pa.
C. W. Mackey, . . . . .	Franklin, Pa.
James Bennett, . . . . .	Emlenton, Pa.
P. F. Cribbs, . . . . .	Edenburg, 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, . . . . .	150,000	00

**DEBT.**

<b>Funded Debt.</b>	
First mortgage bonds, (due 1887, bear interest at 7 per cent., which is payable May 1 and November 1, semi-annually,) amount, . . . . .	\$150,000 00
Total amount now of funded debt, . . . . .	\$150,000 00
<b>Floating Debt.</b>	
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$9,910 48
The amount now of floating debt, . . . . .	9,910 48
Total amount now of floating and funded debt, . . . . .	\$150,910 48
Funded debt, as per last report, . . . . .	\$150,000 00
Floating debt, as per last report, . . . . .	8,476 10
Total cash realized from stock and debt, . . . . .	300,000 00

**COST.**

Total cost of entire road to date, . . . . .	\$313,476	05
Average of same per mile of road laid, . . . . .	10,449	20
Proportion of same for Pennsylvania, . . . . .	10,449	20
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, . . . . .	13,121	78
Proportion of same for Pennsylvania, . . . . .	13,121	78

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
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, . . . . .	2.4	2.4
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	32.1	32.1

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 64.2  
 Weight of rail per yard, iron, . . . . . 35 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 51  
 Wooden bridges, number of, 1; aggregate length, . . . . . 220 feet.  
 Wooden trestles, number of, 50; aggregate length, . . . . . 9,815 feet.

**Stations.**

Number of stations on main road, passenger and freight, . . . . .	20
Number of engine-houses and shops in Pennsylvania, 2; total number entire road, . . . . .	2
Number of wood and water stations on main road, . . . . .	6
Value of real estate held by the company, exclusive of road- way, . . . . .	\$666 00
Value of real estate held by the company, exclusive of road- way, 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 10 tons weight, . . . . .	5	\$6,377 80
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; trucks, 50; total, . . . . .	70	298 38
Number of caboose cars, . . . . .	2	300 00

Average number of cars in passenger trains, including bag- gage cars, . . . . .	4
Average number of cars in freight trains, . . . . .	4

**Employees.**

Average number of persons regularly employed by com- pany, including officials, . . . . .	75
Same in Pennsylvania, . . . . .	75

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of passengers, (all classes,) carried in cars, . . . . .	49,179
Number of passengers carried one mile, . . . . .	401,525
Number of passengers carried one mile in Pennsylvania, . . . . .	401,525
Number of tons of freight carried one mile, . . . . .	148,548 $\frac{1214}{1000}$
Number of tons of freight carried one mile in Pennsylvania, . . . . .	148,548 $\frac{1214}{1000}$
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	11,097 $\frac{1486}{1000}$
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	12
Average rate of speed adopted by express trains, includ- ing stops, (miles per hour,) . . . . .	12
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	12

## Monthly statement of Passengers (all classes) carried in Cars.

January, 1879, . . . . .	5,592	July, 1879, . . . . .	2,979
February, 1879, . . . . .	4,467	August, 1879, . . . . .	2,671
March, 1879, . . . . .	6,702	September, 1879, . . . . .	2,865
April, 1879, . . . . .	5,902	October, 1879, . . . . .	3,139
May, 1879, . . . . .	3,580	November, 1879, . . . . .	3,716
June, 1879, . . . . .	2,879	December, 1879, . . . . .	4,687

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

Anthracite coal, . . . . .	734 $\frac{1}{2}$	Merchandise and manufactures, . . . . .	6,336 $\frac{1}{2}$
Bituminous coal, . . . . .	1,935 $\frac{1}{2}$	Lumber, . . . . .	736 $\frac{1}{2}$
Agricultural products, . . . . .	1,160 $\frac{1}{2}$	Other articles, . . . . .	193 $\frac{1}{2}$

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

For local freight, per ton per mile, . . . . .	12 $\frac{1}{3}$ cents.
For local coal, per ton per mile, . . . . .	7 $\frac{2}{3}$ cents.

## MONTHLY EARNINGS FOR THE YEAR.

## From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .		\$2,824 75	
February, 1879, . . . . .		2,354 05	
March, 1879, . . . . .		3,545 60	
April, 1879, . . . . .		3,169 95	
May, 1879, . . . . .		2,072 28	
June, 1879, . . . . .		1,862 80	
July, 1879, . . . . .		1,663 05	
August, 1879, . . . . .		1,704 40	
September, 1879, . . . . .		1,854 50	
October, 1879, . . . . .		1,668 30	
November, 1879, . . . . .		2,066 10	
December, 1879, . . . . .		2,569 05	
Total, . . . . .		\$26,852 88	

## From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .		\$1,388 83	
February, 1879, . . . . .		1,370 16	
March, 1879, . . . . .		2,837 16	
April, 1879, . . . . .		1,959 91	
May, 1879, . . . . .		1,751 12	
June, 1879, . . . . .		1,174 06	
July, 1879, . . . . .		778 74	
August, 1879, . . . . .		845 07	
September, 1879, . . . . .		1,040 55	
October, 1879, . . . . .		1,397 48	
November, 1879, . . . . .		1,366 35	
December, 1879, . . . . .		1,483 90	
Total, . . . . .		\$17,393 83	

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . .	\$178	56	\$62	92	.	.	.	.
February, 1879, . .	246	50	50	18	.	.	.	.
March, 1879, . . . . .	.	.	47	74	.	.	.	.
April, 1879, . . . . .	146	76	52	51	.	.	.	.
May, 1879, . . . . .	278	16	55	47	.	.	.	.
June, 1879, . . . . .	.	.	60	89	.	.	.	.
July, 1879, . . . . .	.	.	45	80	.	.	.	.
August, 1879, . . . . .	424	57	40	55	.	.	.	.
September, 1879, . . . . .	.	.	46	27	.	.	.	.
October, 1879, . . . . .	111	12	42	00	.	.	.	.
November, 1879, . . . . .	.	.	45	68	.	.	.	.
December, 1879, . . . . .	314	00	53	21	\$40	61	.	.
Total, . . . . .	\$1,699	67	\$608	17	\$40	61	\$2,348	45

Total passenger earnings for the year, . . . . .	\$26,852	83
Total freight earnings for the year, . . . . .	17,393	83
Total earnings from all other sources, . . . . .	2,343	45
Total earnings for the year, . . . . .	\$46,589	61
Total receipts from all sources on whole length of line, . . . . .	\$46,589	61
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	46,589	61

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages, . . . . .	\$50	00
Passenger and freight-houses, . . . . .	55	23
Engine-houses, car sheds, wood and coal sheds, and water tanks, . . . . .	5	00
Any other expenditures chargeable to this account, . . . . .	535	18
Total, . . . . .	\$645	36
Proportion for Pennsylvania, . . . . .	\$645	36

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$5,591	12
Repairs of bridges and trestles, . . . . .	1,082	52
Repairs of fences, . . . . .	17	14
All other expenses for maintenance of way, . . . . .	3,412	50
Total for maintenance of way, . . . . .	\$10,103	28
Cost per mile of road kept in repair, . . . . .	\$336	77
Proportion for Pennsylvania, . . . . .	336	77

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$2,553	17
Repairs of machinery, . . . . .	220	75
Repairs of passenger, baggage, and mail cars, . . . . .	472	59
Repairs of freight cars, . . . . .	278	42
All other expenses for maintenance of motive power and cars, . . . . .	947	25
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$4,472</b>	<b>18</b>
Cost per mile of road operated, . . . . .	149	07
Proportion for Pennsylvania, . . . . .	149	07

## MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$6,624	50
Salaries, wages, and incidentals chargeable to freight department, . . . . .	7,305	76
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	1,155	92
Fuel—number of cords of wood, 90; cost, . . . . .	108	00
Fuel—number of tons of coal, 1,709; cost, . . . . .	2,135	74
Oil and waste, . . . . .	487	07
Damages for loss of goods and baggage, . . . . .	79	01
Taxes, . . . . .	618	16
Insurance, . . . . .	113	00
Telegraph expenses, . . . . .	1,571	50
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	8,716	12
<b>Total miscellaneous, . . . . .</b>	<b>\$23,714</b>	<b>87</b>
Amount per mile of road operated, . . . . .	\$790	49
Proportion for Pennsylvania, . . . . .	790	49
Total expenditures for operating the road, . . . . .	38,290	33
Total charged to road and equipment, . . . . .	38,985	69
Expenses per mile of the road operated, . . . . .	1,276	34

## EARNINGS.

Passenger transportation, local, . . . . .	\$26,852	88
Freight transportation, local, . . . . .	17,393	33
Mail service, . . . . .	1,699	67
Express service, . . . . .	603	17
All other sources of income, . . . . .	40	61
<b>Total, . . . . .</b>	<b>\$46,589</b>	<b>61</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$10,108	28
Maintenance of motive power and cars, . . . . .	4,472	18
Miscellaneous, . . . . .	23,714	87
<b>Total operating expenses, being 82 per cent. of earnings, . . . . .</b>	<b>38,200</b>	<b>33</b>
<b>Less interest, . . . . .</b>	<b>51</b>	<b>35</b>
<b>Net earnings, . . . . .</b>	<b>\$8,247</b>	<b>33</b>
Earnings per mile of road operated, . . . . .	\$1,552	96
Expenses per mile of road operated, . . . . .	1,276	34
<b>Net earnings, . . . . .</b>	<b>\$276</b>	<b>64</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.? Union Express, 1½ first-class freight rates.

**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? \$56 65 per mile per year.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . .	\$150,000 00
Number and per cent. of dividends: No. 2, 8½ per cent., \$150,000, \$12,750; No. 3, 16½ per cent., \$104,500, \$17,556.	
Amount paid in dividends, . . . . .	30,306 00

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

Personally appeared before me, Benjamin B. Newton, superintendent, and Dawes E. Furness, treasurer, of the Emlenton, Shipperville, 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, 1879, according to the best of their knowledge and belief.

(Signed) BENJ. B. NEWTON, *Superintendent.*  
DAWES E. FURNESS, *Treasurer.*

Sworn and subscribed before me, this 26th day of February, 1880.  
E. W. FLANDERS, *Notary Public.*

**R E P O R T**

OF THE

*Fayette County Railroad Company, for the year ending  
November 30, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
William Beeson, President, . . . . .	Unlontown, Pa.
Jasper M. Thompson, Secretary and Treasurer, . . . . .	Unlontown, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
William Beeson, . . . . .	Uniontown.
Ewing Brownfield, . . . . .	Uniontown.
Richard Miller, . . . . .	Uniontown.
J. M. Thompson, . . . . .	Uniontown.
E. B. Dawson, . . . . .	Uniontown.
Daniel Kaine, . . . . .	Uniontown.
J. K. Ewing, . . . . .	Uniontown.

**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 there were donations, \$1,040, . . . . .	125,395	71
Capital stock, total amount now paid in, . . . . .	125,395	71
Capital stock, number of shares issued, . . . . .	2,148	
Capital stock, amount paid in on each share, . . . . .	16	66 $\frac{1}{2}$
Capital stock, par value of each share, . . . . .	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, Pa., to Connellsville, Pa., . . . . .	12 $\frac{1}{2}$	All.
Length of single main track, . . . . .	12 $\frac{1}{2}$	All.
Aggregate length of main line and branches, . . . . .	12 $\frac{1}{2}$	All.
Aggregate length of main line, branches, leased roads, sidings, and other track: These are continually changing to accommodate coke works, and are supposed to be near 500 feet.		

**Gauge.**

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

**Track.**

Miles of iron rail in-use, . . . . . 12.66 $\frac{2}{3}$   
 Weight of rail per yard, iron, about one fourth of the road  
 56 pounds, balance, . . . . . 48 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 23  
 Wooden bridges, number of, 22; aggregate length, supposed to be, . . . . . 2,000 feet.  
 Wooden trestles, number of, 1; aggregate length, . . . . . 150 feet.

**Crossings.**

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Southwest Pennsylvania railway, at Connellsville, over grade.

**Stations.**

Number of stations on main road: Passenger, 7; freight,  
 9; total, . . . . . 16  
 Number of water stations on main road, . . . . . 1

How is track laid and on what foundation? On cross-ties laid on broken stone, and filled between with broken stones.

**EARNINGS.**

Rents, . . . . .	\$9,000	00
Total, . . . . .	\$9,000	00
<b>Operating Expenses.</b>		
Miscellaneous: Taxes, \$429 60; other expenses, \$3 08, . . . . .	\$432	68
Total operating expenses, being about five per cent. of earnings,	432	68
Net earnings, . . . . .	\$3,567	32

**EXPRESS COMPANIES.**

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Baltimore and Ohio Express, Baltimore and Ohio railroad for terms, &c.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding: Capital stock, \$107,400 00  
 Rate and date of all cash dividends on stock of original and consolidated companies: Quarterly dividends of two per cent. or eight per cent., annually, were declared January 1, April 1, July 1, and October 1, 1879.  
 Number and per cent. of dividends: Four dividends, eight per cent.  
 Amount paid in dividends, . . . . . 8,592 00

The Fayette County railroad is leased to the Pittsburgh and Connellsville Railroad Company for ninety-nine years, from November 1, 1864, and all questions not answered by us are supposed to fall to them.

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

Personally appeared before me, William Beeson, president, and 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. 1879, according to the best of their knowledge and belief.

(Signed,)

WILLIAM BEESON, *President.*

J. M. THOMPSON, *Treasurer.*

Sworn and subscribed before me, this 24th day of February, A. D. 1880.

MARSHALL N. LEWIS, *Justice of the Peace.*

## R E P O R T .

OF THE

*Fall Brook Coal Company, Lessees and Operators of the  
Corning, Cowanesque and Antrim Railway Com-  
pany, for the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
George J. Magee, President, . . . . .	Watkins, Schuyler county, N. Y.
John Lang, Secretary and Treasurer, . . . . .	Corning, Steuben county, N. Y.
Anton Hardt, Chief Engineer, . . . . .	Wellsboro, Tioga county, N. Y.
A. H. Gorton, General Superintendent, . . . . .	Corning Steuben county, N. Y.
H. A. Horning, General Freight and Passenger Ag't, . . . . .	Corning, Steuben county, N. Y.
John H. Lang, General Auditor, . . . . .	Corning, Steuben county, N. Y.

### COST.

Total cost of entire equipment,* . . . . .	\$528,887	13
Average cost of equipment per mile of road operated by company, . . . . .	8,672	82
Proportion of same for Pennsylvania, $\frac{55}{144}$ , . . . . .	202,006	10

\* The above equipment is used by Fall Brook Coal Company in operating the Corning, Cowanesque and Antrim railway, the Syracuse, Geneva and Corning railway, and Geneva and Lyons railroad. Total miles of road operated 144, of which 55 miles is in the State of Pennsylvania.

<i>Equipment.</i>	<i>Number.</i>	<i>Average cost of each.</i>
Number of locomotives of more than 40 tons weight, . . . . .	6	\$7,200 00
Number of locomotives of more than 30 tons weight, . . . . .	15	5,600 00
Number of first-class passenger cars, . . . . .	7	3,900 00
Number of second-class passenger cars, . . . . .	4	2,200 00
Number of baggage, mail, and express cars, . . . . .	6	2,000 00
Number of freight cars, { House cars, . . . . . 87 } { Trucks, { Gondolas, . . . . . 110 } 163 } { Lumber cars, . . . . . 53 }	200	{ 540 00 } { 325 00 }
Number of coal dumps, four-wheeled, . . . . .	775	210 00
Number of gravel cars, . . . . .	37	110 00
Number of caboose cars, . . . . .	13	420 00
Number of wrecking and tool cars, . . . . .	2	700 00

Average number of cars in passenger trains, including baggage cars, . . . . .	2
Average number of cars in freight trains, eight-wheels, . . . . .	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, . . . . .	310 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	230
Same in Pennsylvania, . . . . .	85

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	56,653
Number of miles run by freight trains, . . . . .	24,101
Number of miles run by coal trains, . . . . .	107,708
Number of through passengers for the year on main road, . . . . .	2,179
Number of passengers (all classes) carried in cars, . . . . .	60,668
Number of passengers carried one mile, . . . . .	1,086,713
Number of passengers carried one mile in Pennsylvania, . . . . .	624,475
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	230,214
Number of tons of freight carried one mile, . . . . .	19,514,527
Number of tons of freight carried one mile in Pennsylvania, . . . . .	10,009,685
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	707,885
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, 1879, . . . . .	3,441	July, 1879, . . . . .	5,965
February, 1879, . . . . .	2,895	August, 1879, . . . . .	10,116
March, 1879, . . . . .	4,560	September, 1879, . . . . .	5,894
April, 1879, . . . . .	4,609	October, 1879, . . . . .	5,122
May, 1879, . . . . .	4,244	November, 1879, . . . . .	4,648
June, 1879, . . . . .	4,242	December, 1879, . . . . .	4,982

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

Anthracite and bituminous coal, . . . . .	653,064	Agricultural products, . . . . .	4,877
Petroleum and other oils, . . . . .	160	Merchandise and manufactures, . . . . .	14,999
Railroad iron, . . . . .	510	Live stock, . . . . .	40
Other iron or castings, . . . . .	80	Lumber, . . . . .	28,689
Stone and lime, . . . . .	450	Other articles, . . . . .	5,266

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 cents.
For through coal, per ton per mile, . . . . .	2½ cents.
For through coal, not less than 100,000 tons, per ton per 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, 1879, . . . . .			\$1,853 96
February, 1879, . . . . .			1,491 67
March, 1879, . . . . .			2,290 87
April, 1879, . . . . .			2,360 53
May, 1879, . . . . .			2,224 66
June, 1879, . . . . .			2,076 03
July, 1879, . . . . .			2,957 14
August, 1879, . . . . .			3,524 07
September, 1879, . . . . .			3,071 11
October, 1879, . . . . .			2,708 73
November, 1879, . . . . .			2,444 39
December, 1879, . . . . .			2,509 66
<b>Total, . . . . .</b>			<b>\$29,512 32</b>

From Transportation of Freight.

MONTHS.	Through.*	Local.*	Total.
January, 1879, . . . . .			\$15,057 50
February, 1879, . . . . .			19,797 41
March, 1879, . . . . .			19,959 79
April, 1879, . . . . .			21,584 33
May, 1879, . . . . .			22,069 54
June, 1879, . . . . .			24,630 92
July, 1879, . . . . .			20,995 32
August, 1879, . . . . .			21,795 20
September, 1879, . . . . .			25,238 75
October, 1879, . . . . .			30,079 40
November, 1879, . . . . .			28,194 92
December, 1879, . . . . .			32,737 39
<b>Total, . . . . .</b>			<b>\$282,140 47</b>

\* No apportionment made.

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$651	88	\$243	41	1	15	\$695	89
February, 1879, . . .			92	66	8	93	101	59
March, 1879, . . .	303	69	54	01	26	84	384	54
April, 1879, . . .	582	08	78	42	51	58	712	08
May, 1879, . . .			127	26	7	13	134	39
June, 1879, . . .			219	28	25	22	244	50
July, 1879, . . .	885	77	419	15	1	08	1,306	00
August, 1879, . . .			327	34	9	68	337	02
September, 1879, . . .	210	59	279	65	29	34	519	58
October, 1879, . . .	675	16	331	86	13	99	1,021	01
November, 1879, . . .			228	04	247	47	473	51
December, 1879, . . .	304	46	217	40	23	01	544	87
<b>Total, . . . . .</b>	<b>\$3,613</b>	<b>08</b>	<b>\$2,616</b>	<b>48</b>	<b>\$445</b>	<b>42</b>	<b>\$6,674</b>	<b>98</b>

Total passenger earnings for the year, . . . . .	\$29,512	32
Total freight earnings for the year, . . . . .	282,140	47
Total earnings from all other sources, . . . . .	6,674	98
Total earnings, rolling stock on Syracuse, Geneva and Corning railway, . . . . .	135,686	88
<b>Total earnings for the year, . . . . .</b>	<b>\$454,014</b>	<b>65</b>
Total receipts from all sources on whole length of line, as above, . . . . .	\$454,014	65
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	185,530	08

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Passenger and freight houses, . . . . .	\$847	94
New locomotives, number, 2, . . . . .	12,900	00
New passenger cars, number, 2, . . . . .	6,500	00
New mail and baggage cars, number, 1, . . . . .	1,800	00
New freight cars: Gondolas, number, 50, . . . . .	16,000	00
New machine shops, machinery, and tools, . . . . .	3,500	00
Any other expenditures chargeable to this account: Inspectors' steam car, . . . . .	850	00
<b>Total, . . . . .</b>	<b>\$42,397</b>	<b>94</b>

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

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

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$48,188	80
New iron and steel rails, . . . . .	19,651	77
Repairs of bridges, . . . . .	1,850	23
Repairs of fences, . . . . .	630	00
All other expenses for maintenance of way: Narrowing gauge, Fall Brook branch, . . . . .	3,479	03
<b>Total for maintenance of way, . . . . .</b>	<b>\$73,799</b>	<b>83</b>
Cost per mile of road kept in repair, . . . . .	\$1,039	44
Proportion for Pennsylvania, . . . . .	57,169	20

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, including narrowing gauge of locomotives, (2,)	\$28,103	84
Repairs of machinery, . . . . .	3,850	50
Repairs of passenger, baggage, mail, and freight cars, including narrowing gauge of cars, . . . . .	49,937	17
Total for maintenance of motive power and cars, . . . . .	\$81,891	51
Cost per mile of road operated, . . . . .	\$568	69
Proportion for Pennsylvania, . . . . .	40,378	99

## MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger and freight department, . . . . .	\$70,316	37
Fuel—cost, . . . . .	54,236	09
Oil and waste, . . . . .	6,098	70
Damages for injuries to persons, . . . . .	110	00
Damages for cattle killed or injured, . . . . .	10	00
Damages to property, including damages by fire, . . . . .	69	06
Taxes, . . . . .	10,462	54
Telegraph expenses, . . . . .	1,997	85
Amount paid other corporations or individuals for use of all other cars, . . . . .	12,467	63
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	14,852	74
Total miscellaneous, . . . . .	\$170,620	95
Amount per mile of road operated, . . . . .	\$1,185	00
Proportion for Pennsylvania, . . . . .	84,135	00
Total expenditures for operating the road, . . . . .	326,312	29
Total charged to road and equipment, . . . . .	42,397	94
Expenses per mile of the road operated, . . . . .	3,875	30
Proportion for Pennsylvania, . . . . .	181,681	19

## EARNINGS.

Passenger transportation, local and through, . . . . .	\$29,512	32
Freight transportation, local and through, . . . . .	282,140	47
Mail service, . . . . .	8,613	06
Express service, . . . . .	2,616	48
All other sources of income, . . . . .	186,152	30
Total, . . . . .	\$454,014	65
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$73,799	83
Maintenance of motive power and cars, . . . . .	81,891	51
Miscellaneous, . . . . .	170,620	95
Total operating expenses, being 71 $\frac{3}{10}$ per cent. of earnings, including cost, narrowing gauge of road, and rolling stock, . . . . .	326,312	29
Net earnings, applied on rental, . . . . .	\$127,702	36
Earnings per mile of road operated, . . . . .	\$6,394	57
Expenses per mile of road operated, . . . . .	4,595	95
Net earnings, . . . . .	\$1,798	62

The foregoing figures include the cost of maintenance and operating expenses of the Fall Brook and Cowanesque branches, and the earnings derived from same; also, the receipts for rolling stock furnished the Syracuse, Geneva, and Corning railway, and motive power and car service in running coal trains between Corning and Watkins, New York, over the Erie and Northern Central railway. The salaries paid engineers and firemen: also, fuel, &c. for locomotives on the S., G. and C. railway, and between Corning and Watkins, charged in the operating expenses.



**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, pay first-class rates, which includes all charges.

**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? On main line, \$48 60 per mile; on branches, \$42 12 per mile.

**ACCIDENTS TO PERSONS.**

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Employés, . . . . .	. . . . .	. . . . .	1	3	1	3
Others, . . . . .	. . . . .	. . . . .	. . . . .	1	. . . . .	1
<b>Total, . . . . .</b>	. . . . .	. . . . .	. . . . .	. . . . .	1	4

**Statement of each Accident.**

April 5, 1879. Stewart Owen, brakeman; hand bruised, coupling cars in Corning yard.

July 28. Jacob Young, switchman; hand bruised, coupling cars in Corning yard.

October 22. James F. Young, baggageman; fell off rear end of train, while backing up in Corning yard; train run over him, and was killed.

November 10. Warren Cady, switchman; body slightly bruised, coupling cars in Corning yard.

December 16. Francis Short; attempted to drive across the track at Niles' Valley road crossing, ahead of train No. 1, bound south, was struck by locomotive and injured about the head, not seriously.

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

Personally appeared before me, George J. Magee, president, and John Lang, treasurer, of the Fall Brook Coal Company, lessees of the C., C. and A. 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. 1879, according to the best of their knowledge and belief.

(Signed,)

GEO. J. MAGEE, *President.*

JOHN LANG, *Treasurer.*

Sworn and subscribed before me this 31st day of January, A. D. 1880.

J. N. LANG, *Commissioner for Pennsylvania.*

# R E P O R T

OF THE

*Foxburg, St. Petersburg, and Clarion Railroad Company, for the year ending December 31, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William L. Fox, President, . . . . .	Foxburg.
James B. Blakslee, Vice President, . . . . .	St. Petersburg.
Dawes E. Furness, Secretary and Treasurer, . . . . .	Foxburg.
James B. Knox, General Solicitor, . . . . .	Clarion.
Benjamin B. Newton, General Superintendent, . . . . .	Foxburg.

General offices at Foxburg, Clarion county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
William L. Fox, . . . . .	Foxburg.
A. W. Smiley, . . . . .	Foxburg.
Benjamin B. Newton, . . . . .	Foxburg.
James B. Blakslee, . . . . .	St. Petersburg.
Joel Fink, . . . . .	St. Petersburg.
H. Collner, . . . . .	St. Petersburg.
J. V. Ritta, . . . . .	St. Petersburg.

## 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, . . . . .	97,817	50
Capital stock, number of shares issued, . . . . . 2,000		
Capital stock, par value of each share, . . . . .	50	00

## DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due January 1, 1883, or January 1, 1893, bear interest at seven per cent., which is payable semi-annually,) amount,	\$66,048	16
Total amount now of funded debt, . . . . .	\$66,048	16
<i>Floating Debt.</i>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$3,074	88
The amount now of floating debt, . . . . .	3,074	88
Total amount now of floating and funded debt, . . . . .	\$69,122	54
Funded debt, as per last report, . . . . .	\$65,798	16
Floating debt, as per last report, . . . . .	3,731	09
Total cash realized from capital stock and debt, . . . . .	\$168,865	66

**COST.**

Total cost of entire road to date, . . . . .	\$121,264	68
Average of same per mile of road laid, . . . . .	9,328	05
Proportion of same for Pennsylvania, . . . . .	9,328	05
Total cost of entire equipment, . . . . .	39,685	98
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, . . . . .	12,378	51
Proportion of same for Pennsylvania, . . . . .	12,378	51

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Foxburg to Jefferson, . . . . .	13.2	13.2

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 26.4

Weight of rail per yard, iron, . . . . . 40 pounds.

**Bridges and Trestles.**

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.

Number of stations on main road: Passenger, 8; freight, 8; total, . . . . . 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, splice bar joints, and broken stone ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than ten 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, . . . . .	6	365 00
Number of coal, ore, and stone cars, . . . . .	12	240 00
Number of caboose cars, . . . . .	1	275 00

Average number of cars in passenger trains, including baggage cars, . . . . .	4
Average number of cars in freight trains, . . . . .	4

**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 passengers (all classes) carried in cars, . . . . .	29,453
Number of passengers carried one mile, . . . . .	187,695
Number of passengers carried one mile in Pennsylvania, . . . . .	187,695
Number of tons of freight carried one mile, . . . . .	55,132
Number of tons of freight carried one mile in Pennsylvania, . . . . .	55,132
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	5,202,113 <del>8</del>
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,) . . . . .	12

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

January, 1879, . . . . .	2,120	July, 1879, . . . . .	1,951
February, 1879, . . . . .	1,922	August, 1879, . . . . .	2,510
March, 1879, . . . . .	2,779	September, 1879, . . . . .	2,619
April, 1879, . . . . .	2,998	October, 1879, . . . . .	2,332
May, 1879, . . . . .	1,884	November, 1879, . . . . .	2,886
June, 1879, . . . . .	2,257	December, 1879, . . . . .	3,195

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

Anthracite coal, . . . . .	526,111 <del>8</del>	Merchandise and manufactures, 3,948,111 <del>8</del>	
Bituminous coal, . . . . .	47	Lumber, . . . . .	190
Agricultural products, . . . . .	811,111 <del>8</del>	Other articles, . . . . .	175,111 <del>8</del>

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

For first-class way passengers, . . . . .	6 cents.
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**The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.**

For local freight, per ton per mile, . . . . .	12 $\frac{1}{2}$ cents.
For local coal, per ton per mile, . . . . .	7 $\frac{1}{2}$ cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879,		\$799 85	
February, 1879,		776 60	
March, 1879,		1,164 25	
April, 1879,		1,271 25	
May, 1879,		769 92	
June, 1879,		917 40	
July, 1879,		894 48	
August, 1879,		884 75	
September, 1879,		822 45	
October, 1879,		864 57	
November, 1879,		970 95	
December, 1879,		1,309 75	
Total, . . . . .		\$11,445 67	

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879,		\$212 04	
February, 1879,		200 91	
March, 1879,		326 40	
April, 1879,		361 88	
May, 1879,		571 79	
June, 1879,		552 99	
July, 1879,		521 63	
August, 1879,		774 19	
September, 1879,		952 91	
October, 1879,		1,094 41	
November, 1879,		1,111 49	
December, 1879,		1,014 48	
Total, . . . . .		\$7,685 12	

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879,	\$398 51	\$11 06		
February, 1879,		8 57	\$0 50	
March, 1879,		10 93		
April, 1879,	283 86	14 29		
May, 1879,		36 97		
June, 1879,		40 59		
July, 1879,		30 53		
August, 1879,		27 04		
September, 1879,		30 85		
October, 1879,		28 00		
November, 1879,		30 42		
December, 1879,		35 47		
Total, . . . . .	\$662 87	\$304 72	\$0 50	967 59

Total passenger earnings for the year, . . . . .	\$11,445	67
Total freight earnings for the year, . . . . .	7,685	12
Total earnings from all other sources, . . . . .	967	59
Total earnings for the year, . . . . .	\$20,098	88
Total receipts from all sources on whole length of line, . . . . .	\$20,098	88
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	20,098	88

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Land or land damages, . . . . .	\$1,153	78
Any other expenditures chargeable to this account, . . . . .	177	25
Total, . . . . .	\$1,331	08
Proportion for Pennsylvania, . . . . .	\$1,331	08

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

*Cost of Maintenance of Ways and Buildings.*

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$3,565	31
Repairs of bridges and trestles, . . . . .	344	45
Repairs of fences, . . . . .	72	36
All other expenses for maintenance of way, . . . . .	3,014	81
Total for maintenance of way, . . . . .	\$6,996	93
Cost per mile of road kept in repair, . . . . .	\$538	23
Proportion for Pennsylvania, . . . . .	538	23

*Cost of Maintenance of Motive Power and Cars.*

Repairs of locomotives, . . . . .	\$665	25
Repairs of machinery, . . . . .	28	50
Repairs of passenger, baggage, and mail cars, . . . . .	227	20
Repairs of freight cars, . . . . .	185	81
All other expenses for maintenance of motive power and cars, . . . . .	934	42
Total for maintenance of motive power and cars, . . . . .	\$2,041	18
Cost per mile of road operated, . . . . .	157	01
Proportion for Pennsylvania, . . . . .	157	01

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, . .	\$3,982	92
Salaries, wages, and incidentals chargeable to freight department, . .	3,005	06
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . .	688	11
Fuel—wood, . . . . .	54	00
Fuel—coal, . . . . .	1,084	86
Oil and waste, . . . . .	249	14
Damages for loss of goods and baggage, . . . . .		40
Taxes, . . . . .	489	91
Telegraph expenses, . . . . .	11	20
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	2,620	51
<b>Total miscellaneous, . . . . .</b>	<b>\$12,186</b>	<b>11</b>
Amount per mile of road operated, . . . . .	\$937	40
Proportion for Pennsylvania, . . . . .	937	40
Total expenditures for operating the road, . . . . .	21,224	22
Total charged to road and equipment, . . . . .	22,555	25
Expenses per mile of the road operated, . . . . .	1,735	02

EARNINGS.

Passenger transportation, local and through, . . . . .	\$11,445	67
Freight transportation, local and through, . . . . .	7,685	12
Mail service, . . . . .	682	37
Express service, . . . . .	304	72
All other sources of income, . . . . .		50
<b>Total, . . . . .</b>	<b>\$20,096</b>	<b>38</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$6,996	93
Maintenance of motive power and cars, . . . . .	2,041	18
Miscellaneous, . . . . .	12,186	11
Interest account, . . . . .	77	23
<b>Total operating expenses, being 103 per cent. of earnings, . . . .</b>	<b>21,301</b>	<b>45</b>
<b>Deficit, . . . . .</b>	<b>\$1,203</b>	<b>07</b>
Earnings per mile of road operated, . . . . .	\$1,546	08
Expenses per mile of road operated, . . . . .	1,638	57
<b>Deficit, . . . . .</b>	<b>92</b>	<b>54</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. ? Union Express ; 1½ first-class freight rates.

STATE OF PENNSYLVANIA, }  
County of Clarion, } s :

Personally appeared before me, Benjamin B. Newton, superintendent, and Dawes E. Furness, treasurer, of the Foxburg, St. Petersburg and Clarion Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the 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.)

BENJ. B. NEWTON, *Superintendent.*

DAWES E. FURNESS, *Treasurer.*

Sworn and subscribed before me this 26th day of February, A. D. 1880.

E. W. FLANDERS, *Notary Public.*

## R E P O R T

OF THE

*Frankford and Holmesburg Railroad Company, for the  
year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Lewis Thompson, President, . . . . .	Philadelphia.
B. F. Crispin, Secretary, . . . . .	Philadelphia.
Maxwell Rowland, Treasurer, . . . . .	Holmesburg.

General offices at Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Andreas Hartel, . . . . .	Holmesburg.
Presley Blakiston, . . . . .	Philadelphia.
George L. Clark, . . . . .	Holmesburg.
Josiah Bacon, . . . . .	Philadelphia.
Edmund Smith, . . . . .	Philadelphia.
J. Tunis Way, . . . . .	Philadelphia.
Robert N. Murray, . . . . .	Bustleton.
William Dedaker, . . . . .	Bustleton.
J. M. Banes, . . . . .	Bustleton.
J. B. Willian, . . . . .	Bustleton.
Maxwell Rowland, . . . . .	Holmesburg.
B. F. Crispin, . . . . .	Philadelphia.

### 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



DEBT.

Funded Debt.		
First mortgage bonds, (bear interest at seven per cent.,) amount, . .	\$50,000	00
Total amount now of funded debt, . . . . .	\$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 main line and branches, . . . . .	4.16	4.16
Aggregate length of sidings and other track not above enumerated, . . . . .	.95	.95
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	5.11	5.11

Gauge.

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

Track.

Miles of iron rail in use, . . . . . 5.11  
 Weight of rail per yard, iron, . . . . . 50 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . . 5  
 Wooden bridges, number of, 5; aggregate length, . . . . . 1,450 feet.

Stations.

Number of stations on main road, passenger and freight, . . . . . 7  
 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, . . . . . \$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.

The road is leased to the Philadelphia and Trenton Railroad Company. For further information, would refer to that company.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$100,000 00

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

Personally appeared before me, Lewis Thompson, president, and Maxwell Rowland, treasurer, of the Frankford and Holmesburg Railroad Com-

pany, 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,)

LEWIS THOMPSON, *President.*MAXWELL ROWLAND, *Treasurer.*

Sworn and subscribed before me this 28th day of January, A. D. 1880.

AMOS C. SHALLCROSS, *Notary Public.*


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## R E P O R T

OF THE

*Germantown and Chestnut Hill Railroad Company, for  
the year ending December 31, 1879.*

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### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
G. B. Roberts, President, . . . . .	Philadelphia, Pa.
Albert Hewson, Secretary, . . . . .	Philadelphia, Pa.
William Taylor, Treasurer, . . . . .	Cambridge, N. J.

General office at 233 South Fourth street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Josiah Bacon, . . . . .	Philadelphia.
Alexander J. Cassatt, . . . . .	Philadelphia.
G. Morris Dorrance, . . . . .	Bristol.
John P. Green, . . . . .	Philadelphia.
Strickland Kneass, . . . . .	Philadelphia.
N. Parker Shorbridge, . . . . .	Wynnewood.

### CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$500,000	00
Capital stock authorized by votes of company, . . . . .	500,000	00
Capital stock, amount subscribed, . . . . .	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

### DEBT.

Total cash realized from capital stock and debt, . . . . . \$50,000 00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Philadelphia to Chestnut Hill, about,	10	10

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

Personally appeared before me, G. B. Roberts, president, and W. Taylor, treasurer, of the Germantown and Chestnut Hill 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. 1879, according to the best of their knowledge and belief.

(Signed)

G. B. ROBERTS, *President.*

W. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this 7th day of February, A. D. 1880.  
 JOHN C. SIMS, Junior, *Notary Public.*

R E P O R T

OF THE

*Geneva, Hornellsville and Pine Creek Railway Company, for the year ending December 31, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Emory B. Pottle, President, . . . . .	_____
Frances G. Babcock, Vice President, . . . . .	_____
James Covell, Secretary, . . . . .	_____
Walter G. Rose, Treasurer, . . . . .	_____

General offices at Hornellsville, N. Y.

16 RAILROAD REPORT.

<i>Names of Directors.</i>	<i>Residences.</i>
James Loverhill, . . . . .	Geneva, N. Y.
Alexander Chew, . . . . .	Geneva, N. Y.
William W. Wright, . . . . .	Geneva, N. Y.
A. C. Lindsley, . . . . .	Middlesex, N. Y.
Emory B. Pottle, . . . . .	Naples, N. Y.
James Covell, . . . . .	Naples, N. Y.
R. L. Brundage, . . . . .	Hornellsville, N. Y.
Morris Smith, . . . . .	Hornellsville, N. Y.
Frances G. Babcock, . . . . .	Hornellsville, N. Y.
Samuel M. Alley, . . . . .	Hornellsville, N. Y.
John M. Finch, . . . . .	Hornellsville, N. Y.
John Davis, . . . . .	Greenwood, N. Y.
Silas X. Billings, . . . . .	Gaines, Pa.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$2,675,000	00
Capital stock, amount subscribed, . . . . .	696,200	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, . . . . .	6,952	
Capital stock, amount paid in on each share, average, . . . . .	55	00
Capital stock, par value of each share, . . . . .	100	00

**DEBT.**

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$42,000	
Debt incurred for any other purpose, and for what: Engineering and agencies, . . . . .	18,000	
The amount now of floating debt, . . . . .	\$60,000	00
Floating debt as per last report, . . . . .	\$42,000	00

**COST.**

Total cost of entire road to date, . . . . .	\$442,175	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, N. Y., to West Branch, Pa.,	122	34

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Expenditures chargeable to this account, . . . . . \$18,000 00

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

Personally appeared before me, Emory B. Pottle, president, and Walter G. Rose, treasurer, of the Geneva, Hornellsville and Pine 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. 1879, according to the best of their knowledge and belief.

(Signed,)

EMORY B. POTTLE, *President.*  
W. G. ROSE, *Treasurer.*

Sworn and subscribed before me, this 31st day of December, A. D. 1879.  
E. P. BABCOCK, *Notary Public.*

STATE OF NEW YORK, }  
Ontario County Clerk's Office, }  
Canandaigua, N. Y. }

I, Myron S. Hall, clerk of the county of Ontario, of the county court of said county, and of the supreme court, both being courts of record, having a common seal, do hereby certify, that E. P. Babcock, Esquire, before whom the annexed affidavit in writing was taken, was, at the time of taking such affidavit, a notary public in and for said county, duly qualified and authorized to take the same; that I am well acquainted with his handwriting, and verily believe that the signature to the jurat to such affidavit is his genuine signature.

In testimony whereof, I have hereunto set my hand, and affixed the seal of said county and courts, this 31st day of December, A. D. 1879.

W. L. HICKS, *Deputy Clerk.*

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## REPORT

OF THE

*Greenlick Narrow Gauge Railway Company, for the  
year ending December 31, 1879.*

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### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
George H. Everson, President, . . . . .	Scottdale, Pa.
C. L. Graff, Vice President, . . . . .	Scottdale, Pa.
Nathan Miles, Secretary and Treasurer, . . . . .	Scottdale, Pa.
George H. Everson, General Superintendent, . . . . .	Scottdale, Pa.
W. L. Shaw, Division Superintendent, . . . . .	Scottdale, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
George H. Everson, . . . . .	Scottdale.
C. L. Groff, . . . . .	Scottdale.
W. T. Brown, . . . . .	Scottdale.
J. R. Stauffer, . . . . .	Scottdale.
D. H. Pershing, . . . . .	Stauffer Station.
W. H. Everson, . . . . .	Pittsburgh.
George A. Hogg, . . . . .	Mt. Pleasant.
J. F. Overholt, . . . . .	Mt. Pleasant.
W. D. Mullen, . . . . .	Mt. Pleasant.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$50,000	00
Capital stock, amount subscribed, . . . . .	31,650	00
Capital stock paid in by last report, . . . . .	31,450	00
Capital stock, total amount now paid in, . . . . .	31,650	00
Capital stock, number of shares issued, . . . . .	633	
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, . . . . .	\$26,017	84
Average of same per mile of road laid, . . . . .	7,483	67
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	30
Proportion of same for Pennsylvania, . . . . . All.		
Cost of road and equipment per mile, . . . . .	9,240	97

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Greenlick Junction to Mt. Vernon Mine, . . . . .	3½	3½
Length of single main track, . . . . .	8½	8½

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 3.50  
 Weight of rail per yard, iron, . . . . . 24 and 30 lbs.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 7  
 Wooden bridges, number of, 5; aggregate length, . . . . . 180 feet.  
 Wooden trestles, number of, 2; aggregate length, . . . . . 70 feet.

**Stations.**

Number of stations on main road, 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, . . . . .	\$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 10 tons weight, . . . . .	1	\$3,500 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	185 00

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 company, including officials, . . . . .	7
Same in Pennsylvania, . . . . .	7

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by freight trains, . . . . .	2,700
Number of passengers (all classes) carried in cars, . . .	200
Number of passengers carried one mile, . . . . .	700
Number of passengers carried one mile in Pennsylvania, . .	700
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	12,567 <sup>1</sup> / <sub>2</sub> <sup>0</sup> / <sub>100</sub>
Number of tons of freight carried one mile, . . . . .	43,986 <sup>0</sup> / <sub>1</sub> <sup>0</sup> / <sub>100</sub>
Number of tons of freight carried one mile in Pennsylvania, . . . . .	All.
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	12,567 <sup>1</sup> / <sub>2</sub> <sup>0</sup> / <sub>100</sub>
Average rate of speed adopted by ordinary passenger, express, and freight trains, including stops, (miles per hour,) . . . . .	6

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

July, 1879, . . . . .	70
December, 1879, . . . . .	'80

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

Iron and other ores, . . . . .	12,398 <sup>855</sup> / <sub>2000</sub>
Merchandise and manufactures, . . . . .	174 <sup>174</sup> / <sub>2000</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.
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**MONTHLY EARNINGS FOR THE YEAR.**

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
July, 1879, . . . . .	\$6 73		
December, 1879, . . . . .	12 40		
Total, . . . . .	\$19 13		\$19 13

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .	\$842 02		
February, 1879, . . . . .	409 20		
March, 1879, . . . . .	380 26		
April, 1879, . . . . .	348 20		
May, 1879, . . . . .	877 94		
June, 1879, . . . . .	440 01		
July, 1879, . . . . .			
August, 1879, . . . . .	148 83		
September, 1879, . . . . .	413 61		
October, 1879, . . . . .	317 06		
November, 1879, . . . . .	312 14		
December, 1879, . . . . .	446 84		
Total, . . . . .	\$3,936 11		\$3,936 11

Total passenger earnings for the year, . . . . .	\$19 13
Total freight earnings for the year, . . . . .	3,936 11
Total earnings for the year, . . . . .	\$3,955 24

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$1,168 64
Total for maintenance of way, . . . . .	\$1,168 64
Cost per mille of road kept in repair, . . . . .	333 93
Proportion for Pennsylvania, . . . . . All.	



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

Repairs of freight cars and locomotives, . . . . .	\$471	86
Total for maintenance of motive power and cars, . . . . .	\$471	86
Cost per mile of road operated, . . . . .	\$134	80
Proportion for Pennsylvania, . . . . . All.		

**MISCELLANEOUS.**

Salaries, wages, and incidentals chargeable to freight department, . .	\$1,879	65
Fuel—coal, . . . . .	119	09
Oil and waste, . . . . .	30	30
Taxes, . . . . .	93	48
Insurance, . . . . .	7	50
Total miscellaneous, . . . . .	\$2,130	70
Amount per mile of road operated, . . . . .	\$608	80
Proportion for Pennsylvania, . . . . . All.		
Total expenditures for operating the road, . . . . .	3,771	28
Expenses per mile of the road operated, . . . . .	1,077	50
Proportion for Pennsylvania, . . . . . All.		

**EARNINGS.**

Passenger transportation, through, \$19 13; freight transportation, through, \$3,936 11; total, . . . . .	\$3,955	24
Total, . . . . .	\$3,955	24
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . . \$1,168 64		
Maintenance of motive power and cars, . . . . . 471 86		
Miscellaneous, . . . . . 2,130 78		
Total operating expenses, being 4 $\frac{2}{3}$ per cent. of earnings, . . . . .	3,771	28
Net earnings, . . . . .	\$183	96
Earnings per mile of road operated, . . . . .	\$1,130	07
Expenses per mile of road operated, . . . . .	1,077	50
Net earnings, . . . . .	\$52	57

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, 633 shares, . . . . . \$31,650 00

Balance for the year, or surplus, . . . . .	\$183	96
Surplus at the commencement of the year, . . . . .	928	28
Total surplus, . . . . .	\$1,112	24
Surplus invested as follows:		
Cash and loans, . . . . .	\$1,112	24

STATE OF PENNSYLVANIA, }  
 County of \_\_\_\_\_, } 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. 1879, according to the best of their knowledge and belief.

(Signed)

GEO. H. EVERSON, *President.*  
 NATH'L. MILES, *Treasurer.*

Sworn and subscribed before me, this 3d day of February, A. D. 1879.  
 THOMAS W. AULT, *Justice of the Peace.*

**R E P O R T**

OF THE

*Hanover Junction, Hanover and Gettysburg Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
A. W. Eichelberger, President, . . . . .	Hanover, Pa.
R. M. Wirt, Secretary, . . . . .	Hanover, Pa.
R. A. Eichelberger, Treasurer, . . . . .	Hanover, Pa.
D. A. Wills, General Solicitor, . . . . .	Gettysburg, Pa.
J. J. Bingley, Chief Engineer, . . . . .	Hanover, Pa.
H. A. Young, General Superintendent, . . . . .	Hanover, Pa.
D. Gallatin, Division Superintendent, . . . . .	Hanover, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Jacob Forney, . . . . .	Hanover, Pa.
John Nyman, . . . . .	Hanover, Pa.
Peter Flickinger, . . . . .	Hanover, Pa.
R. Young, . . . . .	Hanover, Pa.
William Grumbine, . . . . .	Hanover, Pa.
Stephen Keefer, . . . . .	Hanover, Pa.
R. M. Wirt, . . . . .	Hanover, Pa.
D. A. Wills, . . . . .	Gettysburg, Pa.
M. Eichelberger, . . . . .	Gettysburg, Pa.
William Buehler, . . . . .	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

**DEBT.**

<b>Funded Debt.</b>		
First mortgage bonds, (due . . . . ., bear interest at six per cent., which is payable . . . . .,) amount, . . . . .	\$200,500	00
Total amount now of funded debt, . . . . .	\$200,500	00
<b>Floating Debt.</b>		
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
Funded debt as per last report, . . . . . \$188,900 00		
Floating debt as per last report, . . . . . 16,000 00		
Total cash realized from capital stock and debt, . . . . .	\$319,698	00

**COST.**

Total cost of entire road to date, . . . . .	\$387,816	00
Average of same per mile of road laid, . . . . .	12,927	00
Proportion of same for Pennsylvania, . . . . .	387,816	00
Total cost of entire equipment, . . . . .	91,822	88
Average cost of equipment per mile of road operated by company, . . . . .	3,044	07
Proportion of same for Pennsylvania, . . . . .	3,044	07
Cost of road and equipment per mile, . . . . .	15,971	27
Proportion of same for Pennsylvania, . . . . .	15,971	27

**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, . . . . .	2,180 1760	2,180 1760
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	32,180 1760	32,180 1760

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . .		28½
Miles of steel rail in use, . . . . .		1½
Weight of rail per yard, { Iron, . . . . .	50 and 56 lbs.	
{ Steel, . . . . .	56 lbs.	

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . .	20
Wooden bridges, number of 19; aggregate length, . . . .	433 feet.
Iron bridges, number of, 1; length, . . . . .	120 feet.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Hanover and York railroad, at Hanover.

**Stations.**

Number of stations on main road: Passenger, 14; freight, 16; total, . . . . .	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
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . .	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	900 00
Number of freight cars, { House cars, . . . . .	15	475 00
{ Trucks, . . . . .	10	100 00
Number of coal, ore, and stone cars, . . . . .	50	210 00

Average number of cars in passenger trains, including baggage cars, . . . . .	2
Average number of cars in freight trains, . . . . .	10
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	72 tons
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	260 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	67
Same in Pennsylvania, . . . . .	67

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	39,550
Number of miles run by freight and coal trains, . . . . .	36,800
Number of through passengers for the year on main road, . . . . .	16,895
Number of passengers (all classes) carried in cars, . . . . .	36,231
Number of passengers carried one mile, . . . . .	665,255
Number of passengers carried one mile in Pennsylvania, . . . . .	665,255
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	57,485 $\frac{1033}{3000}$
Number of tons of freight carried one mile, . . . . .	609,480 $\frac{1307}{3000}$
Number of tons of freight carried one mile in Pennsylvania, . . . . .	609,480 $\frac{1307}{3000}$
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	57,485 $\frac{1033}{3000}$
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,) . . . . .	24
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	12

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

January, 1879, . . . . .	2,189	July, 1879, . . . . .	3,710
February, 1879, . . . . .	2,088	August, 1879, . . . . .	3,866
March, 1879, . . . . .	2,711	September, 1879, . . . . .	3,285
April, 1879, . . . . .	2,943	October, 1879, . . . . .	2,902
May, 1879, . . . . .	2,951	November, 1879, . . . . .	3,087
June, 1879, . . . . .	3,732	December, 1879, . . . . .	2,817

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

Anthracite and bituminous coals, 10,250 $\frac{778}{2000}$	Live stock, . . . . .	129 $\frac{588}{2000}$
Iron and other ores, . . . . . 9,207	Lumber, . . . . .	4,449 $\frac{1113}{2000}$
Stone and lime, . . . . . 15,115 $\frac{100}{2000}$	Other articles, . . . . .	18,334

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

For first-class through passengers, . . . . .	3 cents.
For first-class way passengers, . . . . .	3 $\frac{1}{2}$ cents.

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

For through freight, per ton per mile, . . . . .	3.40 cents.
For through coal, per ton per mile, . . . . .	2 $\frac{3}{4}$ cents.
For local freight, per ton per mile, . . . . .	4 cents.
For local coal, per ton per mile, . . . . .	2 $\frac{3}{4}$ cents.

## MONTHLY EARNINGS FOR THE YEAR.

## From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$499	59	\$613	88	\$1,113	47
February, 1879, . . . . .	426	61	584	66	1,011	27
March, 1879, . . . . .	645	94	847	27	1,493	21
April, 1879, . . . . .	665	32	886	46	1,551	78
May, 1879, . . . . .	953	49	834	52	1,788	01
June, 1879, . . . . .	979	82	717	32	1,697	14
July, 1879, . . . . .	1,154	47	733	63	1,888	10
August, 1879, . . . . .	1,501	24	926	85	2,428	09
September, 1879, . . . . .	1,123	05	771	52	1,899	57
October, 1879, . . . . .	990	30	733	13	1,723	43
November, 1879, . . . . .	716	75	632	43	1,349	18
December, 1879, . . . . .	533	30	726	91	1,260	21
Total, . . . . .	\$10,194	88	\$9,008	58	\$19,203	46

## From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .					\$1,915	66
February, 1879, . . . . .					2,087	96
March, 1879, . . . . .					2,064	29
April, 1879, . . . . .					2,069	99
May, 1879, . . . . .					2,720	06
June, 1879, . . . . .					2,572	53
July, 1879, . . . . .					1,575	28
August, 1879, . . . . .					3,032	03
September, 1879, . . . . .					3,002	13
October, 1879, . . . . .					2,734	41
November, 1879, . . . . .					1,993	34
December, 1879, . . . . .					2,509	65
Total, . . . . .					\$28,277	97

## From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . . . .	\$167	00	\$31	28	\$50	14	\$248	42
February, 1879, . . . . .	167	00	30	24	15	85	213	09
March, 1879, . . . . .	167	00	46	34	384	77	596	11
April, 1879, . . . . .	167	00	59	75	283	05	509	80
May, 1879, . . . . .	167	00	51	09	240	51	464	60
June, 1879, . . . . .	167	00	46	85	146	41	360	26
July, 1879, . . . . .	167	00	31	65	191	27	389	92
August, 1879, . . . . .	167	00	27	57	394	02	588	59
September, 1879, . . . . .	167	00	33	03	285	22	485	25
October, 1879, . . . . .	167	00	35	74	388	04	590	78
November, 1879, . . . . .	167	00	43	89	139	50	350	39
December, 1879, . . . . .	167	00	46	87	386	65	600	02
Total, . . . . .	\$2,004	00	\$483	80	\$2,911	43	\$5,399	23

Total passenger earnings for the year, . . . . .	\$19,203	46
Total freight earnings for the year, . . . . .	28,277	97
Total earnings from all other sources, . . . . .	5,399	23
<b>Total earnings for the year, . . . . .</b>	<b>\$52,880</b>	<b>66</b>
Total receipts from all sources on whole length of line, . . . . .	\$52,880	66
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	52,880	66

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

New freight cars; number, 16, . . . . . **\$3,050 00**

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

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

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$7,414	72
New iron rails, number of tons, 86, . . . . .	1,868	00
All other expenses for maintenance of way, . . . . .	22	87
<b>Total for maintenance of way, . . . . .</b>	<b>\$8,805</b>	<b>09</b>
Cost per mile of road kept in repair, . . . . .	\$293	50
Proportion for Pennsylvania, . . . . .	293	50

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

Repairs of locomotives, . . . . .	\$4,033	95
Repairs of machinery, . . . . .	24	26
Repairs of passenger, baggage, mail, and freight cars, . . . . .	2,610	87
All other expenses for maintenance of motive power and cars, . . . . .	116	82
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$6,785</b>	<b>40</b>
Cost per mile of road operated, . . . . .	\$226	18
Proportion for Pennsylvania, . . . . .	226	18

**MISCELLANEOUS.**

Salaries, wages, and incidentals chargeable to passenger and freight department, . . . . .	\$8,257	44
Fuel—number of cords of wood, 800; cost, . . . . .	840	00
Fuel—number of tons of coal, 1,192; cost, . . . . .	5,464	50
Oil and waste, . . . . .	811	18
Damages for loss of goods and baggage, . . . . .	4	00
Telegraph expenses, . . . . .	100	00
Amount paid other corporations or individuals for use of all other cars, . . . . .	147	45
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	5,109	34
<b>Total miscellaneous, . . . . .</b>	<b>\$21,311</b>	<b>73</b>
Amount per mile of road operated, . . . . .	\$710	39
Proportion for Pennsylvania, . . . . .	710	39
Total expenditures for operating the road, . . . . .	86,902	21
Total charged to road and equipment, . . . . .	89,852	21
Expenses per mile of the road operated, . . . . .	1,280	07
Expenses per mile of single track operated, not including sidings, . . . . .	1,280	07
Expenses per train mile, . . . . .		49½
Proportion for Pennsylvania, . . . . .		49½

## EARNINGS.

Passenger transportation, local, . . . . .	\$9,008 58	} Total,	\$19,203	46
Passenger transportation, through, . . . . .	10,194 88			
Freight transportation, local and through, . . . . .			28,277	97
Mail service, . . . . .			2,004	00
Express service, . . . . .			483	80
Rents, . . . . .			444	00
All other sources of income, . . . . .			2,467	43
<b>Total, . . . . .</b>			<b>\$52,880</b>	<b>66</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$8,805 09			
Maintenance of motive power and cars, . . . . .	6,785 40			
Miscellaneous, . . . . .	21,311 72			
<b>Total operating expenses, being 70 per cent. of earnings, . . . . .</b>			<b>36,902</b>	<b>21</b>
<b>Net earnings, . . . . .</b>			<b>\$15,978</b>	<b>45</b>
Earnings per mile of road operated, . . . . .			\$1,762	68
Expenses per mile of road operated, . . . . .			1,230	07
<b>Net earnings, . . . . .</b>			<b>\$532</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, &c. ? Adams Express Company; through rate, twenty cents per hundred pounds, less distances in same proportion.

## 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? \$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, . . . . .	\$3,000	00
Surplus at the commencement of the year, . . . . .	58,969	50
<b>Total surplus, . . . . .</b>	<b>\$61,969</b>	<b>50</b>
Surplus invested as follows :		
Cash and loans, . . . . .	\$8,534	78
Balance of accounts due company, . . . . .	14,592	07
Material, fuel, and stores, . . . . .	3,100	00
Other items, . . . . .	35,742	65



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, . . . . .	.....	.....	.....	.....	.....	.....
<b>Total, . . . . .</b>	.....	.....	.....	.....	.....	1

Statement of each Accident.

William Tawney, a brakeman, had his arm broken, while coupling cars, on the 10th of December, 1879.

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. 1879, according to the best of their knowledge and belief.

(Signed)

A. W. EICHELBERGER, *President.*

R. A. EICHELBERGER, *Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1880.

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

R E P O R T

OF THE

*Hanover Junction and Susquehanna Railroad Company, for the year ending December 1, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Samuel Eby, President, . . . . .	Elizabethtown, Pa.
John S. Given, Secretary, . . . . .	Columbia.
A. Summy, Treasurer, . . . . .	Marletta.
George Nauman, General Solicitor, . . . . .	Lancaster.

<i>Names of Directors.</i>	<i>Residences.</i>
Samuel Eby, . . . . .	Elizabethtown.
H. L. Haldeman, . . . . .	Chickies.
Henry Heistand, . . . . .	Marietta.
A. Summy, . . . . .	Marietta.
Henry Copenheffer, . . . . .	Columbia.
John S. Given, . . . . .	Columbia.
H. E. Wolfe, . . . . .	Columbia.
C. Hauer, . . . . .	Marietta,
Stephen Shaffer, . . . . .	Columbia.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$250,000	00
Capital stock, amount subscribed, . . . . .	150,600	00
Capital stock paid in by last report, . . . . .	79,009	88
Capital stock, total amount now paid in, . . . . .	93,578	91
Capital stock, amount paid in on each share : All installments paid in or suit.		
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<b>Funded Debt.</b>			
First mortgage bonds, (due 1st June, A. D. 1905, bear interest at seven per cent., which is payable June and December,) amount, . . . . .	\$94,100		00
Total amount now of funded debt, . . . . .	\$94,100		00
<b>Floating Debt.</b>			
The amount now of floating debt, . . . . .	23,799		99
Total amount now of floating and funded debt, . . . . .		\$117,899	99
Funded debt as per last report, . . . . .	\$88,600		00
Floating debt as per last report, . . . . .	34,679		09

**COST.**

Total cost of entire road to date, . . . . . **\$203,256 08**

**CHARACTERISTICS OF ROAD.**

**Main Line.**

Length of main line, from near Landisville to Hanover branch, in York county, . . . . . **34 miles.**

General Balance Sheet.

Amount of capital stock subscribed, . . . . .		\$150,600	00
Amount of capital stock paid in, . . . . .	\$93,578 91		
Amount of capital stock unpaid, . . . . .	57,023 09		
		150,600	00
<i>Assets of the Company:</i>			
Amount due from J. A. Britton, &c., . . . . .	\$3,995 62		
Amount unpaid stock subscriptions, . . . . .	57,023 09		
		\$61,018	71
<i>Liabilities:</i>			
Amount due contractors, employes, &c., . . . . .		23,799	99
		\$37,218	72
<i>Assets over liabilities,</i> . . . . .			
<i>Construction Account:</i>			
Amount construction account, . . . . .		\$165,241	10
Amount land damages, . . . . .		4,902	47
Amount expenses, interest, discount, &c., . . . . .		33,112	51
		\$203,256	08
<i>First Mortgage Bonds:</i>			
Amount paid contractors, . . . . .		\$94,100	00
Amount paid collateral, . . . . .		19,000	00
Amount paid company, . . . . .		21,900	00
		\$185,000	00

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

Personally appeared before me, Samuel Eby, president, and A. 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 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

SAMUEL EBY, *President.*

A. SUMMY, *Treasurer.*

Sworn and subscribed before me this 10th day of January, A. D. 1880.

ABRAM BRENEMAN, *Notary Public.*

# R E P O R T

OF THE

*Hanover and York Railroad Company, for the year ending December 31, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John S. Young, President, . . . . .	Hanover, Pa.
Alexander J. Frey, Vice President, . . . . .	York, Pa.
J. P. Smith, Secretary, . . . . .	Hanover, Pa.
J. H. Alleman, Treasurer, . . . . .	Hanover, Pa.

General offices at Hanover, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
David E. Small, . . . . .	York.
W. Latimer Small, . . . . .	York.
Michael Schall, . . . . .	York.
A. J. Frey, . . . . .	York.
P. H. Glatfelter, . . . . .	Spring Grove, Pa.
William Young, senior, . . . . .	Hanover.
William J. Young, . . . . .	Hanover.
Isaac Loucks, . . . . .	Hanover.
G. D. Klinefelter, . . . . .	Hanover.
J. P. Smith, . . . . .	Hanover.

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$250,000	00
Capital stock authorized by votes of company, . . . . .	250,000	00
Capital stock, amount subscribed, . . . . .	207,800	00
Capital stock paid in by last report, . . . . .	207,200	00
Capital stock, total amount now paid in, . . . . .	207,300	00
Capital stock, number of shares issued, . . . . .	4,146	
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, 1895, bear interest at seven per cent., which is payable January 1 and July 1,) amount, . . . . .	\$150,000	00
Certificate of indebtedness, bears interest at seven per cent., which is payable April 1 and October 1,) amount, . . . . .	35,000	00
Total amount now of funded debt, . . . . .	\$185,000	00
Total amount now of floating and funded debt, . . . . .	185,000	00
Funded debt as per last report, . . . . .	\$185,000	00
Total cash realized from capital stock and debt, . . . . .	\$392,300	00

**COST.**

Total cost of entire road to date, . . . . .	\$344,310	20
Average of same per mile of road laid, . . . . .	19,126	12
Proportion of same for Pennsylvania, . . . . .	19,126	12

**CHARACTERISTICS OF ROAD.**

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 18½

Weight of rail per yard, iron, . . . . . 56 pounds.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Hanover Junction, Hanover and Gettysburg railroad, at Hanover, Pa.

Leased to Pennsylvania Railroad Company for nine hundred and ninety-nine years.

**STOCK AND DIVIDENDS.**

Rate and date of all cash dividends on stock of original and consolidated companies: February 15, 1879, two per cent.; October 1, 1879, two per cent.

Number and per cent. of dividends: Two dividends of two per cent. each.		
Amount paid in dividends, . . . . .	\$8,292	00
Balance for the year, or surplus, . . . . .	2,152	19
Surplus at the commencement of the year, . . . . .	13,036	25
<b>Total surplus, . . . . .</b>	<b>\$15,238</b>	<b>44</b>
Surplus invested as follows:		
Cash, . . . . .	90	56
Other items, coupons, &c., of L. R. R. Co., . . . . .	15,147	85

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. 1879, according to the best of their knowledge and belief.

(Signed,)

JOHN S. YOUNG, *President.*

J. H. ALLEMAN, *Treasurer.*

Sworn and subscribed before me, this 13th day of February, A. D. 1880.

A. N. MICHAEL, *Notary Public.*

# R E P O R T

OF THE

## *Harrisburg, Portsmouth, Mount Joy and Lancaster Railroad Company, for the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President, . . . . .	Philadelphia.
George Taber, Secretary and Treasurer, . . . . .	Philadelphia.
General offices at 283 South Fourth street, Philadelphia.	

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas A. Scott, . . . . .	Philadelphia.
George B. Roberts, . . . . .	Philadelphia.
Josiah Bacon, . . . . .	Philadelphia.
Wistar Morris, . . . . .	Philadelphia.
John M. Kennedy, . . . . .	Philadelphia.
N. Parker Shortridge, . . . . .	Philadelphia.
Edmund Smith, . . . . .	Philadelphia.
James Young, . . . . .	Middletown, Pa.
Lewis Elkin, . . . . .	Philadelphia.

### CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$2,500,000	00
Capital stock authorized by votes of company, . . . . .	1,182,550	00
Capital stock, amount subscribed, . . . . .	1,182,550	00
Capital stock paid in by last report, . . . . .	1,182,550	00
Capital stock, total amount now paid in, . . . . .	1,182,550	00
Capital stock, number of shares issued, . . . . .	28,651	
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 July 1, 1883, bear interest at six per cent., which is payable January 1 and July 1,) amount, . . . . .	\$700,000	00
Total amount now of funded debt, . . . . .	\$700,000	00
<b>Floating Debt.</b>		
Total amount now of floating and funded debt, . . . . .	\$700,000	00
Funded debt as per last report, . . . . .	\$700,000	00
Total cash realized from capital stock and debt, . . . . .	1,882,550	00

### COST.

Total cost of entire road and equipment to date of lease, . \$1,882,550 00

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Harrisburg to Dillerville, . . . . .	36	36
<b>Branches.</b>		
From Columbia to Middletown, . . . . .	{ Length of branch, . . . . .	18
	{ Length of double track, . . . . .	18

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . . \$1,182,550 00

Rate and date of all cash dividends on stock of original and consolidated companies: January 10 and July 10, 1879, three and one half per cent. each.

The road is leased to the Pennsylvania Railroad Company for nine hundred and ninety-nine years, from December 29, 1860.

Number and per cent. of dividends: Two, at three and one half per cent. each.

Amount paid in dividends, . . . . . 82,778 50

STATE OF PENNSYLVANIA, }  
 County of \_\_\_\_\_ } ss:

Personally appeared before me, Thomas A. Scott, president, and George Taber, treasurer, of the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company, who, being duly affirmed, do declare and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the 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) THOMAS A. SCOTT, *President.*  
 GEORGE TABER, *Treasurer.*

Affirmed and subscribed before me, this 26th day of January, A. D. 1880.  
 JOHN C. SIMS, Junior, *Notary Public.*

# R E P O R T

OF THE

*Harrisburg and Potomac Railroad Company, for the  
year ending December 31, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Cary W. Ahl, President, . . . . .	Boiling Springs, Pa.
Asbury Derland, Secretary, . . . . .	Boiling Springs, Pa.
Robert H. Middleton, Treasurer, . . . . .	Boiling Springs, Pa.
Robert H. Middleton, General Superintendent, . . . . .	Boiling Springs, 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.
J. J. Dull, . . . . .	Harrisburg, Pa.
L. W. Heikes, . . . . .	York Springs, Pa.
A. W. Elchelberger, . . . . .	Hanover, Pa.
Peter Loucks, . . . . .	Bowmansdale, Pa.
Cary W. Ahl, . . . . .	Boiling Springs, Pa.

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	Unlimited.		
Capital stock authorized by votes of company, . . . . .		\$500,000	00
Capital stock, amount subscribed, (main line, 1,739; York Springs branch, 44 $\frac{1}{2}$ .) . . . . .		218,350	00
Capital stock paid in by last report, . . . . .		358,273	16
Capital stock, total amount now paid in, . . . . .		379,165	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

## DEBT.

<b>Funded Debt.</b>			
First mortgage bonds, (due January 1, 1904, bear interest at seven per cent., which is payable July and January,) amount, . . . . .		\$507,200	00
Total amount now of funded debt, . . . . .		\$507,200	00
<b>Floating Debt.</b>			
Debt incurred for any purpose, and for what: Not over one thousand dollars.			
Total amount now of floating and funded debt, . . . . .		\$507,200	00
Funded debt as per last report, . . . . .	\$507,200		
Floating debt as per last report, . . . . .	5,949		34



**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, . . . . .	29,439	52
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, . . . . .	205	01
Cost of road and equipment per mile, . . . . .	29,644	53
Proportion of same for Pennsylvania, . . . . .	29,644	53

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Rowmansville to Jacksonville, . . . . .	25½	25½
Length of single main track, . . . . .	25½	25½
<b>Branches.</b>		
Philadelphia and Reading Coal and Iron branch, from main line to ore banks, 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 feet 8½ inches.

**Track.**

Miles of iron rail in use, . . . . . 28½  
 Weight of rail per yard, iron, . . . . . 56 lbs.

**Bridges and Trestles.**

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 Mt. Holly, Pa., and Mechanicsburg and Dillsburg railroad, two miles north of Dillsburg.

**Stations.**

Number of stations on main road; passenger and freight, . . . . . 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 road-

way, . . . . . \$77,692 36

How is track laid, and on what foundation? Cross-ties, and 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; total, . . .	6	700 00

Average number of cars in passenger trains, including baggage cars, . . . . . 2

Average number of cars in freight trains, . . . . . 25

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, . . . . . 17

Same in Pennsylvania, . . . . . 17

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger, freight, and coal trains, . . . . . 20,034.2

Number of through passengers for the year on main road, . . . . . 6,501

Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . . 35,780.5

Average rate of speed adopted by ordinary passenger, express, and freight trains, including stops, (miles per hour,) . . . . . 12

**Monthly statement of Passengers (all classes) carried in Cars.**

January, 1879, . . . . .	369	July, 1879, . . . . .	503
February, 1879, . . . . .	260	August, 1879, . . . . .	2,005
March, 1879, . . . . .	378	September, 1879, . . . . .	631
April, 1879, . . . . .	397	October, 1879, . . . . .	412
May, 1879, . . . . .	368	November, 1879, . . . . .	298
June, 1879, . . . . .	460	December, 1879, . . . . .	425

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

Anthracite coal, . . . . .	4,890.4	Agricultural products, . . . . .	3,264.0
Bituminous coal, . . . . .	532.6	Merchandise and manufactures, . . . . .	2,946.6
Petroleum and other oils, . . . . .	3.0	Other articles, . . . . .	138.1
Pig iron and blooms, . . . . .	1,816.0		
Other iron or castings, . . . . .	9.2	Total, . . . . .	35,780.5
Iron and other ores, . . . . .	22,680.0		

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

For first-class through passengers, . . . . .	3.2 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, . . . . .	4 cents.
For through coal, per ton per mile, . . . . .	4 cents.
Iron ore, per ton per mile, . . . . .	3½ cents.
For local freight, per ton per mile, . . . . .	8 cents.
For local coal, per ton per mile, . . . . .	6 cents.

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .		\$82 70	
February, 1879, . . . . .		65 35	
March, 1879, . . . . .		91 80	
April, 1879, . . . . .		99 55	
May, 1879, . . . . .		84 30	
June, 1879, . . . . .		113 13	
July, 1879, . . . . .		127 08	
August, 1879, . . . . .		581 08	
September, 1879, . . . . .		197 52	
October, 1879, . . . . .		94 10	
November, 1879, . . . . .		71 70	
December, 1879, . . . . .		97 60	
<b>Total, . . . . .</b>		<b>\$1,705 91</b>	

**From Transportation of Freight.**

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .		\$748 86	
February, 1879, . . . . .		893 55	
March, 1879, . . . . .		807 90	
April, 1879, . . . . .		681 79	
May, 1879, . . . . .		611 43	
June, 1879, . . . . .		650 14	
July, 1879, . . . . .		412 60	
August, 1879, . . . . .		716 86	
September, 1879, . . . . .		960 38	
October, 1879, . . . . .		1,058 54	
November, 1879, . . . . .		889 15	
December 1879, . . . . .		702 63	
<b>Total, . . . . .</b>		<b>\$9,113 81</b>	

## From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .		\$0 32	\$20 92	
February, 1879, . . . . .		64	28 09	
March, 1879, . . . . .		65	50 90	
April, 1879, . . . . .		45	37 47	
May, 1879, . . . . .		63	33 50	\$19 75
June, 1879, . . . . .		59	19 03	1 26
July, 1879, . . . . .		80	22 74	26
August, 1879, . . . . .		75	40 80	
September, 1879, . . . . .		50	56 24	
October, 1879, . . . . .		82	54 32	
November, 1879, . . . . .		1 20	54 08	
December, 1879, . . . . .		2 33	25 66	
Total, . . . . .		\$9 68	\$443 75	\$21 27

Total passenger earnings for the year, . . . . .	\$1,705	91
Total freight earnings for the year, . . . . .	9,113	81
Total earnings from all other sources, . . . . .	474	70
Total earnings for the year, . . . . .	\$11,294	42
Total receipts from all sources on whole length of line, . . . . .	\$11,294	42
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	11,294	42

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages, . . . . .	\$90	32
Total, . . . . .	\$90	32
Proportion for Pennsylvania, . . . . .	90	32

## EXPENDITURES FOR OPERATING DURING THE YEAR.

## Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$2,527	97
Repairs of bridges, . . . . .	523	76
Total for maintenance of way, . . . . .	\$3,051	73
Cost per mile of road kept in repair, . . . . .	\$108	50
Proportion for Pennsylvania, . . . . .	108	50

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$388	90
Repairs of passenger, baggage, and mail cars, . . . . .	227	25
Repairs of freight cars, . . . . .	237	20
Total for maintenance of motive power and cars, . . . . .	\$853	35
Cost per mile of road operated, . . . . .	\$30	34
Proportion for Pennsylvania, . . . . .	30	34

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, } Salaries, wages, and incidentals chargeable to freight department, . . }	\$1,500	00
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . }		
Fuel—wood, (sawing,) . . . . .	9	00
Fuel—number of tons of coal, 394.2; cost, (\$3 50,) . . . . .	1,379	64
Oil and waste, . . . . .	116	43
Taxes, . . . . .	90	35
Rent, (locomotive, \$400.) . . . . .	729	25
Amount paid other corporations or individuals for use of all other cars, General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . . . . .	125	38
	1,866	33
<b>Total miscellaneous, . . . . .</b>	<b>\$5,815</b>	<b>38</b>
<b>Amount per mile of road operated, . . . . .</b>	<b>\$206</b>	<b>80</b>
Proportion for Pennsylvania, . . . . .	206	80
Total expenditures for operating the road, . . . . .	9,721	46
Expenses per mile of the road operated, . . . . .	345	65½
Expenses per mile of single track operated, not including sidings, . . . . .	358	39
Expenses per train mile, . . . . .		48
Proportion for Pennsylvania, . . . . .		48

EARNINGS.

Passenger transportation, local and through, . . . . .	\$1,705	91
Freight transportation, local and through, . . . . .	9,113	81
Express service, . . . . .	9	68
All other sources of income, . . . . .	465	02
<b>Total, . . . . .</b>	<b>\$11,294</b>	<b>42</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$3,051	73
Maintenance of motive power and cars, . . . . .	853	35
Miscellaneous, . . . . .	5,816	38
<b>Total operating expenses, being eighty-six per cent. of earnings, . . . . .</b>	<b>9,721</b>	<b>46</b>
<b>Net earnings, . . . . .</b>	<b>\$1,572</b>	<b>96</b>
<b>Earnings per mile of road operated, . . . . .</b>	<b>\$401</b>	<b>58</b>
<b>Expenses per mile of road operated, . . . . .</b>	<b>345</b>	<b>65½</b>
<b>Net earnings, . . . . .</b>	<b>\$55</b>	<b>92½</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.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, shares, . . . . . 3,710½

## 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.

On March 4, 1879, Doctor Hertzell attempted to cross the line of this road near Brandt's station, and was struck by the locomotive. Had foot injured so as to necessitate amputation of a portion of it. The crossing at which the accident occurred is a private one.

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

Personally appeared before me, Cary W. 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. 1879, according to the best of their knowledge and belief.

(Signed,)

C. W. AHL, *President.*

ROBERT H. MIDDLETON, *Treasurer.*

Sworn and subscribed before me this 31st day of January, A. D. 1880.

J. C. LEHMAN, *J. P.*

# REPORT

OF THE

## *Huntingdon and Broad Top Mountain Railroad and Coal Company, for the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
B. Andrews Knight, President, . . . . .	Philadelphia.
J. P. Donaldson, Secretary and Treasurer, . . . . .	Philadelphia.
James W. Paul, General Solicitor, . . . . .	Philadelphia.
John Fulton, Consulting Engineer, . . . . .	Johnstown, Cambria county, Pa.
George F. Gage, General Superintendent, . . . . .	Huntingdon, Pa.

General offices at Philadelphia and Huntingdon, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Rathmell Wilson, . . . . .	Philadelphia.
I. V. Williamson, . . . . .	Philadelphia.
William P. Jenks, . . . . .	Philadelphia.
James Long, . . . . .	Philadelphia.
James Whitaker, . . . . .	Philadelphia.
Joseph H. Trotter, . . . . .	Philadelphia.
Thomas R. Patton, . . . . .	Philadelphia.
John Devereux, . . . . .	Philadelphia.
Jacob Naylor, . . . . .	Philadelphia.
Charles W. Wharton, . . . . .	Philadelphia.
James Day Rowland, . . . . .	Philadelphia.
D. J. Morrell, . . . . .	Johnstown.

### CAPITAL STOCK.

Capital stock authorized by law: \$3,300,000; by merger of Bedford railroad, \$250,000, . . . . .	\$3,550,000	00
Capital stock, amount subscribed, . . . . .	2,106,500	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, . . . . .	42,180	
Capital stock, par value of each share, . . . . .	50	

**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
First and second mortgage scrip, (due December 1, 1899, bear interest at seven per cent., which is payable June and December,) amount, . . . . .	\$118,895		
Scrip for interest, consolidated mortgage, due November 1, 1872, (interest in default,) . . . . .	2,205		
		121,100	00
<b>Total amount now of funded debt, . . . . .</b>		<b>\$2,404,800</b>	<b>00</b>
<b>Floating Debt.</b>			
Debt incurred for other purposes, and for what: Renewal of road, new motive power, cars, &c., . . . . .	\$133,500		
The amount now of floating debt, . . . . .		\$133,500	00
<b>Total amount now of floating and funded debt, exclusive of interest in default on consolidated mortgage bonds, as stated, . . .</b>		<b>\$2,538,100</b>	<b>00</b>
Funded debt as per last report, . . . . .		<b>\$2,410,160</b>	<b>00</b>
Floating debt as per last report, . . . . .		162,850	00

**COST.**

Total cost of entire road to date, as per construction and equipment account, . . . . . **\$4,376,091 38**

**CHARACTERISTICS OF ROAD.**

<b>Main Line.</b>	<b>MILES.</b>	
	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
<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 Riddle- } 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, . . . . .	61½	61½
Aggregate length of sidings, and other track not above enumerated, . . . . .	16	16
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	77½	77½

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . **67½**  
 Miles of steel rail in use, . . . . . **10½**



Weight of rail per yard, { Iron, . . . . . 56 & 60 pounds.  
 { Steel, . . . . . 60 pounds.

**Bridges and Trestles.**

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.

**Stations.**

Number of stations on main road: Passenger, 14; freight, 14; total, . . . . . 28  
 Number of stations on branches: Passenger, 2; freight, 3; total, . . . . . 5  
 \* Number of engine-houses and shops in Pennsylvania, 4; total number entire road, . . . . . 4  
 Number of wood and water stations on main road, . . . . . 8  
 Number of wood and water stations on branches, . . . . . 2

Value of real estate held by the company, exclusive of roadway: Two collieries, and about 2,500 acres of coal land; cannot give cash value.

How is track laid, and on what foundation? On oak cross-ties, ballasted with cinder.

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: House cars, 1; trucks, 23; total, . . . . .	24	406 50
Number of coal, ore, and stone cars, . . . . .	28	364 29
Number of caboose cars, . . . . .	9	456 00

Average number of cars in passenger trains, including baggage cars, . . . . . 2  
 Average number of cars in freight trains, . . . . . 28  
 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, . . . . . 670 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . . About 190  
 Same in Pennsylvania, . . . . . About 190

\*One engine-house at Mt. Dallas; one at Huntingdon; and the principal engine-house is at Saxton, where the shops are located.

## DOINGS OF THE YEAR.

## Transportation and total Miles run.

Number of miles run by passenger trains, . . . . .	53,840
Number of miles run by freight trains. . . . .	27,810
Number of miles run by coal trains, . . . . .	94,775
Number of through passengers for the year on main road,	6,267½
Number of passengers (all classes) carried in cars, . . . .	46,560½
Number of passengers carried one mile, . . . . .	795,931
Number of passengers carried one mile in Pennsylvania, .	795,931
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	283,398
Number of tons of freight carried one mile, . . . . .	13,056,514
Number of tons of freight carried one mile in Pennsylvania,	13,056,514
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	415,337
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	22½
Aggregate rate of speed adopted by express trains, in- cluding stops, (miles per hour,) . . . . .	22½
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	12

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

January, 1879, . . . . .	1,613	July, 1879, . . . . .	4,828
February, 1879, . . . . .	2,792½	August, 1879, . . . . .	5,256½
March, 1879, . . . . .	3,511	September, 1879, . . . . .	4,176½
April, 1879, . . . . .	3,653	October, 1879, . . . . .	4,868
May, 1879, . . . . .	3,494	November, 1879, . . . . .	3,801
June, 1879, . . . . .	3,575	December, 1879, . . . . .	4,992

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

Anthracite coal, . . . . .	1,043	Stone and lime, . . . . .	21,331
Bituminous coal, . . . . .	313,525	Agricultural products, . . . . .	858
Petroleum and other oils, . . . . .	236	Merchandise and manufactures, . . . . .	15,409
Pig iron, . . . . .	10,569	Live stock, . . . . .	605
Railroad iron, . . . . .	1,808	Lumber, . . . . .	17,734
Other iron or castings, . . . . .	325		
Iron and other ores, . . . . .	82,344	Total, . . . . .	415,337

## 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, general merchandise, per ton per mile,  
proximate average, . . . . . 2.7 cents.  
For through coal, per ton per mile, approximate average, . . . . . 1½ cents.  
For local freight, per ton per mile, according to distance, . . . . . 2 to 5 cents.  
For local coal, per ton per mile, approximate average, . . . . . 3 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$358	21	\$614	10	\$972	31
February, 1879, . . . . .	480	03	714	82	1,294	85
March, 1879, . . . . .	702	80	981	74	1,684	04
April, 1879, . . . . .	578	61	1,264	79	1,838	40
May, 1879, . . . . .	694	00	1,103	86	1,797	86
June, 1879, . . . . .	805	87	986	69	1,792	56
July, 1879, . . . . .	1,883	78	1,511	81	3,395	59
August, 1879, . . . . .	1,640	49	1,584	56	3,224	05
September, 1879, . . . . .	908	81	1,494	57	2,403	38
October, 1879, . . . . .	768	69	1,530	38	2,299	07
November, 1879, . . . . .	608	29	1,213	85	1,821	64
December, 1879, . . . . .	698	11	1,666	23	2,364	84
Total, . . . . .	\$10,131	19	\$14,766	90	\$24,898	09

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$8,805	47	\$3,415	98	\$11,721	45
February, 1879, . . . . .	12,230	06	3,130	03	15,410	09
March, 1879, . . . . .	16,721	85	4,013	82	20,735	67
April, 1879, . . . . .	14,048	78	4,319	15	18,367	93
May, 1879, . . . . .	15,070	68	5,976	87	21,047	55
June, 1879, . . . . .	14,878	78	6,268	17	21,146	95
July, 1879, . . . . .	16,017	89	3,895	19	19,913	08
August, 1879, . . . . .	15,858	08	4,690	22	20,548	30
September, 1879, . . . . .	8,253	69	5,295	61	13,549	30
October, 1879, . . . . .	17,318	68	4,838	95	22,057	63
November, 1879, . . . . .	12,854	94	5,353	22	18,208	16
December, 1879, . . . . .	13,416	05	5,141	22	18,557	27
Total, . . . . .	\$164,924	95	\$56,338	48	\$221,268	38

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . . . .	\$227	21	\$115	31	\$73	72	\$416	24
February, 1879, . . . . .	227	21	99	53	71	81	398	55
March, 1879, . . . . .	227	22	141	67	186	00	554	89
April, 1879, . . . . .	227	21	155	51	133	42	516	14
May, 1879, . . . . .	227	21	202	88	176	64	606	23
June, 1879, . . . . .	227	22	150	45	152	46	580	13
July, 1879, . . . . .	227	21	256	33	240	01	723	60
August, 1879, . . . . .	227	21	275	90	324	66	827	77
September, 1879, . . . . .	227	22	233	09	194	11	704	42
October, 1879, . . . . .	227	21	282	52	278	66	788	39
November, 1879, . . . . .	227	21	228	95	195	68	651	84
December, 1879, . . . . .	227	22	330	95	202	02	760	19
Total, . . . . .	\$2,726	56	\$1,522	64	\$2,229	19	\$7,478	39

Total passenger earnings for the year, . . . . .	\$24,898	09
Total freight earnings for the year, . . . . .	221,263	38
Total earnings from all other sources, . . . . .	7,478	89
<b>Total earnings for the year,* . . . . .</b>	<b>\$253,639</b>	<b>86</b>
Total receipts from all sources on whole length of line, . . . . .	\$253,639	86
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	253,639	86

* Receipts from all sources as above, . . . . .	\$253,639	86
Less drawbacks, . . . . .	\$4,646	89
Royalty of mines and road, . . . . .	114	80
	<b>4,663</b>	<b>89</b>

As per semi-annual returns to State of Pennsylvania, . . . . . \$218,976 67

#### EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, siding, &c., at McConnellstown, and side track to mine, . . . . .	\$1,472	04
Land or land damages, . . . . .	9	15
Engine-houses, car sheds, wood and coal sheds, and water tanks, two coal wharves, and one water station, . . . . .	896	15
New freight cars: 10 D. B. gondolas, and 1 box car; number 11, . . . . .	3,900	88
New machine shops, machinery, and tools, store-houses at Saxton shops, . . . . .	482	15
Any other expenditures chargeable to this account: New bridge masonry, and (railroad) dwelling-house, . . . . .	684	70
<b>Total, . . . . .</b>	<b>\$6,895</b>	<b>07</b>
Proportion for Pennsylvania, . . . . .	\$6,895	07

#### EXPENDITURES FOR OPERATING DURING THE YEAR.

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

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$22,839	67
New iron rails, number of tons, 102,548, . . . . .	4,211	10
New steel rails, number of tons, 189,217, . . . . .	8,966	29
Repairs of bridges and trestles, . . . . .	6,595	91
Repairs of buildings and fixtures, . . . . .	\$1,582	11
Credit balance mines and real estate, . . . . .	74	59
	1,507	52
All other expenses for maintenance of way, . . . . .	2,484	58
<b>Total for maintenance of way, . . . . .</b>	<b>\$46,805</b>	<b>02</b>
Cost per mile of road kept in repair, (77 $\frac{1}{2}$ miles,) . . . . .	602	91
Proportion for Pennsylvania, . . . . .	602	91

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

Repairs of locomotives, . . . . .	\$6,249	66
Repairs of machinery, . . . . .	821	49
Repairs of passenger, baggage, and mail cars, . . . . .	2,823	04
Repairs of freight cars, . . . . .	1,508	08
All other expenses for maintenance of motive power and cars, . . . . .	5,569	06
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$16,471</b>	<b>28</b>
Cost per mile of road operated, 61 $\frac{1}{2}$ miles, . . . . .	268	70
Proportion for Pennsylvania, 61 $\frac{1}{2}$ miles, . . . . .	268	70

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$9,255	31
Salaries, wages, and incidentals chargeable to freight department, \$22,744 75, and drawbacks, \$4,548 89,	27,293	64
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	121	48
Fuel—number of cords of wood, 65 $\frac{1}{2}$ ; cost, . . . . .	104	25
Fuel—number of tons of coal, 5,147 $\frac{1}{2}$ ; cost, . . . . .	4,200	22
Oil and waste, . . . . .	918	98
Damages for cattle killed or injured, . . . . .	25	00
Damages to property, including damages by fire, . . . . .	69	00
Taxes, . . . . .	137	56
Telegraph expenses, . . . . .	2,602	40
Amount paid other corporations or individuals for use of all other cars, General salaries and office expenses, law expenses, fire insurance, &c., and all other expenses (except interest) not included in any of the above items, . . . . .	276	78
	21,123	88
<b>Total miscellaneous, . . . . .</b>	<b>\$66,128</b>	<b>45</b>
Amount per mile of road operated, 61 $\frac{1}{2}$ miles, . . . . .	1,078	77
Proportion for Pennsylvania, 61 $\frac{1}{2}$ miles, . . . . .	1,078	77
Total expenditures for operating the road, . . . . .	129,204	75
Total charged to road and equipment, . . . . .	6,895	07
Expenses per mile of road operated, . . . . .	2,107	74
Expenses per mile of single track operated, not including sidings, . . . . .	2,107	74
Proportion for Pennsylvania, . . . . .	2,107	74

EARNINGS.

Passenger transportation, local and through, . . . . .	\$24,898	09
Freight transportation, local and through, . . . . .	221,203	38
Mail service, . . . . .	2,726	56
Express service, . . . . .	2,522	64
Rents of dwelling-houses, \$789; and royalty of mines and rent of mine houses, \$114 50, . . . . .	903	50
All other sources of income, . . . . .	1,325	69
<b>Total, . . . . .</b>	<b>\$253,639</b>	<b>86</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . . \$46,605 02		
Maintenance of motive power and cars, . . . . . 16,471 28		
Miscellaneous, . . . . . 66,128 45		
	129,204	75
<b>Total operating expenses, \$129,204 75, being 50<math>\frac{1}{2}</math><math>\frac{1}{2}</math> per cent. of earn- ings, . . . . .</b>	<b>253,639</b>	<b>86</b>
<b>Net earnings, . . . . .</b>	<b>\$124,485</b>	<b>11</b>
Earnings per mile of road operated, 61 $\frac{1}{2}$ miles . . . . .	\$4,137	68
Expenses per mile of road operated, . . . . .	2,107	74
<b>Net earnings, . . . . .</b>	<b>\$2,029</b>	<b>94</b>

The form of this report being different from that in which the books of the company are kept, the figures under different headings do not always agree with the company's published annual reports, though in the aggregate they do agree.

EXPRESS COMPANIES.

- What express companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.?

Adams Express Company only. We furnish and keep in repair the cars, tracks, machinery, &c., and carry their freights at fifteen, twenty, and thirty cents per one hundred pounds, they paying monthly for the same.

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? For the year 1879, we received \$227 21 1/2 per month; total, \$2,726 56.

STOCK AND DIVIDENDS.

Amount of preferred stock, 23,531 shares, . . . . . \$1,176,550 00
Amount of common stock now outstanding, 18,599 shares, 929,950 00

Table with 3 columns: Description, Amount, and Cents. Rows include Cash balance on hand, January 1, 1880; Balance of accounts due company; and Material, fuel, and stores.

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 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. 1879, according to the best of their knowledge and belief.

(Signed,)

B. ANDREWS KNIGHT, President.
J. P. DONALDSON, Treasurer.

Affirmed and subscribed before me this 2d day of February, A. D. 1880
AL. P. BURCHELL, Notary Public.

# REPORT

OF THE

*Huntingdon, Fulton and Franklin Railroad Company,  
for the year ending December 31, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
W. A. Meeker, President, (deceased), . . . . .	Philadelphia, Pa.
John Dougherty, Vice President, . . . . .	Mt. Union, Pa.
E. B. McCrum, Secretary and Treasurer, . . . . .	Selinsgrove, Pa.

<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

## COST.

Total cost of entire road to date, for survey—engineering,      \$2,000 00

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	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, }  
County of Snyder,        } ss :

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 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. 1879, according to the best of his knowledge and belief.

(Signed,)

E. B. McCrum, *Treasurer.*

Sworn and subscribed before me, this 14th day of February, A. D. 1880

H. H. PINE, *Notary Public.*

## R E P O R T

OF THE

*Ironton Railroad Company, for the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Eli J. Saeger, President, . . . . .	Allentown, Pa.
Charles Stewart Wurts, Secretary and Treasurer, . . . . .	_____
Robert McAllister, General Manager, . . . . .	_____
William Andrews, Superintendent, . . . . .	_____

<i>Names of Directors.</i>	<i>Residences.</i>
Eli J. Saeger, . . . . .	Allentown, Pa.
Robert McAllister, . . . . .	Allentown, Pa.
Robert Lenox Kennedy, . . . . .	New York, N. Y.
M. A. Wurts, . . . . .	Philadelphia.
Charles Stewart Wurts, . . . . .	Philadelphia.

### CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$500,000	00
Capital stock, amount subscribed, . . . . .	200,000	00
Capital stock paid in by last report, . . . . .	200,000	00
Capital stock, total amount now paid in, . . . . .	200,000	00
Capital stock, number of shares issued, . . . . .	4,000	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

### DEBT.

<b>Funded Debt.</b>		
Total amount now of funded debt, income bonds, . . . . .	\$200,000	00
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, current liabilities over current revenues, . . . . .	\$11,400	18
The amount now of floating debt, . . . . .	11,400	18
Total amount now of floating and funded debt, . . . . .	\$211,400	18
Funded debt, as per last report, . . . . .	200,000	00
Floating debt, as per last report, . . . . .	18,410	98



**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 Coplay to Ironton and Orefield, . . . . .	10	10
Length of single main track, . . . . .	10	10
Aggregate length of main line and branches, . . . . .	10	
Aggregate length of sidings and other track not above enumerated: About 4 miles.		
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	14	

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 10  
 Weight of rail per yard, iron, . . . . . 50 to 57 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 10  
 Wooden bridges, number of, 10; aggregate length, . . . . . 340 feet.  
 Number of engine-houses and shops 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, assessor, . . . . . \$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 and furnace cinder ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, . . . . .	1	
Number of locomotives of more than 20 tons weight, . . . . .	1	
Number of freight cars, . . . . .	1	

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 . . . . . 9,610  
 Number of tons of 2,000 pounds of through freight for the year, on main road, . . . . . 80,531.11  
 Number of tons of freight carried one mile, . . . . . 80,531.11  
 Number of tons of freight carried one mile in Pennsylvania, . . . . . 80,531.11  
 Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . . 80,531.11  
 Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . . 6

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

Anthracite coal, . . . . .	6,878.19	Stone and lime, . . . . .	10,415.10
Iron and other ores, . . . . .	61,656.06	Other articles, . . . . .	1,580.18

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

For through freight, per ton per mile, . . . . . 3 to 10 cents.  
 For through coal, per ton per mile, . . . . . 3 to 10 cents.  
 For local freight, per ton per mile, . . . . . 3 to 10 cents.  
 For local coal, per ton per mile, . . . . . 3 to 10 cents

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Freight.**

MONTHS.	Through.		Local.		Total.	
	\$	Cts.	\$	Cts.	\$	Cts.
January, 1879, . . . . .	\$1,394	66				
February, 1879, . . . . .	1,861	96				
March, 1879, . . . . .	2,201	62				
April, 1879, . . . . .	2,279	87				
May, 1879, . . . . .	2,929	45				
June, 1879, . . . . .	2,511	15				
July, 1879, . . . . .	2,042	47				
August, 1879, . . . . .	2,873	59				
September, 1879, . . . . .	3,491	24				
October, 1879, . . . . .	3,846	21				
November, 1879, . . . . .	3,498	51				
December, 1879, . . . . .	3,467	28				
<b>Total, . . . . .</b>	<b>\$32,404</b>	<b>01</b>			<b>\$32,404</b>	<b>01</b>

Total earnings for the year, . . . . . \$32,404 01  
 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.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$5,272	06
New iron rails, number of tons, 54.04.		
<b>Total for maintenance of way, . . . . .</b>	<b>\$5,272</b>	<b>06</b>
Cost per mile of road kept in repair, . . . . .	\$376	58
Proportion for Pennsylvania, . . . . . All in Pennsylvania.		

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

Repairs of locomotives, . . . . .	\$212	90
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$212</b>	<b>90</b>
Cost per mile of road operated, . . . . .	\$15	21
Proportion for Pennsylvania, . . . . . All.		

**MISCELLANEOUS.**

Salaries, wages, and incidentals chargeable to freight department, . .	\$2,915	59
Fuel—number of cords of wood, 20; cost \$3 per cord, . . . . .	60	00
Fuel—coal, cost, . . . . .	899	89
Oil and waste, . . . . .	180	87
Taxes, includes amount paid United States upon old claim, . . . . .	4,544	33
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, .	3,723	52
<b>Total miscellaneous, . . . . .</b>	<b>\$12,323</b>	<b>70</b>
Amount per mile of road operated, . . . . .	\$880	26
Proportion for Pennsylvania, . . . . . All.		
Total expenditures for operating the road, . . . . .	17,808	66
Total charged to road and equipment, . . . . .	17,808	66
Expenses per mile of road operated, . . . . .	1,272	05
Expenses per mile of single track operated, not including sidings, . .	1,780	86
Expenses per train mile, . . . . .	1	85 <sup>1</sup> / <sub>4</sub>
Proportion for Pennsylvania, . . . . . All.		

**EARNINGS.**

Freight transportation, local and through, . . . . .	\$32,404	01
<b>Total, . . . . .</b>	<b>\$32,404</b>	<b>01</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . . \$5,272 06		
Maintenance of motive power and cars, . . . . . 212 90		
Miscellaneous, . . . . . 12,323 70		
<b>Total operating expenses, being 54<sup>1</sup>/<sub>4</sub> per cent. of earnings, . . . . .</b>	<b>17,808</b>	<b>66</b>
<b>Net earnings, . . . . .</b>	<b>\$14,596</b>	<b>35</b>
Earnings per mile of road operated, . . . . .	\$2,314	57
Expenses per mile of road operated, . . . . .	1,272	04
<b>Net earnings, . . . . .</b>	<b>\$1,042</b>	<b>53</b>

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . . 4,000 shares.

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. 1879, according to the best of his knowledge and belief.

(Signed)

ELI J. SAEGER. *President.*

Sworn and subscribed before me, this 7th day of February, A. D. 1880.

JAMES HAMMAN, *Alderman.*

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

Personally appeared before me, Charles Stewart Wurts, treasurer, 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, 1879, according to the best of his knowledge and belief.

(Signed)

CHARLES STEWART WURTS, *Treasurer.*

Affirmed and subscribed to before me, this 24th day of January, A. D. 1880.

JNO. C. SIMS, Junior, *Notary Public.*

**R E P O R T**

OF THE

*Jamestown and Franklin Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
James Miles, President, . . . . .	Girard, Pa.
J. C. Cornwell, Secretary, . . . . .	Stoneboro', Pa.
R. P. Cann, Treasurer, . . . . .	Stoneboro', Pa.
General offices at Stoneboro', Pa.	

*Names of Directors.*

*Residences.*

J. C. Cornwell, . . . . .	Stoneboro', Pa.
James Mason, . . . . .	Cleveland, Ohio.
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, . . . . .	12,024	
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, 1897, bear interest at seven per cent., which is payable January and July,) amount, . . . . .	\$397,000	00
Second mortgage bonds, (due January 1, 1894, bear interest at seven per cent., which is payable June and December,) amount, . . . . .	500,000	00
<b>Total amount now of funded debt, . . . . .</b>	<b>\$897,000</b>	<b>00</b>
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . . \$1,062,579 42		
<b>The amount now of floating debt, . . . . .</b>	<b>1,062,579</b>	<b>42</b>
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$1,959,579</b>	<b>42</b>
Funded debt, as per last report, . . . . .	\$910,000	00
Floating debt as per last report, . . . . .	1,050,296	26
<b>Total cash realized from capital stock and debt, about, . . . . .</b>	<b>2,500,000</b>	<b>00</b>

**COST.**

Total cost of entire road to date, . . . . .	\$2,530,872	61
Average of same per mile of road laid, . . . . .	49,527	84
Proportion of same for Pennsylvania, . . . . .	2,530,872	61

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Jamestown to Oil City, . . . . .	51.10	51.10
<b>Branches.</b>		
Coal Mine branch, . . . . .	1.70	1.70
Aggregate length of main line and branches, . . . . .	52.80	
Aggregate length of sidings and other track, not above enumerated, . . . . .	16.81	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	69.61	

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . .	56.19
Miles of steel rail in use, . . . . .	13.42
Weight of rail per yard, { Iron, . . . . .	50 & 60 pounds.
{ Steel, . . . . .	60 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . .	17
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, Pa.; New Castle and Franklin railroad, at Branch, Pa.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Atlantic and Great Western railroad, at Franklin, Pa., (under.)

**Stations.**

Number of stations on main road: Passenger, 9; freight, 4; total, . . . . .	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.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$1,675 84
February, 1879, . . . . .			1,642 61
March, 1879, . . . . .			2,310 91
April, 1879, . . . . .			2,366 42
May, 1879, . . . . .			1,901 51
June, 1879, . . . . .			1,880 25
July, 1879, . . . . .			2,218 79
August, 1879, . . . . .			2,092 52
September, 1879, . . . . .			2,152 56
October, 1879, . . . . .			2,623 47
November, 1879, . . . . .			2,331 46
December, 1879, . . . . .			1,995 84
Total, . . . . .			\$25,191 68

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$10,073 19
February, 1879, . . . . .			8,561 00
March, 1879, . . . . .			8,604 40
April, 1879, . . . . .			9,012 56
May, 1879, . . . . .			10,620 87
June, 1879, . . . . .			9,079 08
July, 1879, . . . . .			13,739 54
August, 1879, . . . . .			13,493 17
September, 1879, . . . . .			17,763 69
October, 1879, . . . . .			16,231 89
November, 1879, . . . . .			10,088 16
December, 1879, . . . . .			7,855 44
Total, . . . . .			\$185,123 99

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .	\$193 67	\$40 27	\$200 00	\$433 94
February, 1879, . . . . .	193 67	38 33	66 00	298 00
March, 1879, . . . . .	193 67	49 60	62 96	306 23
April, 1879, . . . . .	193 67	68 94	80 00	292 61
May, 1879, . . . . .	193 67	99 27	60 92	353 86
June, 1879, . . . . .	193 67	155 13	35 00	383 80
July, 1879, . . . . .	193 67	86 95		280 62
August, 1879, . . . . .	193 67	78 64	66 00	338 31
September, 1879, . . . . .	193 67	78 88		272 50
October, 1879, . . . . .	193 67	69 58		263 25
November, 1879, . . . . .	193 67	72 27		265 94
December, 1879, . . . . .	193 67	78 51	100 00	372 18
Total, . . . . .	\$2,324 04	\$916 32	\$620 88	\$3,861 24

Total passenger earnings for the year, . . . . .	\$25,191	68
Total freight earnings for the year, . . . . .	135,123	99
Total earnings from all other sources, . . . . .	3,861	24
Total earnings for the year, . . . . .	\$164,176	91
Total receipts from all sources on whole length of line, . . . . .	\$164,176	91
Proportion of earnings in Pennsylvania to earnings of whole line, . .	164,176	91

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Any other expenditures chargeable to this account, . . . . .	\$225	77
Total, . . . . .	\$225	77
Proportion for Pennsylvania, . . . . .	\$225	77

**EARNINGS.**

Passenger transportation, local, . . . . .	\$25,191	68
Freight transportation, local, . . . . .	135,123	99
Mail service, . . . . .	2,324	04
Express service, . . . . .	916	32
Rents, . . . . .	857	92
All other sources of income, . . . . .	262	96
Total, . . . . .	\$164,176	91
<b>Operating Expenses.</b>		
Total operating expenses, being sixty per cent. of earnings, . . .	100,022	56
Net earnings, . . . . .	\$64,154	35
Earnings per mile of road operated, . . . . .	\$3,212	85
Expenses per mile of road operated, . . . . .	1,957	88
Net earnings, . . . . .	\$1,255	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.? Union Express Company, under arrangements made with lessee.

**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? Under arrangements made with lessee.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . . \$601,810 50



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

Personally appeared before me, James Miles, president, and R. 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. 1879, 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. 1880.

J. ROBERT HALL, *Notary Public.*

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## REPORT

OF THE

*Jefferson Railroad Company, for the year ending December 31, 1879.*

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### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Edward M. Clymer, President, . . . . .	Reading, Pa.
Augustus R. Macdonough, Secretary, . . . . .	New York city, N. Y.
* B. Thomas, Division Superintendent.	

General offices, at Scranton, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas Dickson, . . . . .	Scranton, Pa.
Samuel Hines, . . . . .	Scranton, Pa.
Horatio S. Pierce, . . . . .	Scranton, Pa.
Edward N. Willard, . . . . .	Scranton, Pa.
Joseph H. Steel, . . . . .	Scranton, Pa.
William W. Scranton, . . . . .	Scranton, Pa.
Alfred Hand, . . . . .	Scranton, Pa.
Joseph J. Albright, . . . . .	Scranton, Pa.
William A. May, . . . . .	Scranton, Pa.
Hugh J. Jewett, . . . . .	New York city, N. Y.
Edmund S. Bowen, . . . . .	New York city, N. Y.
Augustus R. Macdonough, . . . . .	New York city, N. Y.

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\* Superintendent of the Delaware Division of the New York, Lake Erie and Western railroad.

## 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

## DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1889, bear interest at seven 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 seven per cent., which is payable January 1 and July 1,) for Hawley Branch, amount, . . . . .	204,000	00
Second mortgage bonds, (due January 1, 1889, bear interest at seven 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

## COST.

Total cost of entire road to date, as represented by stock and bonds, as above mentioned, . . . . . \$4,396,050 00

## CHARACTERISTICS OF ROAD

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Susquehanna Depot to Carbondale, 86.686; Hawley to Honesdale, 8.183, . . . . .	44.869	44.869
Length of single main track, . . . . .	44.869	44.869
Aggregate length of main line and branches, . . . . .	44.869	44.869
Aggregate length of sidings and other track not above enumerated, . . . . .	34.565	34.565
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	79.434	79.434

## Gauge.

What is the gauge of your lines? . . . . . 6 feet and 4 feet 8 $\frac{1}{2}$  inches

## Track.

Miles of iron rail in use, . . . . .	51.464
Miles of steel rail in use, . . . . .	7.529
Weight of rail per yard, { Iron, . . . . . 50, 60, and 67 $\frac{1}{2}$ lbs.	
{ Steel, . . . . .	63 lbs.

**Bridges and Trestles.**

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.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Pennsylvania Coal Company gravity railroad, at Hawley.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Delaware and Hudson Canal Company Ninawah Branch railroad, one and a half miles east of Susquehanna.

**Stations.**

Number of stations on main road, passenger and freight, . . . . .	10
Number of wood and water stations on main road, . . . . .	7

How is track laid, and on what foundation? Wooden cross-ties, filled with earth, stone, and cinders.

Average number of cars in passenger trains, including baggage cars, . . . . .	2
Average number of cars in freight trains, . . . . .	56
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	115 tons.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	1,000 tons.

With regard to the inquiries contained on pages 9, 10, 11, 12, 13, and 14, 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 New York, Lake Erie and Western Railroad Company, and cannot be particularly specified as applicable to this road.

**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, under their contract with the New York, Lake Erie and Western Railroad Company.

**TRANSPORTATION COMPANIES.**

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? Delaware and Hudson Canal Company, on terms settled by their contract with the New York, Lake Erie and Western Railroad Company.

## U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? There is no special contract 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,  
\$50 each, . . . . . \$2,096,050 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	2	3	12	4	14
Others, . . . . .						
Total, . . . . .	1	2	3	12	4	14

## Statement of each Accident.

George Philipi, age thirty years, Carbondale, Pa.; falling off train at Ararat Summit, January 30, 1879; received slight injuries.

Daniel Cooney, age twenty-five years, Port Jervis; had his right hand crushed in Hawley yard, at 12.20, P. M., February 4, 1879, making amputation of middle finger necessary.

Levi J. Totten, age twenty-nine years, Port Jervis; had his left hand badly injured in Honesdale yard, at 1.30, P. M., March 15, 1879.

Martin Dillon, age twenty-nine years, Starmea, Pa.; had the thumb of his right hand badly bruised, March 24, 1879, making amputation of the first joint necessary.

S. T. Palmer, age thirty-two years, George M. Stewart, age thirty years, both of Carbondale, Pa., and Michael Murphy, age twenty years, Susquehanna, Pa. These three men were severely injured, at 12.30, A. M., May 10, 1879, by part of coal train 6 running off the track on trestle Three and a half, one mile east of Thompson, and falling to the ground forty feet below. Murphy received injuries from which he died.

Damos Yando, age forty-five years, Carbondale, Pa. He fell off a coal train, at Forest City, at 1.35, P. M., May 1, 1879, and was crushed under the wheels, dying three minutes afterward.

John Kittrick, age twenty-two years, Hancock, N. Y. He fell under the wheels of a coal train, at Millville, at 5.05, P. M., May 20, 1879, receiving injuries from which he died the following day.

Arthur Taylor, age twenty-six years, Susquehanna, Pa.; had his right

hand jammed, at Stillwater, June 2, 1879, making amputation of first finger necessary.

Kearn Breman, age twenty-four years, Carbondale, Pa.; had is right hand badly bruised, in Carbondale yard, at 10.15, A. M., July 12, 1879. No bones broken.

Edward Hadden, age twenty-five years, Brandt. He was bruised about the hips and body, at Stevens', at 6.45, A. M., July 22, 1879. No bones broken.

John Gilbride, age twenty-eight years, Uniondale. He was run over by a coal train, at Uniondale, at 10, P. M., August 21, 1879, and was instantly killed.

Peter Pohren, age twenty-one years, Carbondale, Pa.; had the second finger of his right hand jammed off at the first joint, in Carbondale yard, at 9.45, A. M., September 23, 1879.

George Philipi, age thirty years, Carbondale, Pa.; had the middle finger of his left hand cut off at the first joint, and the thumb and third finger badly bruised, in Carbondale yard, at 2.30, P. M., September 23, 1879.

Lawrence Lamb, age twenty-three years, Susquehanna, Pa.; had his left arm badly lacerated, in Carbondale yard, at 1.25, A. M., October 26, 1879.

Dennis O'Brien, age twenty-seven years, Susquehanna, Pa.; had his right hand badly jammed, in Carbondale yard, at 11.30, A. M., October 25, 1879.

Bernard Dunn, age twenty years, Susquehanna, Pa.; had his right hand badly crushed, at Ararat Summit, at 2.30, P. M., November 3, 1879, making amputation necessary.

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. 1879, according to the best of their knowledge and belief.

(Signed,)

EDWARD M. CLYMER, *President.*

A. R. MACDONOUGH, *Secretary.*

Sworn and subscribed before me, this 2d day of February, A. D. 1880.

HARSEN H. SMITH, *Notary Public, New York.*

**R E P O R T**

OF THE

*Jersey Shore, Pine Creek, and Buffalo Railway Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
John S. Ross, President, . . . . .	Coudersport, Pa.
John M. Hamilton, Secretary, . . . . .	Coudersport, Pa.
John S. Ross, Treasurer, . . . . .	Coudersport, Pa.

General offices at Coudersport, Potter county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Arthur G. Olmsted, . . . . .	Coudersport, Pa.
Arch. F. Jones, . . . . .	Coudersport, Pa.
Charles H. Armstrong, . . . . .	Coudersport, Pa.
Pierre A. Stebbings, junior, . . . . .	Coudersport, Pa.
William K. Jones, . . . . .	Coudersport, Pa.
T. Guilford 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

**DEBT.**

<i>Floating Debt.</i>			
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$333,362	76	
The amount now of floating debt, . . . . .		\$333,362	76
Floating debt, as per last report, . . . . .	\$336,039		22

**COST.**

Total cost of entire road to date, . . . . .	\$833,362	76
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**CHARACTERISTICS OF ROAD.**

<i>Main Line.</i>	<i>MILES.</i>	
	<i>Whole length.</i>	<i>Length in Penn'a.</i>
Length of proposed main line, from Williamsport to Port Allegheny, . . . . .	118	118

STATE OF PENNSYLVANIA, }  
 County of Potter, } 88 :

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. 1879, according to the best of his knowledge and belief.

(Signed)

JNO. S. ROSS, *President and Treasurer.*

Sworn and subscribed before me, this 24th day of January, A. D. 1880.

ARTHUR B. MANN, *Notary Public.*

**R E P O R T**

OF THE

*Junction Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
Isaac Hinckley, President, . . . . .	Philadelphia.
Joseph Lealey, Secretary, . . . . .	Philadelphia.
John Walker, junior, Treasurer, . . . . .	Philadelphia.
Alphonse Feldpanche, Chief Engineer, . . . . .	Philadelphia.
Charles E. Pugh, to April 1, . . . . .	
O. E. McClellan, from April 1 to } General Superintendent, . . . . .	Philadelphia.
December 31, 1879, . . . . . }	

<i>Names of Directors.</i>	<i>Residences.</i>
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

## DEBT.

Funded Debt.		
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 1900, bear interest at six per cent., which is payable April and October,) amount, . . . . .	300,000	00
Total amount now of funded debt, . . . . .	\$755,000	00
Total amount now of floating and funded debt, . . . . .	\$755,000	00
Total cash realized from capital stock and debt, . . . . .	\$1,050,000	

## COST.

Total cost of entire road to date, . . . . .	\$1,064,730	50
Total cost of entire equipment, . . . . .	1,064,730	50

## 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, . . . . .	7.353	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, . . . . .	1.541	1.541
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	4.1217	4.1217

## 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, . . . . .	67 pounds.
{ Steel, . . . . .	67 pounds.

## Bridges and Trestles.

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 Grays' Ferry.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pennsylvania railroad, at Mantua, (over.)



Number of tunnels, 1; aggregate length, . . . . . 750 feet.

How is track laid and on what foundation? Stone ballast and white oak ties.

Average number of cars in passenger trains, including baggage cars, . . . . . 5  
 Average number of cars in freight trains, . . . . . 30

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . . 50

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . . 10,030  
 Number of miles run by freight and coal trains, . . . . . 46,800  
 Number of through passengers for the year on main road, 278,125  
 Number of passengers (all classes) carried in cars, . . . . 278,125  
 Number of passengers carried one mile, . . . . . 278,125

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

January, 1879, . . . . .	21,954	July, 1879, . . . . .	23,982
February, 1879, . . . . .	21,359	August, 1879, . . . . .	23,012
March, 1879, . . . . .	22,331	September, 1879, . . . . .	23,810
April, 1879, . . . . .	23,215	October, 1879, . . . . .	23,056
May, 1879, . . . . .	24,797	November 1879, . . . . .	23,141
June, 1879, . . . . .	23,288	December, 1879, . . . . .	24,180

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

For first-class through and way passengers, . . . . . 3 cents.

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.		Local.	Total.	
	\$	Cts.		\$	Cts.
January, 1879, . . . . .	\$2,065	00		\$2,065	00
February, 1879, . . . . .	1,927	50		1,927	50
March, 1879, . . . . .	2,097	50		2,097	50
April, 1879, . . . . .	1,035	40		1,035	40
May, 1879, . . . . .	1,116	00		1,116	00
June, 1879, . . . . .	1,061	44		1,061	44
July, 1879, . . . . .	1,060	82		1,060	82
August, 1879, . . . . .	1,065	78		1,065	78
September, 1879, . . . . .	1,105	96		1,105	96
October, 1879, . . . . .	1,075	08		1,075	08
November, 1879, . . . . .	1,032	30		1,032	30
December, 1879, . . . . .	1,102	36		1,102	36
<b>Total, . . . . .</b>	<b>\$15,745</b>	<b>14</b>		<b>\$15,745</b>	<b>14</b>

## From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .	\$12,717	64	\$12,717 64
February, 1879, . . . . .	12,647	24	12,647 24
March, 1879, . . . . .	14,441	56	14,441 56
April, 1879, . . . . .	11,492	30	11,492 30
May, 1879, . . . . .	12,182	55	12,182 55
June, 1879, . . . . .	11,294	56	11,294 56
July, 1879, . . . . .	5,581	30	5,581 30
August, 1879, . . . . .	19,707	30	19,707 30
September, 1879, . . . . .	12,792	75	12,792 75
October, 1879, . . . . .	14,195	85	14,195 85
November, 1879, . . . . .	12,579	75	12,579 75
December, 1879, . . . . .	11,854	05	11,854 05
Total, . . . . .	\$151,486	85	\$151,486 85

## From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .		\$338 40	\$1,215 17	\$1,553 57
February, 1879, . . . . .		316 80	178 70	495 50
March, 1879, . . . . .	\$540 00	372 80	142 49	1,055 29
April, 1879, . . . . .		369 60	252 18	621 78
May, 1879, . . . . .		450 40		450 40
June, 1879, . . . . .	540 00	393 60	961 76	1,895 36
July, 1879, . . . . .		486 00		486 00
August, 1879, . . . . .		403 20		403 20
September, 1879, . . . . .	540 00	386 40	181 40	1,107 80
October, 1879, . . . . .		428 00	224 50	652 50
November, 1879, . . . . .		380 00	78 50	458 50
December, 1879, . . . . .	540 00	395 20	78 50	1,013 70
Total, . . . . .	\$2,160 00	\$4,670 40	\$3,313 20	\$10,143 60

Total passenger earnings for the year, . . . . .	\$15,745	14
Total freight earnings for the year, . . . . .	151,486	85
Total earnings from all other sources, . . . . .	10,143	60
Total earnings for the year, . . . . .	\$177,375	59
Total receipts from all sources on whole length of line, . . . . .	\$177,375	59

## EXPENDITURES FOR OPERATING DURING THE YEAR.

## Cost of Maintenance of Way and Buildings.

Total for maintenance of way, . . . . .	\$98,977	45
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## MISCELLANEOUS.

Taxes, . . . . .	\$3,808	02
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	7,679	06

**EARNINGS.**

Passenger transportation, through, . . . . .	\$15,745	14
Freight transportation, through, . . . . .	151,488	85
Mail services, . . . . .	2,160	00
Express service, . . . . .	4,670	40
Rents, . . . . .	463	25
All other sources of income, . . . . .	2,849	95
<b>Total, . . . . .</b>	<b>\$177,375</b>	<b>59</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$87,460 88	
Miscellaneous, . . . . .	11,516 57	
<b>Total, . . . . .</b>	<b>98,977</b>	<b>45</b>
<b>Net earnings, . . . . .</b>	<b>\$78,398</b>	<b>14</b>
<b>Earnings per mile of road operated, . . . . .</b>	<b>\$48,252</b>	<b>50</b>
<b>Expenses per mile of road operated, . . . . .</b>	<b>26,925</b>	<b>00</b>

**Bonds and Mortgages.**

Loan 1862 for 82 years, \$455,000, . . . . .	\$24,300	00
Loan 1865 for 90 years, \$300,000, . . . . .	18,000	00
<b>Total interest on loans, . . . . .</b>	<b>\$45,300</b>	<b>00</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, eighty cents per car per mile.

**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? The mail service performed by contractor, and nothing is paid by company to United States Government.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding: 5,000 shares,  
 \$50 per share, . . . . . \$250,000 00  
 Rate and date of all cash dividends on stock of original and consolidated companies: April 30, 1879, ten per cent. in cash on 5,000 shares, . . . . . 25,000 00

Number and per cent. of dividends: Ten per cent.		
Amount paid in dividends, . . . . .	\$25,000	00
Surplus at the commencement of the year, . . . . .	20,562	43

## 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.

April 7. Unknown man run over and killed in Market street tunnel.

April 17. James Rosser, foot crushed, south of Walnut street; stealing a ride, and jumped off car and fell.

November 28. Thomas T. Mansfield, conductor; killed at Thirty-first street; was getting on engine, slipped, and fell on track.

STATE OF PENNSYLVANIA, } ss:  
County of \_\_\_\_\_, }

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. 1879, according to the best of their knowledge and belief.

(Signed,)

ISAAC HINCKLEY, *President.*

JOHN WALKER, Junior, *Treasurer.*

Sworn and subscribed before me, this 20th day of January, A. D. 1880.

ALBERT B. GUILBERT, *Notary Public.*

**R E P O R T**

OF THE

*Kendall and Eldred Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
George B. Gates, President, . . . . .	Buffalo, N. Y.
C. S. Cary, Vice President, . . . . .	Olean, N. Y.
Franklin S. Buell, Secretary and Treasurer, . . . . .	Buffalo, N. Y.
J. W. Watson, General Superintendent, . . . . .	Olean, N. Y.

<i>Names of Directors.</i>	<i>Residences.</i>
George B. Gates, . . . . .	Buffalo, N. Y.
Sherman S. Jewett, . . . . .	Buffalo, N. Y.
C. S. Cary, . . . . .	Olean, N. Y.
E. J. Ralph, . . . . .	Emporium, Pa.
W. G. Roberts, . . . . .	Eldred, Pa.
B. D. Hamlin, . . . . .	Smethport, Pa.
W. R. Davenport, . . . . .	Erie, 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, . . . . .	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

**DEBT.**

Total cash realized from capital stock and debt, . . . . . \$150,000 00

**COST.**

Total cost of entire road and equipment, . . . . .	\$150,000	00
Average of same per mile of road laid, . . . . .	10,000	00
Proportion of same for Pennsylvania, . . . . .	150,000	00
Total cost of entire equipment, . . . . .	150,000	00

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Eldred to Tarporte, . . . . .	15	15
Length of single main track, . . . . .	15	
Aggregate length of main line and branches, . . . . .	15	

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 13  
 Miles of steel rail in use, . . . . . 2  
 Weight of rail per yard, { Iron, . . . . . 35 pounds.  
                                   { Steel, . . . . . 30 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 19  
 Wooden bridges, number of, 1; aggregate length, . . . . . 210 feet.  
 Wooden trestles, number of, 18; aggregate length, . . . . . 4,858 feet.

**Stations.**

Number of stations on main road, passenger and freight, . . . . . 8  
 Number of engine-houses and shops in Pennsylvania, 2;  
     total number entire road, . . . . . 2  
 Number of wood and water stations on main road, . . . . . 2

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 10 tons weight, . . . . .	4	\$5,500 00
Number of second-class passenger cars, . . . . .	6	
Number of baggage, mail, and express cars, . . . . .	2	
Number of freight cars: House cars, 6; trucks, 30; total, . . . . .	36	
Number of coal, ore, and stone cars, . . . . .	29	

What kind of train 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, . . . . . 8

**DOINGS OF THE YEAR.**  
**Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	39,120
Number of miles run by freight trains, . . . . .	31,290
Number of passengers (all classes) carried in cars, . . . .	201,740
Number of passengers carried one mile, . . . . .	1,616,029
Number of passengers carried one mile in Pennsylvania, . .	1,616,029
Number of tons of freight carried one mile in Pennsylvania, . . . . .	310,893
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	40,362
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,) . . . . .	8

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

January, 1879, . . . . .	4,960	July, 1879, . . . . .	20,132
February, 1879, . . . . .	5,560	August, 1879, . . . . .	18,263
March, 1879, . . . . .	15,309	September, 1879, . . . . .	16,221
April, 1879, . . . . .	18,554	October, 1879, . . . . .	16,882
May, 1879, . . . . .	21,491	November, 1879, . . . . .	18,229
June, 1879, . . . . .	21,870	December, 1879, . . . . .	24,269

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

Anthracite and bituminous coal, . . . . .	5,130	Merchandise and manufactures, . . . . .	8,522
Other iron or castings, . . . . .	9,853	Lumber, . . . . .	12,130
Stone and lime, . . . . .	231	Other articles, . . . . .	2,362
Agricultural products, . . . . .	2,184		

**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, 1879, . . . . .		\$3,501 25	
February, 1879, . . . . .		4,405 30	
March, 1879, . . . . .		5,886 20	
April, 1879, . . . . .		7,377 80	
May, 1879, . . . . .		8,471 10	
June, 1879, . . . . .		7,882 15	
July, 1879, . . . . .		7,124 55	
August, 1879, . . . . .		6,290 35	
September, 1879, . . . . .		5,685 15	
October, 1879, . . . . .		6,213 05	
November, 1879, . . . . .		6,595 60	
December, 1879, . . . . .		8,729 05	
<b>Total, . . . . .</b>		<b>\$78,091 55</b>	

## From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .		\$3,497 96	
February, 1879, . . . . .		3,781 72	
March, 1879, . . . . .		6,647 18	
April, 1879, . . . . .		7,250 04	
May, 1879, . . . . .		7,184 47	
June, 1879, . . . . .		4,963 95	
July, 1879, . . . . .		4,149 85	
August, 1879, . . . . .		4,183 92	
September, 1879, . . . . .		4,281 94	
October, 1879, . . . . .		6,069 53	
November, 1879, . . . . .		6,393 36	
December, 1879, . . . . .		5,430 08	
Total, . . . . .		\$63,814 00	

## From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .		\$125 79	\$211 15	
February, 1879, . . . . .		167 60	227 80	
March, 1879, . . . . .		254 37	232 47	
April, 1879, . . . . .		385 81	230 18	
May, 1879, . . . . .		487 78	146 36	
June, 1879, . . . . .		848 15	101 59	
July, 1879, . . . . .		335 08	98 12	
August, 1879, . . . . .		310 11	83 83	
September, 1879, . . . . .	\$376 19	249 70	111 38	
October, 1879, . . . . .		228 87	128 14	
November, 1879, . . . . .		253 00	148 70	
December, 1879, . . . . .	234 48	278 49	465 81	
Total, . . . . .	\$610 67	\$3,874 63	\$2,185 53	\$6,170 83

Total passenger earnings for the year, . . . . .	\$78,091 55
Total freight earnings for the year, . . . . .	63,814 00
Total earnings from all other sources, . . . . .	6,170 83

Total earnings for the year, . . . . . \$148,076 38

Total receipts from all sources on whole length of line, . . . . . \$148,076 38

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages, . . . . .	\$445 00
New locomotives, number, 1, . . . . .	5,250 00
New passenger cars, number, 1, . . . . .	1,500 00
Any other expenditures chargeable to this account, . . . . .	419 04
Total, . . . . .	\$7,614 04



**EXPENDITURES FOR OPERATING DURING THE YEAR.**

**Cost of Maintenance of Ways and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$6,384	25
New iron rails, . . . . .	1,113	13
New steel rails, . . . . .	488	11
Repairs of bridges, . . . . .	782	18
Repairs of buildings and fixtures, . . . . .	525	00
All other expenses for maintenance of way, . . . . .	1,015	19
<b>Total for maintenance of way, . . . . .</b>	<b>\$10,257</b>	<b>86</b>

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

Repairs of locomotives, . . . . .	\$1,514	16
Repairs of passenger, baggage, and mail cars, . . . . .	314	73
Repairs of freight cars, . . . . .	140	08
All other expenses for maintenance of motive power and cars, . . . . .	1,283	75
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$3,252</b>	<b>72</b>

**MISCELLANEOUS.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$7,418	95
Salaries, wages, and incidentals chargeable to freight department, . . . . .	9,731	63
Fuel—coal, . . . . .	2,849	96
Oil and waste, . . . . .	277	42
Damages for cattle killed or injured, . . . . .	329	25
Damages for loss of goods and baggage, . . . . .	1,945	00
Damages to property, including damages by fire, . . . . .	1,000	00
Taxes, . . . . .	1,490	04
Insurance, . . . . .	422	67
Telegraph expenses, . . . . .	276	56
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	5,614	84
<b>Total miscellaneous, . . . . .</b>	<b>\$31,296</b>	<b>82</b>

**EARNINGS.**

Passenger transportation, local and through, . . . . .	\$78,091	55
Freight transportation, local and through, . . . . .	63,814	00
Mail service, . . . . .	610	67
Express service, . . . . .	3,374	63
All other sources of income, . . . . .	2,185	53
<b>Total, . . . . .</b>	<b>\$148,076</b>	<b>38</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$10,257	86
Maintenance of motive power and cars, . . . . .	3,252	72
Miscellaneous, . . . . .	31,296	82
<b>Total operating expenses, . . . . .</b>	<b>\$44,806</b>	<b>90</b>
<b>Net earnings, . . . . .</b>	<b>\$103,269</b>	<b>48</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. ? American Express Company, pay first-class rates per one hundred pounds, and fifty per cent. added.

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 ; at depot.

**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 ? Pay by weight, according to law.

**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 :

January, 1879, two per cent. ; February, 1879, two per cent. ; March, 1879, two per cent. ; April, 1879, two per cent. ; May, 1879, two per cent. ; June, 1879, two per cent. ; July, 1879, six per cent. ; July, 1879, two per cent. ; August, 1879, two per cent. ; September, 1879, two per cent. ; September, 1879, six per cent. ; October, 1879, two per cent. ; October, 1879, six per cent. ; November, 1879, two per cent. ; December, 1879, three per cent. ; December, 1879, six per cent.

Number and per cent. of dividends, . . . . .	16		
Amount paid in dividends, . . . . .		\$78,500	00
Balance for the year, or surplus, . . . . .		22,155	44
Total surplus, . . . . .		22,155	44
Surplus invested as follows:			
Cash and loans on hand, . . . . .		18,751	19
Balance of accounts due company, . . . . .		3,404	25

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

Personally appeared before me, George B. Gates, president, and Franklin S. Buell, treasurer, of the Kendall and Eldred 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. 1879, according to the best of their knowledge and belief.

(Signed,)

G. B. GATES, *President.*

FRANKLIN S. BUELL, *Treasurer.*

Sworn and subscribed before me, this 1st day of March, A. D. 1880.

PHILIP JOYCE,

*Notary Public in and for Erie county, New York.*

**R E P O R T**

OF THE

*Keystone Coal Railroad Company, for the year ending  
December 31, 1878.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
Henry A. Stiles, President, . . . . .	Philadelphia.
F. H. Williams, Secretary and Treasurer, . . . . .	Philadelphia.
R. Lee France, General Superintendent, . . . . .	Meyersdale.
<i>Names of Directors.</i>	<i>Residences.</i>
David E. Small, . . . . .	York, Pa.
Jonathan Steward, . . . . .	Trenton, N. J.
R. D. Barclay, . . . . .	Philadelphia, Pa.
William J. Baer, . . . . .	Somerset, Pa.
Henry T. Weld, . . . . .	Mt. Savage, Md.
George F. Baer, . . . . .	Reading, Pa.

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Keystone mines to Keystone Junction,	5½	
Aggregate length of main line and branches,	5½	5½
Aggregate length of sidings and other track not above enumerated,	¼	¼
Aggregate length of main line, branches, leased roads, sidings, and other track,	5¾	5¾

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 5  
 Miles of steel rail in use, . . . . . ½  
 Weight of rail per yard, { Iron, . . . . . 30 pounds.  
                                   { Steel, . . . . . 50 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 4  
 Wooden trestles, number of, 4; aggregate length, . . . . . 800 feet.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Salisbury railroad, at Casselman river.

Number of crossings of highways at grade in this Commonwealth, . . . . . 3  
 What regulations govern your employes in regard to these crossings?  
 Approach crossings slowly and use the whistle.

**Stations.**

Number of engine-houses and shops in Pennsylvania, 1;  
 total number entire road, . . . . . 1  
 Number of wood and water stations on main road, . . . . . 2  
 How is track laid and on what foundation? Oak ties and stone ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 10 tons weight, . . . . .	1	\$9,500 00
Number of locomotives of 8 tons weight, . . . . .	1	3,500 00
Mining cars, . . . . .	80	60 00

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . . 10

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of tons of 2,000 pounds of through freight for the year on main road, . . . . . 57,490  
 Number of tons of freight carried one mile in Pennsylvania, . . . . . 287,450  
 Average rate of speed adopted by freight trains, including stops, (miles per hour,) about . . . . . 10

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

Bituminous coal, . . . . . 57,490

The road is used only for hauling coal from mines of company, located on Casselman river, three miles south of Meyersdale, to Keystone Junction, on line of Pittsburgh division of Baltimore and Ohio railroad, where the coal is dumped out of mining cars into the cars of the Baltimore and Ohio railroad.

**MISCELLANEOUS.**

Fuel—number of tons of coal, 1,800; cost, approximate, \$1,800 00

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

Personally appeared before me, H. A. Stiles, president, and F. H. Williams, treasurer, of the Keystone Coal 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)

H. A. STILES, *President.*

F. H. WILLIAMS, *Treasurer.*

Sworn and subscribed before me this 24th day of March, A. D. 1880.

W. W. DOUGHERTY, *Notary Public.*

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## R E P O R T

OF THE

*Lake Shore and Michigan Southern Railway Company,  
for the year ending December 31, 1879.*

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### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William H. Vanderbilt, President, . . . . .	New York.
Augustus Schell, Vice President, . . . . .	New York.
E. D. Worcester, Secretary and Treasurer, . . . . .	New York.
James Mason, General Solicitor, . . . . .	Cleveland.
L. H. Clark, Chief Engineer, . . . . .	Cleveland.
John Newell, General Manager, . . . . .	Cleveland.
Charles Paine, General Superintendent, . . . . .	Cleveland.
C. B. Couch, Division Superintendent in Pennsylvania, . . . . .	Cleveland.
G. H. McIntire, Division Superintendent in Pennsylvania, . . . . .	Stonebro', Pa.

General offices at Cleveland, O.

<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.
John E. Burrill, . . . . .	New York.
D. O. Mills, . . . . .	New York.
William L. Scott, . . . . .	Erie, Pa.
Charles M. Reed, . . . . .	Erie, Pa.
Russell Brown, . . . . .	Warren, Pa.
Amasa Stone, . . . . .	Cleveland, O.
Henry B. Payne, . . . . .	Cleveland, O.
Albert Keep, . . . . .	Chicago.

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\* 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, par value of each share, . . . . .	100	00
Capital stock, average market value during the year, . . . . .	80	00

## DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1900, bear interest at seven per cent., which is payable January, April, July, and October,) amount, . . . . .	\$22,750,000	00
Second mortgage bonds, (due December 1, 1903, bear interest at seven per cent., which is payable June 1 and December 1,) amount, . . . . .	13,165,000	00
Total amount now of funded debt, . . . . .	\$35,915,000	00
Total amount now of floating and funded debt, . . . . .	\$35,915,000	00
Funded debt, as per last report, . . . . .	\$35,500,000	00

## COST.

Total cost of entire road to date, . . . . .	\$65,600,000	00
Average of same per mile of road laid, . . . . .	75,874	00
Proportion of same for Pennsylvania, . . . . .	3,744,372	00
Total cost of entire equipment, . . . . .	14,378,000	00
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, . . . . .	88,100	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, Ill., . . . . .	540.37	44.06
Length of single main track, . . . . .	304.72	
Length of double main track, . . . . .	235.65	44.06
<b>Branches.</b>		
Ashtabula Branch, from Ashtabula Harbor to Jamestown, Pa., . . . . .	38.60	5.29
Sandusky Branch, from Elyria, O., to Millbury, O., . . . . .	38.60	
Sandusky Pier Branch, from junction (Sandusky) to old depot, . . . . .	72.96	
Air Line Branch, from Toledo, O., to Elkhart, Ind., . . . . .	72.96	
Monroe Branch, from Lenawee junction to Monroe, . . . . .	3.74	
Jackson Branch, from Lenawee junction to Jackson, . . . . .	3.74	
	130.70	
	130.70	
	29.50	
	29.50	
	41.90	
	41.90	

Main Line.		MILES.	
		Whole length.	Length in Penn'a.
Palmyra Branch, from Palmyra to Adrian,	Length of branch, . . .	5.38	
	Length of single track, . . .	5.38	
Connecting Branch, from D., A. V. and P. junction, in Dunkirk, . . . . .	Length of branch, . . .	1.50	
	Length of single track, . . .	1.50	
<b>Leased Roads.</b>			
Kalamazoo, Allegan and Grand Rapids Branch, from Kalamazoo to Grand Rapids,	Length of road, . . .	58	
	Length of single track, . . .	58	
Jamestown and Franklin Branch, from Jamestown to Oil City,	Length of road, . . .	51.10	51.10
	Length of single track, . . .	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,	Length of road, . . .	36.68	
	Length of single track, . . .	36.68	
*Northern Central of 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, . . . . .		1,024.60	49.85
Aggregate length of leased roads, . . . . .		152.09	51.10
Aggregate length of siding and other track not above enumerated, . . . . .		471.92	43.55
Aggregate length of second track, . . . . .		235.65	44.06
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .		1,884.37	188.06

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 804.37  
 Miles of steel rail in use, . . . . . 1,080  
 Weight of rail per yard, { Iron, . . . . . 60 pounds.  
 { Steel, . . . . . 60, 65, and 65½ pounds.

What is the relative durability, practicability of use, and value, as used on your road? One steel rail equal to four iron.

**Bridges and Trestles.**

LOCATION.	Kind.	Whether wood, stone, or iron.	Length in feet.	When completed.
Snodgrass creek, near Jamestown, . . . . .	Howe truss, . . .	Wood, . . . . .	163	July, 1879.

Number of bridges and trestles on whole line, . . . . . 895  
 Wooden bridges, number of, 76; aggregate length, . . . . . 8,532 feet.  
 Stone bridges, number of, 11; aggregate length, . . . . . 1,680 feet.  
 Iron bridges, number of, 47; aggregate length, . . . . . 5,141 feet.  
 Wooden trestles, number of, 261; aggregate length, . . . . . 23,342 feet.

\* These three roads owned by Lake Shore and Michigan Southern.

**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 Dock Junction, Erie; Erie and Pittsburgh railroad, at Jamestown, on Jamestown and Franklin; Atlantic and Great Western railroad, at Amasa, on Jamestown and Franklin.

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, . . . . .	127

What regulations govern your employes in regard to these crossings? Bell rung or whistle blown; State and municipal statutes obeyed.

**Stations.**

Number of stations on main road: Passenger, 144; freight, 57; total, . . . . .	201
Number of stations on branches: Passenger, 59; freight, 23; total, . . . . .	82
Number of stations on leased roads: Passenger, 28; freight, 7; total, . . . . .	35
Number of 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

Number of tunnels: One at Oil City, on Jamestown and Franklin railroad.

How is track laid, and on what foundation? Ballasted with stone and gravel; joints fastened with angle splice.

Equipment.	Number.	Average 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, . . . . .	195	10,000 00
Number of locomotives of more than 20 tons weight, . . . . .	6	10,000 00
Number of first-class passenger cars, . . . . .	99	4,000 00
Number of second-class passenger cars, wrecking and emigrant, . . . . .	68	3,000 00
Number of baggage, mail, and express cars, . . . . .	81	2,500 00
Number of freight cars: House cars, 7,484; trucks, 1,517; total, . . . . .	9,001	600 00
Number of coal, ore, and stone cars, . . . . .	1,532	500 00
Number of caboose cars, . . . . .	256	500 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, . . . . .	5
Average number of cars in freight trains, . . . . .	40
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, . . . . .	609 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	9,203
Same in Pennsylvania, . . . . .	782

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	2,234,304
Number of miles run by freight trains, . . . . .	7,506,016
Number of through passengers for the year on main road, Buffalo and Chicago, . . . . .	60,414
Number of passengers (all classes) carried in cars, . . . . .	2,803,046
Number of passengers carried one mile, . . . . .	141,763,896
Number of passengers carried one mile in Pennsylvania, . . . . .	8,505,833
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	1,053,977
Number of tons of freight carried one mile, . . . . .	1,733,443,440
Number of tons of freight carried one mile in Pennsylvania, . . . . .	104,006,606
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	7,541,794
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.**

January, 1879, . . . . .	169,388	July, 1879, . . . . .	271,377
February, 1879, . . . . .	171,629	August, 1879, . . . . .	282,898
March, 1879, . . . . .	219,283	September, 1879, . . . . .	321,279
April, 1879, . . . . .	212,162	October, 1879, . . . . .	269,083
May, 1879, . . . . .	201,730	November, 1879, . . . . .	223,461
June, 1879, . . . . .	216,352	December, 1879, . . . . .	244,404

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

Anthracite coal, . . . . .	322,823	Agricultural products, . . . . .	2,119,121
Bituminous coal, . . . . .	730,018	Merchandise and manufactures, . . . . .	816,989
Petroleum and other oils, . . . . .	470,991	Live stock, . . . . .	616,845
Pig iron, . . . . .	142,569	Lumber, . . . . .	653,444
Railroad iron, . . . . .	55,517	Other articles, . . . . .	1,243,532
Other iron or castings, . . . . .	184,542		
Iron and other ores, . . . . .	60,913	Total, . . . . .	7,541,794
Stone and lime, . . . . .	144,540		

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

For first-class through passengers, . . . . .	2 <sup>6</sup> / <sub>10</sub> cents.
For first-class way passengers, . . . . .	3 cents.
For first-class way passengers, round trip, . . . . .	2 <sup>1</sup> / <sub>2</sub> cents.
For second-class through passengers, . . . . .	1 <sup>9</sup> / <sub>10</sub> cents.
For second-class way passengers, . . . . .	2 cents.

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

For through freight and through coal, per ton per mile, . . . . .	.520 cents.
For local freight, per ton per mile, . . . . .	.700 cents.
All freight, per ton per mile, . . . . .	.641 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$29,511	54	\$145,612	90	\$175,124	44
February, 1879, . . . . .	31,447	21	151,954	47	183,401	68
March, 1879, . . . . .	41,021	91	195,905	06	236,926	99
April, 1879, . . . . .	45,404	28	194,085	52	239,489	80
May, 1879, . . . . .	49,466	99	189,181	05	238,646	04
June, 1879, . . . . .	50,413	97	197,951	67	248,364	64
July, 1879, . . . . .	48,730	78	230,944	89	279,674	67
August, 1879, . . . . .	53,767	65	258,769	01	312,536	66
September, 1879, . . . . .	69,548	01	286,492	88	356,040	89
October, 1879, . . . . .	61,117	20	274,136	42	335,253	62
November, 1879, . . . . .	58,209	63	215,775	57	263,984	50
December, 1879, . . . . .	47,094	80	219,509	86	266,604	66
Total, . . . . .	\$577,733	97	\$2,560,269	62	\$3,138,003	59

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$251,379	65	\$564,066	71	\$815,445	36
February, 1879, . . . . .	297,472	34	641,698	02	939,170	36
March, 1879, . . . . .	302,670	89	667,137	00	969,807	89
April, 1879, . . . . .	275,194	60	615,227	20	890,421	80
May, 1879, . . . . .	225,429	47	614,652	54	840,081	01
June, 1879, . . . . .	181,136	42	567,790	27	748,926	69
July, 1879, . . . . .	183,667	60	508,333	00	692,000	60
August, 1879, . . . . .	186,913	73	703,321	18	890,234	91
September, 1879, . . . . .	197,062	12	811,610	18	1,008,672	30
October, 1879, . . . . .	265,113	83	920,476	66	1,178,590	49
November, 1879, . . . . .	278,415	60	836,670	13	1,115,085	73
December, 1879, . . . . .	297,280	86	902,100	62	1,199,380	48
Total, . . . . .	\$2,935,237	11	\$8,853,023	51	*\$11,788,260	63

\* Includes storage, switching, &c., \$108,084 63.

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$42,000	00	\$17,829	22	\$10,331	88	\$69,661	10
February, 1879, . . .	42,000	00	16,860	14	9,305	91	68,166	05
March, 1879, . . .	35,845	86	18,668	05	9,433	00	63,846	91
April, 1879, . . .	42,000	00	8,734	95	10,784	35	56,519	30
May, 1879, . . .	38,154	54	18,168	70	10,070	75	64,388	99
June, 1879, . . .	61,940	86	17,084	00	7,696	33	86,721	19
July, 1879, . . .	40,000	00	15,575	37	10,391	43	65,966	80
August, 1879, . . .	39,845	34	15,694	80	11,564	08	67,104	22
September, 1879, . . .	44,232	89	20,508	88	10,563	01	75,304	28
October, 1879, . . .	41,000	00	19,141	52	12,271	50	72,413	02
November, 1879, . . .	40,000	00	20,905	22	10,297	11	71,202	33
December, 1879, . . .	50,427	17	20,124	80	13,377	10	83,929	07
Total, . . . . .	\$517,446	16	\$201,695	65	\$126,086	45	\$845,228	26
Total passenger earnings for the year, . . . . .							\$3,138,003	59
Total freight earnings for the year, . . . . .							11,238,260	62
Total earnings from all other sources, . . . . .							845,228	26
Total earnings for the year, . . . . .							\$15,271,492	47
Total receipts from all sources on whole length of line, . . . . .							\$15,271,492	47
Proportion of earnings in Pennsylvania to earnings of whole line, 8.54 per cent., including Jamestown and Franklin, which reports separately, . . . . .							1,304,181	41

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$1,173,466	59
New steel rails, number of tons, 9,500, . . . . .	286,604	86
Repairs of bridges, . . . . .	144,173	05
Repairs of buildings and fixtures, . . . . .	173,643	52
Repairs of fences, . . . . .	24,395	29
Total for maintenance of way, . . . . .	\$1,811,283	31
Cost per mile of road kept in repair, (1,177 miles,) . . . . .	\$1,538	89
Proportion for Pennsylvania, 8½ per cent., . . . . .	153,959	08

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$550,018	27
Repairs of passenger, baggage, mail, and freight cars, . . . . .	654,509	28
Total for maintenance of motive power and cars, . . . . .	\$1,204,527	55
Cost per mile of road operated, (1,177 miles,) . . . . .	\$1,023	89
Proportion for Pennsylvania, 8½ per cent., . . . . .	102,384	84

## MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	}	\$3,064,534	02
Salaries, wages, and incidentals chargeable to freight department, Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .			
Fuel—wood and coal, . . . . .		870,733	00
Oil and waste, . . . . .		100,444	53
Damages for injuries to persons, . . . . .		40,056	57
Damages for cattle killed or injured, . . . . .		7,898	26
Damages for loss of goods and baggage, . . . . .		28,333	33
Taxes, . . . . .		437,116	87
Telegraph expenses, . . . . .		19,627	33
Amount paid other corporations or individuals for use of all other cars, . . . . .		658,962	61
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .		696,206	64
<b>Total miscellaneous, . . . . .</b>		<b>\$5,918,713</b>	<b>56</b>
Amount per mile of road operated, . . . . .		\$5,028	64
Proportion for Pennsylvania, . . . . .		503,090	65
Total expenditures for operating the road, . . . . .		5,918,713	56
Total charged to road and equipment, . . . . .		3,015,810	86
Expenses per mile of the road operated, (1,177 miles,) . . . . .		7,590	93
Expenses per mile of single track operated, not including sidings, (1,412 miles,) . . . . .		6,327	57
Expenses per train mile, . . . . .			92
Proportion for Pennsylvania, 8½ per cent., . . . . .		679,434	57

## EARNINGS.

Passenger transportation, local, . . . . .	\$2,560,269 62	} Total,	\$3,138,003	59
Passenger transportation, through, . . . . .	577,733 97			
Freight transportation, local, . . . . .	8,353,023 51	} Total,	11,288,260	62
Freight transportation, through, . . . . .	2,935,237 11			
Mail service, . . . . .			517,446	16
Express service, . . . . .			201,695	65
Rents, . . . . .			70,207	68
All other sources of income, . . . . .			55,878	77
<b>Total, . . . . .</b>			<b>\$15,271,492</b>	<b>47</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$1,811,283 31			
Maintenance of motive power and cars, . . . . .	1,204,527 55			
Miscellaneous, . . . . .	5,918,713 56			
<b>Total operating expenses, being 58½ per cent of earnings, . . . . .</b>			<b>8,934,524</b>	<b>42</b>
<b>Net earnings, . . . . .</b>			<b>\$6,336,968</b>	<b>05</b>
Earnings per mile of road operated, (1,177 miles,) . . . . .			\$12,974	93
Expenses per mile of road operated, (1,177 miles,) . . . . .			7,590	93
<b>Net earnings, . . . . .</b>			<b>\$5,384</b>	<b>00</b>
Net earnings, . . . . .			\$6,336,968	05
Interest, rentals, &c., . . . . .	\$3,754,987 98			
Dividends, six and one half per cent., . . . . .	3,215,322 50			
Sinking fund, . . . . .	250,000 00			
Ashtabula accident, . . . . .	60,128 09			
<b>Surplus, . . . . .</b>			<b>6,280,438</b>	<b>57</b>
			\$56,529	48

GENERAL BALANCE SHEET.

DR.		
Lake Shore and Michigan Southern railway and branches, miles, . . . . .	864.80	\$85,600,000 00
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	1,357,000 00
Total roads owned, miles, . . . . .		1,024.71
Equipment, 495 locomotives, 11,196 cars, . . . . .		\$88,862,600 00
Investment in Jamestown and Franklin railroad, . . . . .		14,378,000 00
Investment in Chicago and Canada Southern railroad, . . . . .		1,877,879 42
Investment in Grand Pacific Hotel, Chicago, . . . . .		660,000 00
Stocks and bonds at cost, . . . . .		415,712 50
General office property and other real estate, . . . . .		3,068,004 82
Materials on hand, . . . . .		225,378 47
Cash, . . . . .		756,857 06
Earnings in transit, collected since January 1, . . . . .		2,450,788 67
		366,378 64
		\$93,066,542 58
CR.		
Capital stock, . . . . .		\$50,000,000 00
Funded debt:		
Lake Shore and Michigan Southern, . . . . .		85,915,000 00
Detroit, Monroe and Toledo, . . . . .		924,000 00
Kalamazoo and White Pigeon, . . . . .		600,000 00
December expenses paid in January, . . . . .		540,548 13
Dividend due February 1, 1880, . . . . .		2,005,335 00
Income, or profit and loss account, . . . . .		3,101,661 45
		\$93,066,542 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, &c.? American—Buffalo and Cleveland; United States—Cleveland and Chicago; Union—Ashtabula and Oil City. Railroad company furnish cars, &c., at a per diem rate, for a fixed weight; excess, about 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? Money and valuable packages; also, valuable merchandise.

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—Red Line, White Line, South Shore Line. Stock companies—Empire Line, Merchants' Dispatch. Cars of coöperative lines owned by the railroad companies. Stock companies own their cars, and receive mileage thereon; also, a commission on business they bring to us.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? No preference shown.

Are any discriminations made by your company in charges or facilities for transportation between transportation companies or individuals, or in favor of either, by abatement, drawback, or otherwise? If so, state the reasons therefor? All companies or individuals shipping like character or quantities of freight are treated alike, as regards rates, facilities, &c.

What running arrangements have you with other railroad companies? What are the details of the contract? Erie and Pittsburgh railroad run trains over Lake Shore and Michigan Southern tracks between Girard and Erie, seventeen miles, allowing Lake Shore and Michigan Southern forty-five per cent. of earnings made on this seventeen miles.

Lake Shore and Michigan Southern run trains over Erie and Pittsburgh railroad between Girard and Jamestown, same arrangement as to compensation.

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 offices of said company or individuals, and amount paid to each?

Empire Transportation Company, F. M. Bissell, auditor, Philadelphia, . . . . .	\$149,251 11
Standard Oil Company, George I. Vail, auditor, Cleveland, Merchants' Dispatch Company, A. D. Penfold, auditor, New York, . . . . .	29,957 63 94,770 40

#### 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 maintain the interior, put on the cars at their own cost, and receive all the charges for berths or seats. The railroad company maintain the exterior.

#### 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? Route 6052, Buffalo and Chicago, 1879, \$344,247 86; postal cars twice each way daily. Route 8045, Ashtabula and Oil City, 1879, \$3,964 60, in baggage cars, once each way daily.

#### 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 date of consolidation, 1869.

Amount of common stock now outstanding, . . . . . \$49,466,500 00

Rate and date of all cash dividends on stock of original and consolidated companies:

1870, eight per cent.; 1871, eight per cent.; 1872, eight per cent.; 1873, four per cent.; 1874, three and one fourth per cent.; 1875, two per cent.;

1876, three and one fourth per cent.; 1877, two per cent.; 1878, four per cent.; 1879, six and one half per cent.; total, ten years, forty-nine per cent.

Number and per cent of dividends: One 2½, one 4.		
Amount paid in dividends, . . . . .	\$3,215,322	50
Paid to sinking fund, . . . . .	250,000	00
Balance for the year, or surplus, . . . . .	56,529	48
Surplus at commencement of the year, . . . . .	3,245,182	87
Total surplus, after charging off \$450,000 depreciation in assets, . . . . .	3,101,661	45
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, . . . . .						
Employés, . . . . .				2		2
Others, . . . . .			4	8	4	8
Total, . . . . .					4	5

Statement of each Accident.

January 23, 1879. James Shaw, farmer; near Girard; lying on track; killed.

January 30. Valentine Stein, car repairer; Erie; walking on track, hit by engine; leg broken.

February 17. John Gray, brakeman; Erie; leg caught between two cars, broken.

May 17. Joel Bradish, farmer; near Girard; drove across track in front of train; killed.

July 13. Michael A. Hickey, trespasser; Erie; lying on track; killed.

August 29. Samuel Cogshell, trespasser; Erie; walking on track; killed.

September 27. Frank Merritt, boy; Erie; jumped on a moving train; foot amputated.

November 3. J. N. Yapple, trespasser; Erie; struck by engine; leg broken.

November 19. Charles Meyer, trespasser; Oil City; jumping off train; foot cut off.

STATE OF NEW YORK, }  
 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. 1879, according to the best of their knowledge and belief.

(Signed)

W. H. VANDERBILT, *President.*

E. D. WORCESTER, *Treasurer.*

Sworn and subscribed before me, this 28th day of February, A. D. 1880.

DWIGHT W. PARDEE,

*Commissioner for Pennsylvania, residing in New York.*

## R E P O R T

OF THE

*Lawrenceville and Evergreen Railway Company, for the  
year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. J. Gillespie, President, . . . . .	Evergreen Hamlet.
A. C. McCallam, junior, Secretary and Treasurer, . . . . .	Evergreen Hamlet.
F. M. Magee, General Solicitor, . . . . .	Evergreen Hamlet.

General offices at 86 Wood street, Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
J. J. Gillespie, . . . . .	Evergreen, Ross township, Pa.
A. C. McCallam, junior, . . . . .	Evergreen, Ross township, 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, . . . . .	800	
Capital stock, amount paid in on each share, . . . . .	33	33 $\frac{1}{2}$
Capital stock, par value of each share, . . . . .	50	00



**DEBT.**

<b>Funded Debt.</b>		
First mortgage bonds, (due May, 1878, bear interest at seven per cent., legality of which is disputed,) amount, . . . . .	\$12,500	00
Total amount now of funded debt, . . . . .	\$12,500	00
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction equipment, or purchase of property, . . . . .	\$1,303	47
The amount now of floating debt, . . . . .	1,303	47
Total amount now of floating and funded debt, . . . . .	\$13,803	47
Funded debt as per last report, . . . . .	\$12,500	00
Floating debt as per last report, . . . . .	1,075	51
Total cash realized from capital stock and debt, . . . . .	\$23,803	47

**COST.**

Total cost of entire road to date, . . . . .	\$23,481	00
Average of same per mile of road laid, . . . . .	7,827	00
Total cost of entire equipment, (this amount is included in above,) . . . . .	7,742	44
Average cost of equipment per mile of road operated by company, . . . . .	2,560	81
Proportion of same for Pennsylvania, . . . . .	All.	
Cost of road and equipment per mile, . . . . .	7,827	00
Proportion of same for Pennsylvania, . . . . .	All.	

**CHARACTERISTICS OF ROAD.**

<b>Main Line.</b>	<b>MILES.</b>	
	Whole length.	Length in Penn'a.
Length of main line, from Bennett to Evergreen, . . . . .	2.61	2.61
Length of single main track, . . . . .	2.61	2.61
Aggregate length of main line and branches, . . . . .	2.61	2.61
Aggregate length of sidings and other track not above enumerated, . . . . . 500 feet.		

**Gauge.**

What is the gauge of your lines, . . . . . 8 feet.

**Track.**

Miles of iron rail in use, . . . . . 2.71  
 Weight of rail per yard, iron, . . . . . 28 and 30 lbs.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 14  
 Wooden bridges, number of, 13; aggregate length, . . . . . 890 feet.  
 Stone bridges, number of, 1; aggregate length, . . . . . 25 feet.

**Stations.**

Number of stations on main road : Passenger, 8 ; freight, 2 ;  
 total, . . . . . 10  
 Number of engine-houses and shops in Pennsylvania, 1 ;  
 total number entire road, . . . . . 1  
 Number of wood and water stations on main road, . . . . . 2  
 How is track laid, and on what foundation? Oak cross-ties.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 9 tons weight, . . . . .	1	\$4,500 00
Number of first-class passenger cars, . . . . .	1	2,148 00
Number of second-class passenger cars, . . . . .	1	630 00
Number of freight cars, . . . . .	1	464 44

Average number of cars in passenger trains, including  
 baggage cars, . . . . . 1  
 Average number of cars in freight trains, . . . . . 1  
 Average weight of passenger trains, including locomotive  
 and tender, in working order, . . . . . 13 tons.  
 Average weight of freight 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, . . . . . 11,850  
 Number of passengers for the year on main road, . . . . . 26,912  
 Number of passengers, (all classes,) carried in cars, . . . . . 26,912  
 Number of passengers carried one mile in Pennsylvania, . . . . . 26,912  
 Average rate of speed adopted by ordinary passenger trains,  
 including stops, (miles per hour,) . . . . . 9  
 Average rate of speed adopted by freight trains, includ-  
 ing stops, (miles per hour,) . . . . . 9

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

January, 1879, . . . . .	2,853	May, 1879, . . . . .	4,524
February, 1879, . . . . .	2,697	June, 1879, . . . . .	2,366
March, 1879, . . . . .	3,916	July, 1879, . . . . .	4,290
April, 1879, . . . . .	3,016	August, 1879, . . . . .	3,250

**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.

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, 1879, . . . . .			\$219 53
February, 1879, . . . . .			207 26
March, 1879, . . . . .			232 46
April, 1879, . . . . .			218 73
May, 1879, . . . . .			348 92
June, 1879, . . . . .			181 94
July, 1879, . . . . .			330 29
August, 1879, . . . . .			260 31
Total, . . . . .			\$1,994 44
Total passenger earnings for the year, . . . . .			\$1,994 44
Total earnings for the year, . . . . .			\$1,994 44
Total receipts from all sources on whole length of line, . . . . .			\$1,994 44
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .			1,994 44

No trains were run after August 25, on account of a flood, which destroyed nine bridges.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Any other expenditures chargeable to this account, . . . . .	\$205 06
Total, . . . . .	\$205 06
Proportion for Pennsylvania, . . . . .	\$205 06

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Motive Power and Cars.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$521 54
Total for maintenance of way, . . . . .	\$521 54
Cost per mile of road kept in repair, . . . . .	\$173 84
Proportion for Pennsylvania, . . . . .	173 84

Cost of Maintenance of Way and Buildings.

Repairs of locomotives, . . . . .	\$444 03
Repairs of passenger, baggage, and mail cars, . . . . .	33 48
Total for maintenance of motive power and cars, . . . . .	\$477 51
Cost per mile of road operated, . . . . .	\$159 17
Proportion for Pennsylvania, . . . . .	159 17

## MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$584	00
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	272	50
Fuel—number of tons of coal, 110; cost, . . . . .	242	69
Oil and waste, . . . . .	63	21
Taxes, . . . . .	59	86
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, .	28	20
Total miscellaneous, . . . . .	\$1,200	46
Amount per mile of road operated, . . . . .	\$391	41
Proportion for Pennsylvania, . . . . .	391	41
Total expenditures for operating the road, . . . . .	2,199	50
Total charged to road and equipment, . . . . .	2,199	50
Expenses per mile of the road operated, . . . . .	733	16
Expenses per mile of single track operated, not including sidings, . .	733	16

## EARNINGS.

Passenger transportation, local and through, . . . . .	\$1,994	44
<b>Operating Expenses.</b>		
Total operating expenses, . . . . .	2,199	50
Deficit, . . . . .	\$205	06
Earnings per mile of road operated, . . . . .	664	66
Expenses per mile of road operated, . . . . .	733	16
Deficit, . . . . .	205	06

## STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$15,000 00

STATE OF PENNSYLVANIA, )  
County of Allegheny, ) ss :

Personally appeared before me, J. J. Gillespie, president, and A. C. McCallam, junior, treasurer, of the Lawrenceville and Evergreen Railway Company, who, being duly sworn, do depose and say, that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

J. J. GILLESPIE, *President.*

A. C. McCALLAM, Jr., *Treasurer.*

Sworn and subscribed before me this 17th day of February, A. D. 1880.

WILLIAM LITTLE, *Notary Public.*

# REPORT

OF THE

*Lancaster and Reading Narrow Gauge Railroad Company for the year ending December 31, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
R. W. Shenk, President, . . . . .	Lancaster, Pa.
W. Leaman, Secretary, . . . . .	Lancaster, Pa.
W. Leaman, Treasurer, . . . . .	Lancaster, Pa.
<i>Names of Directors.</i>	<i>Residences.</i>
R. W. Shenk, . . . . .	Lancaster, Pa.
A. H. Peacock, . . . . .	Lancaster, Pa.
W. L. Peiper, . . . . .	Lancaster, Pa.
C. A. Bitner, . . . . .	Lancaster, Pa.
J. D. Skiles, . . . . .	Lancaster, Pa.
John Keller, . . . . .	Lancaster, Pa.
H. Carpenter, . . . . .	Lancaster, Pa.
D. Herr, . . . . .	Lancaster, Pa.
A. Hollinger, . . . . .	Lancaster, Pa.
G. W. Hensel, . . . . .	Quarryville, Pa.
C. M. Hess, . . . . .	Quarryville, Pa.
F. Von. A. Cabeen, . . . . .	Philadelphia.
W. H. Kemble, . . . . .	Philadelphia.

## 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, . . . . .	123,750	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

## DEBT.

First mortgage bonds, (due July 1, 1894, bear interest at seven per cent., which is payable semi-annually,) amount, . . . . .	\$350,000	00
Total amount now of funded debt, . . . . .	\$350,000	00

## COST.

Total cost of entire road to date, . . . . . **\$142,041 43**

## 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 one 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 Minersville railway, built under the charter of this company and its supplements, as formerly reported, (Auditor General's Report on Railroads, &c., 1878, page 274,) is in operation under the lease of December 29, 1874. The Reading and Columbia Railroad Company pays the interest on the bonds on 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, removal, or extension of the principal of the debt represented by the 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, 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 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,)

R. W. SHENK, *President.*

W. LEAMAN, *Treasurer.*

Sworn and subscribed before me this 30th day of January, A. D. 1880.

J. L. LYTE, *Notary Public.*

**R E P O R T**

OF THE

*Lawrence Railroad, operated by the Pennsylvania Company, for the year ending December 31, 1879.*

**OFFICERS OF THE PENNSYLVANIA COMPANY.**

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President, . . . . .	Philadelphia.
J. N. McCullough, 1st Vice President, . . . . .	Pittsburgh.
William Thaw, 2d Vice President, . . . . .	Pittsburgh.
Thomas D. Messler, 3d Vice President and Comptroller, . . . . .	Pittsburgh.
J. D. Layng, General Manager, . . . . .	Pittsburgh.
C. S. Sims, Secretary, . . . . .	Philadelphia.
William H. Barnes, Treasurer, . . . . .	Pittsburgh.
J. Twing Brooks, General Counsel, . . . . .	Pittsburgh.
F. Slataper, Chief Engineer, . . . . .	—
William Stewart, General Freight Agent, . . . . .	Pittsburgh.
F. R. Myers, General Passenger and Ticket Agent, . . . . .	Chicago, Ill.

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lawrence Junction to Youngstown, . . . . .	17.98 1000	9.363 1000
Length of single main track, . . . . .	17.98	9.363
<b>Branches.</b>		
Canfield branch, from Canfield Junction to Foster coal mines, . . . . .	4.00 1000	4.000
Aggregate length of main line and branches, . . . . .	22.98	9.363
Aggregate length of sidings and other track not above enumerated, . . . . .	3.448 1000	2.334 1000
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	26.428 1000	11.697 1000

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . .	16.8
Miles of steel rail in use, . . . . .	4.628
Weight of rail per yard. { Iron, . . . . .	60 pounds.
{ Steel, . . . . .	60 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . .	6
Wooden bridges, number of, 4; aggregate length, . . .	584½ feet.
Stone bridges, number of 1; length, . . . . .	30 feet.
Iron bridges, number of, 1; length, . . . . .	44 feet.

**Stations.**

Number of stations on main road: Passenger 12; freight, 4; total, . . . . .	12
Number of stations on branches, passenger and freight, .	3
Number of engine-houses and shops in Pennsylvania, none; total number entire road: One third interest in one.	
Number of wood and water stations on main road, . . .	3

How is track laid, and on what foundation? Part with common fish-joint connection, and part with the double-angle fish joint. Ballasted with coarse gravel, furnace cinder and limestone.

Average number of cars in passenger trains, including baggage cars, . . . . .	2.58
Average number of cars in freight trains, . . . . .	12.08
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, . . . . .	263 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	101
Same in Pennsylvania, . . . . .	79

**DOINGS OF THE YEAR.****Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	27,808
Number of miles run by freight trains, . . . . .	104,990
Number of passengers (all classes) carried in cars, . . .	35,527
Number of passengers carried one mile, . . . . .	438,160
Number of passengers carried one mile in Pennsylvania, .	238,130
Number of tons of freight carried one mile, . . . . .	9,196,747
Number of tons of freight carried one mile in Pennsylvania, . . . . .	5,305,572



Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	702,189
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,) . . . . .	15

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

January, 1879, . . . . .	2,766	July, 1879, . . . . .	4,127
February, 1879, . . . . .	2,751	August, 1879, . . . . .	2,877
March, 1879, . . . . .	2,998	September, 1879, . . . . .	3,096
April, 1879, . . . . .	2,954	October, 1879, . . . . .	4,052
May, 1879, . . . . .	2,455	November, 1879, . . . . .	2,363
June, 1879, . . . . .	2,158	December, 1879,* . . . . .	2,932

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

Anthracite coal, . . . . .	116	Stone and lime, . . . . .	102,495
Bituminous coal, . . . . .	173,256	Agricultural products, . . . . .	2,187
Coke, . . . . .	100,332	Merchandise and manufactures, . . . . .	13,113
Petroleum and other oils, . . . . .	165	Live stock, . . . . .	4,935
Pig iron and blooms, . . . . .	44,039	Provisions and other articles, . . . . .	1,729
Railroad iron and steel, . . . . .	1,221	Lumber, . . . . .	3,155
Other iron or castings, . . . . .	12,389	Other articles, . . . . .	12,034
Iron and other ores, . . . . .	231,023		

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

For first-class way passengers, . . . . .	3 cents.
For second-class way passengers, . . . . .	2½ cents.

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

For local freight and coal, per ton per mile, . . . . .	1.705 cents.
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**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .			\$1,006	70	\$1,006	70
February, 1879, . . . . .			989	54	989	54
March, 1879, . . . . .			1,046	32	1,046	32
April, 1879, . . . . .			1,006	09	1,006	09
May, 1879, . . . . .			836	47	836	47
June, 1879, . . . . .			727	77	727	77
July, 1879, . . . . .			1,353	34	1,153	34
August, 1879, . . . . .			1,084	97	1,084	97
September, 1879, . . . . .			1,042	49	1,042	49
October, 1879, . . . . .			1,164	50	1,164	50
November, 1879, . . . . .			835	08	835	08
December, 1879,* . . . . .			1,123	99	1,123	99
<b>Total, . . . . .</b>			<b>\$12,217</b>	<b>26</b>	<b>\$12,217</b>	<b>26</b>

\* December estimated.

## From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .		\$10,815 48	\$10,815 43
February, 1879, . . . . .		11,539 61	11,539 61
March, 1879, . . . . .		12,952 36	12,952 36
April, 1879, . . . . .		11,218 41	11,218 41
May, 1879, . . . . .		11,270 69	11,270 69
June, 1879, . . . . .		12,908 00	12,908 00
July, 1879, . . . . .		14,746 95	14,746 95
August, 1879, . . . . .		12,925 77	12,925 77
September, 1879, . . . . .		15,148 34	15,148 34
October, 1879, . . . . .		14,496 66	14,496 66
November, 1879, . . . . .		13,543 40	13,543 40
December, 1879,* . . . . .		15,273 25	15,273 25
Total, . . . . .		\$156,838 87	\$156,838 87

## From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .	\$81 22	\$125 46	\$19 58	\$226 21
February, 1879, . . . . .	81 22	117 84	16 76	215 82
March, 1879, . . . . .	81 22	51 63	16 42	149 27
April, 1879, . . . . .	81 22	62 18	18 30	161 70
May, 1879, . . . . .	81 22	270 00	17 18	368 40
June, 1879, . . . . .	81 22	250 00	16 44	347 66
July, 1879, . . . . .	81 22	270 00	16 16	367 38
August, 1879, . . . . .	81 22	260 00	16 08	357 30
September, 1879, . . . . .	81 22	260 00	17 07	358 29
October, 1879, . . . . .	81 22	270 00	16 80	368 02
November, 1879, . . . . .	81 22	250 00	16 45	347 67
December, 1879,* . . . . .	81 22	270 00	18 00	369 22
Total, . . . . .	\$974 64	\$2,457 11	\$205 19	\$3,636 94

Total passenger earnings for the year, . . . . .	\$12,217	26
Total freight earnings for the year, . . . . .	156,838	87
Total earnings from all other sources, . . . . .	3,636	94
Total earnings for the year, . . . . .	\$172,693	07
Total receipts from all sources on whole length of line, . . . . .	\$172,693	07
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	73,363	13

## EXPENDITURES FOR OPERATING DURING THE YEAR.

## Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$26,309	96
New iron rails, . . . . .	71	00
New steel rails, number of tons, 299,810, <sub>2247</sub> . . . . .	6,042	92
Repairs of bridges, . . . . .	3,092	09
Repairs of buildings and fixtures, . . . . .	724	83
Repairs of fences, . . . . .	185	10
All other expenses for maintenance of way, . . . . .	665	19
Total for maintenance of way, . . . . .	\$37,091	09
Cost per mile of road kept in repair, . . . . .	\$1,682	89
Proportion for Pennsylvania, . . . . .	15,756	89

\* December estimated.

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

Repairs of locomotives, . . . . .	\$3,479	59
Repairs of machinery, . . . . .	205	64
Repairs of passenger, baggage, and mail cars, . . . . .	1,417	80
Repairs of freight cars, . . . . .	3,273	81
All other expenses for maintenance of motive power and cars, . . . . .	2,357	25
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$10,734</b>	<b>09</b>
Cost per mile of road operated, . . . . .	\$487	02
Proportion for Pennsylvania, . . . . .	4,559	96

**MISCELLANEOUS.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$4,967	67
Salaries, wages, and incidentals chargeable to freight department, . . . . .	19,246	18
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	619	03
Fuel—number of cords of wood, 265; cost, . . . . .	397	88
Fuel—number of tons of coal, 2,886; cost, . . . . .	4,329	22
Oil and waste, . . . . .	960	62
Damages for injuries to persons, . . . . .	118	31
Damages for cattle killed or injured, . . . . .	43	00
Damages for loss of goods and baggage, . . . . .	81	25
Taxes, . . . . .	1,153	48
Telegraph expenses, . . . . .	757	69
Amount paid other corporations or individuals for use of all other cars, . . . . .	11,257	56
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	3,074	15
<b>Total miscellaneous, . . . . .</b>	<b>\$46,706</b>	<b>04</b>
Amount per mile of road operated, . . . . .	\$2,119	14
Proportion for Pennsylvania, . . . . .	19,841	50
Total expenditures for operating the road, . . . . .	94,531	22
Expenses per mile of the road operated, . . . . .	4,289	07
Expenses per train mile, . . . . .		71.56
Proportion for Pennsylvania, . . . . .	40,158	56

**EARNINGS.**

Passenger transportation, local and through, . . . . .	\$12,217	26
Freight transportation, local and through, . . . . .	156,838	87
Mail service, . . . . .	974	64
Express service, . . . . .	2,457	11
All other sources of income, . . . . .	205	19
<b>Total, . . . . .</b>	<b>\$172,693</b>	<b>07</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$37,091	09
Maintenance of motive power and cars, . . . . .	10,734	09
Miscellaneous, . . . . .	46,706	04
<b>Total operating expenses, being 54.73 per cent. of earnings, . . . . .</b>	<b>94,531</b>	<b>22</b>
Net earnings, . . . . .	\$78,161	85
Rental, paid lessor company, . . . . .	69,077	22
<b>Profit, . . . . .</b>	<b>\$9,084</b>	<b>63</b>
Earnings per mile of road operated, . . . . .	\$7,835	43
Expenses per mile of road operated, . . . . .	4,289	07
<b>Net earnings, . . . . .</b>	<b>\$3,546</b>	<b>36</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. They pay forty per cent. of their gross receipts over this line on general freight business, and seventy per cent. on oyster business. The Pennsylvania Company, operating this road, furnish the cars, and keep them in repair.

**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 so-called Union Line, which operates over this road, is owned by the Pennsylvania Company itself.

**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? \$974 64.

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 Lawrence 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. 1879, 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 4th day of February, A. D. 1880.

FRANK SEMPLE, *Notary Public.*

**R E P O R T**

OF THE

*Lawrence Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
Thomas D. Messler, President, . . . . .	Pittsburgh.
F. M. Hutchinson, Secretary and Treasurer, . . . . .	Pittsburgh.

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas D. Messler, . . . . .	Pittsburgh.
G. W. Cass, . . . . .	Pittsburgh.
J. N. McCullough, . . . . .	Pittsburgh.
John B. Jackson, . . . . .	Pittsburgh.
A. L. Crawford, . . . . .	New Castle, Pa.
R. W. Cunningham, . . . . .	New Castle, Pa.
W. R. Parmalee, . . . . .	Cleveland, O.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$500,000	00
Capital stock authorized by votes of company, . . . . .	500,000	00
Capital stock, amount subscribed, . . . . .	450,000	00
Capital stock paid in by last report, . . . . .	450,000	00
Capital stock, total amount now paid in, . . . . .	450,000	00
Capital stock, number of shares issued, . . . . .	9,000	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<i>Funded Debt.</i>		
First mortgage bonds, (due August 1, 1895, bear interest at seven per cent., which is payable February 1 and August 1,) amount, . . . . .	\$355,000	00
Total amount now of funded debt, . . . . .	\$355,000	00

\* This is exclusive of \$23,000 in sinking fund.

**COST.**

Total cost of entire road to date, . . . . .	\$800,348	72
Average of same per mile of road laid, (22.4 miles,) . . . . .	36,313	28
Proportion of same for Pennsylvania, (9.368 miles,) . . . . .	340,000	77
Cost of road and equipment per mile, . . . . .	36,313	28
Proportion of same for Pennsylvania, . . . . .	340,000	77

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Land or land damages, . . . . .	\$2,152	81
Total, . . . . .	\$2,152	81

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . . \$450,000 00

Rate and date of all cash dividends on stock of original and consolidated companies: Two and one half per cent. cash dividend, April 1, 1879; Two and one half per cent. cash dividend, July 1, 1879; Two per cent. cash dividend, October 1, 1879; Two per cent. cash dividend, December 31, 1879.

Number and per cent. of dividends: Four quarterly dividends. First and second dividends, two and one half per cent.; third and fourth, two per cent.		
Amount paid in dividends, . . . . .	\$40,500	00
Paid to sinking fund, . . . . .	1,775	00
Balance for the year or surplus, . . . . .	4,553	46
Surplus at the commencement of the year, . . . . .	45,092	11
Total surplus, . . . . .	49,645	57
Surplus invested as follows:		
Cash and loans, . . . . .	\$12,752	77
Balance of accounts due company, trust and sinking fund, . . . . .	24,265	00
Other items, . . . . .	12,627	80
December approximated.		

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

Personally appeared before me, Thomas D. Messler, president, and F. M. Hutchinson, treasurer, of the Lawrence 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. 1879, according to the best of their knowledge and belief.

(Signed,)

THOS. D. MESSLER, *President.*

F. M. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me this 5th day of February, A. D. 1880.

FRANK SEMPLE, *Notary Public.*

**R E P O R T**

OF THE

*Lehigh Valley Railroad Company, for the year ending  
 November 29, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
Charles Hartshorne, President, . . . . .	Philadelphia, Pa.
John R. Fanshawe, Secretary, . . . . .	Philadelphia, Pa.
L. Chamberlain, Treasurer, . . . . .	Philadelphia, Pa.
Robert H. Sayre, Chief Engineer and General Superintendent, . . . . .	Bethlehem, Pa.
H. Stanley Goodwin, Assistant General Superintendent, . . . . .	Bethlehem, Pa.
James I. Blakslee, Coal Branches Division Superintendent, . . . . .	Mauch Chunk, Pa.
H. E. Parker, New Jersey Division Superintendent, . . . . .	Mauch Chunk, Pa.
A. G. Brodhead, junior, Beaver Meadow Division Superintendent, . . . . .	Mauch Chunk, Pa.
A. Mitchell, Wyoming Division Superintendent, . . . . .	Wilkes-Barre, Pa.

General offices at 238 South Third street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
David Thomas, . . . . .	Catasauqua, Pa.
Ashbel Welch, . . . . .	Lambertville, N. J.
William L. Conyngham, . . . . .	Wilkes-Barre, Pa.
Ario Pardee, . . . . .	Hazleton, Pa.
William A. Ingham, . . . . .	Philadelphia, Pa.
George B. Markle, . . . . .	Philadelphia, Pa.
Robert H. Sayre, . . . . .	Bethlehem, Pa.
Harry E. Packer, . . . . .	Mauch Chunk, Pa.
James I. Blakslee, . . . . .	Mauch Chunk, Pa.
Robert A. Parker, . . . . .	Sayre, Pa.
Elisha P. Wilbur, . . . . .	Bethlehem, Pa.
Joseph Patterson, . . . . .	Philadelphia, Pa.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	Unlimited.		
Capital stock, amount subscribed, including scrip, . . . . .		\$27,428,780	00
Capital stock paid in by last report, . . . . .		27,228,855	00
Capital stock, total amount now paid in, . . . . .		27,428,780	00
Capital stock, number of shares issued, . . . . .	548,573		
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 June 1, 1898, bear interest at six per cent., which is payable June 1 and December 1,) amount, . . . . .		\$5,000,000	00
Second mortgage bonds, (due September 1, 1910, bear interest at seven per cent., which is payable March 1, and September 1,) amount, . . . . .		6,000,000	00
Third or consolidated mortgage bonds, (due, \$9,500,000, December 1, 1923; \$4,437,000, annually, until 1897; \$500,000 perpetual; all bear interest at six per cent., which is payable June 1 and December 1,) amount, . . . . .		14,437,000	00
<b>Total amount now of funded debt, . . . . .</b>		<b>\$25,437,000</b>	<b>00</b>
<b>Floating Debt.</b>			
The amount now of floating debt, less cash on hand, . . . . .		347,859	72
<b>Total amount now of floating and funded debt, . . . . .</b>		<b>\$25,784,859</b>	<b>72</b>
Funded debt as per last report, . . . . .	\$24,508,000	00	
Floating debt, less cash on hand, as per last report, . . . . .	686,833	25	
<b>Total cash realized from capital stock and debt, . . . . .</b>		<b>\$789,451</b>	<b>47</b>

**COST.**

Total cost of entire road to date, . . . . .	\$28,861,189	76
Proportion of same for Pennsylvania, . . . . .	14,649,780	78
Total cost of entire equipment, . . . . .	8,480,829	83

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length	Length in Penn'a.
Length of main line, from Perth Amboy, N. J., to Wilkes Barre, Pa., . . . . .	161	101
Length of single main track, . . . . .	48.83	48.83
Length of double main track, . . . . .	117.17	57.17
<b>Branches.</b>		
Beaver Meadow branch, from Penn Haven Junction to Andenried, . . . . .	Length of branch, . . . . .	17.71
	Length of single track, . . . . .	6.05
	Length of double track, . . . . .	11.66
Hazleton branch, from Hazle Creek Bridge to Tomhicken and branches, . . . . .	Length of branch, . . . . .	32.02
	Length of single track, . . . . .	24.05
	Length of double track, . . . . .	7.97
Lehigh-Luzerne branch, from Lum-ber Yard to Imlinesville and branches, . . . . .	Length of branch, . . . . .	18.25
	Length of single track, . . . . .	16.92
	Length of double track, . . . . .	1.33
Mahanoy branch, from Black Creek Junction to Mt. Carmel and branches, . . . . .	Length of branch, . . . . .	61.12
	Length of single track, . . . . .	40.25
	Length of double track, . . . . .	20.87
Slatedale branch, . . . . .	Length of branch, . . . . .	3.30
	Length of single track, . . . . .	3.30
<b>Leased Roads.</b>		
Pennsylvania and New York canal and railroad, from Wilkes-Barre to Lackawanna Junction, . . . . .	Length of road, . . . . .	9.60
	Length of single track, . . . . .	4.07
	Length of double track, . . . . .	5.53
Aggregate length of main line and branches, . . . . .		293.40
Aggregate length of leased roads, . . . . .		9.60
Aggregate length of sidings, and other track not above enumerated, . . . . .		219.53
Length of track laid, if not completed, . . . . .		681.53
		169.59
		511.59

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 331.14  
 Miles of steel rail in use, . . . . . 350.39  
 Weight of rail per yard, { Iron, . . . . . 58 & 66 pounds.  
 { Steel, . . . . . 58 & 66 pounds.

What is the relative durability, practicability of use, and value, as used on your road? The relative durability, and consequent value, of steel rails much greater than of iron rails; practicability of use equal.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 60  
 Wooden bridges, number of, 26; aggregate length, . . . . . 1,990 feet.  
 Stone bridges, number of, 5; aggregate length, . . . . . 352 feet.  
 Iron bridges, number of, 26; aggregate length, . . . . . 4,933 feet.  
 Wooden and iron trestles, number of, 3; aggregate length, . . . . . 732 feet.



**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Branch of Lehigh and Susquehanna railroad, at Bethlehem; Catasauqua and Fogelsville railroad, at Catasauqua; Lehigh and Susquehanna railroad, at Penn Haven junction; Lehigh and Susquehanna railroad, at Sugar Notch; Lehigh and Susquehanna railroad, at South Wilkes-Barre; Lackawanna and Bloomsburg railroad, at Lackawanna junction.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Lehigh and Susquehanna railroad, at Coplay, Lehigh, East Mauch Chunk, White Haven, Bridge No. 28, and Fairview; Catawissa railroad, at Quakake.

**Stations.**

Number of stations on main road: Passenger and freight,	69
Number of stations on branches: Passenger and freight, .	39
Number of stations on leased roads: Passenger and freight,	5
Number of engine-houses and shops in Pennsylvania, 10 ;	
total number entire road, . . . . .	11
Number of water stations on main road in Pennsylvania,	23
Number of water stations on branches in Pennsylvania, .	20
Number of water stations on leased roads in Pennsylvania,	2
Number of tunnels in Pennsylvania, 1 ; aggregate length,	1,023 feet.

How is track laid, and on what foundation? On oak and chestnut cross-ties, with stone, gravel, and cinder ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight, . . . .	84	
Number of locomotives of more than 30 tons weight, . . . .	121	
Number of locomotives of more than 20 tons weight, . . . .	81	
Number of locomotives of more than 10 tons weight, . . . .	2	
Number of first-class and second-class passenger cars, . . . .	71	
Number of baggage, mail, and express cars, . . . . .	36	
Number of freight cars: House cars, . . . . .	2,105	
Number of coal, ore, and stone cars, . . . . .	24,771	
Number of caboose cars, . . . . .	66	

What kind of train brake is in use on your road? The Westinghouse automatic air brake on passenger trains; hand brakes on all other trains.

Average number of cars in passenger trains, including baggage cars, . . . . .	About 4
Average number of cars in freight trains, . . . . .	15 to 80
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	75 tons.
Average weight of freight trains, including locomotive and tender, in working order: 150 to 1,400 tons.	

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	About 3,800
Same in Pennsylvania, . . . . .	About 3,000

**DOINGS OF THE YEAR.****Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	822,230
Number of miles run by freight trains, . . . . .	1,253,002
Number of miles run by coal trains, . . . . .	2,215,449
Number of passengers (all classes) carried in cars, . . .	930,204
Number of passengers carried one mile, . . . . .	15,082,971
Number of tons of freight carried one mile, . . . . .	561,166,458
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	4,670,023
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	20 to 25
Average rate of speed adopted by express trains, including stops, (miles per hour,) . . . . .	30
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	10

**Monthly statement of Passengers (all classes) carried in Cars.**

December, 1878, . . . . .	65,129	June, 1879, . . . . .	72,516
January, 1879, . . . . .	55,470	July, 1879, . . . . .	92,413
February, 1879, . . . . .	54,743½	August, 1879, . . . . .	91,600½
March, 1879, . . . . .	64,607½	September, 1879, . . . . .	97,068½
April, 1879, . . . . .	68,536	October, 1879, . . . . .	106,163
May, 1879, . . . . .	77,452½	November, 1879, . . . . .	84,504

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

Anthracite coal, . . . . .	4,885,199.76	Iron and other ores, . . . . .	475,310.53
Bituminous coal, . . . . .	53,499.35	Stone, and lime, . . . . .	87,262.80
Petroleum and other oils, . . . . .	389,551.54	Live stock, . . . . .	28,524.64
Pigiron, . . . . .	817,242.40	Lumber, . . . . .	86,641.62
Railroad iron, . . . . .	69,895.77	Other articles, . . . . .	1,276,894.49

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

For first-class through passengers, about . . . . .	2 cents.
For first-class way passengers, . . . . .	2 to 3½ cents.
For second class through passengers, about . . . . .	1¾ cents.

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

For through and local freight, per ton per mile, . . . . .	99.100 cents.
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MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
December, 1878,					\$23,860	71
January, 1879,					22,441	63
February, 1879,					22,201	20
March, 1879,					26,778	34
April, 1879,					29,446	61
May, 1879,					31,157	55
June, 1879,					30,469	54
July, 1879,					39,869	61
August, 1879,					40,451	82
September, 1879,					40,708	82
October, 1879,					41,711	93
November, 1879,					35,028	01
<b>Total,</b>					<b>\$384,125</b>	<b>87</b>

From Transportation of Freight.

MONTHS.	Coal.		Merchandise.		Total.	
December, 1878,	\$331,842	95	\$102,927	66	\$434,770	61
January, 1879,	236,147	33	103,275	25	339,422	58
February, 1879,	265,530	89	106,110	59	371,641	48
March, 1879,	344,532	67	121,514	52	466,057	19
April, 1879,	330,848	00	126,486	01	457,329	01
May, 1879,	348,644	76	109,853	12	458,497	88
June, 1879,	365,455	75	113,099	91	478,545	66
July, 1879,	348,600	97	113,299	45	461,900	42
August, 1879,	302,187	68	146,029	21	448,216	89
September, 1879,	342,917	57	141,241	31	484,158	88
October, 1879,	380,778	65	157,481	98	538,260	63
November, 1879,	413,962	28	147,259	37	561,221	65
<b>Total,</b>	<b>\$4,011,444</b>	<b>50</b>	<b>\$1,488,578</b>	<b>38</b>	<b>\$5,500,022</b>	<b>88</b>

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1878,	\$1,971	59	\$3,335	43			\$5,307	02
January, 1879,	1,971	59	2,040	57			4,012	16
February, 1879,	2,511	59	1,767	86			4,279	45
March, 1879,	1,971	59	2,293	59			4,265	18
April, 1879,	1,971	59	2,165	08			4,136	67
May, 1879,	1,971	59	2,370	22			4,341	81
June, 1879,	1,971	59	1,890	84			3,862	43
July, 1879,	1,971	59	1,298	90			3,270	49
August, 1879,	1,971	59	1,301	47			3,273	06
September, 1879,	1,971	59	1,605	37			3,577	46
October, 1879,	1,971	59	1,609	67			3,581	23
November, 1879,	1,971	59	2,298	52			4,270	11
<b>Total,</b>	<b>\$24,199</b>	<b>09</b>	<b>\$23,973</b>	<b>02</b>			<b>\$48,177</b>	<b>10</b>

Total passenger earnings for the year, . . . . .	\$384,125	67
Total freight earnings for the year, . . . . .	1,488,578	88
Total coal earnings for the year, . . . . .	4,011,444	50
Total earnings from all other sources, . . . . .	48,177	10
Total earnings for the year, . . . . .	\$5,932,225	65

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

New coal cars, number, 34, . . . . .	\$10,183	32
New freight cars, number, 208, . . . . .	84,191	26
Total, . . . . .	\$94,374	57
Proportion for Pennsylvania, . . . . .	\$94,374	57

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

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

Cost of maintenance of way and buildings, . . . . .	\$648,541	08
New iron rails, 3,453, . . . . .	154,528	14
New steel rails, 12,773, } . . . . .		
Total for maintenance of way, . . . . .	\$803,069	22

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

Repairs of locomotives, . . . . .	\$285,986	46
Repairs of machinery, (included in maintenance of way and buildings.)		
Repairs of passenger, baggage, and mail cars, . . . . .	70,284	19
Repairs of freight and coal cars, . . . . .	338,472	21
All other expenses for maintenance of motive power and cars, . . . . .	126,472	67
Total for maintenance of motive power and cars, . . . . .	\$821,215	58

**MISCELLANEOUS.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$37,788	19
Salaries, wages, and incidentals chargeable to freight department, . . . . .	669,180	43
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	53,154	47
Fuel, . . . . .	323,718	52
Oil, waste, tallow, &c., . . . . .	85,562	47
Damages to persons and property, . . . . .	12,478	06
Taxes on real estate, . . . . .	13,302	00
Telegraph expenses, . . . . .	31,072	13
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	96,439	57
Total miscellaneous, . . . . .	\$1,372,696	53

**EARNINGS.**

Passenger transportation, local and through, . . . . .	\$384,125	67
Freight transportation, local and through, . . . . .	1,488,578	88
Coal transportation, . . . . .	4,011,444	50
Mail service, . . . . .	24,199	08
Express service, . . . . .	23,978	02
All other sources of income, . . . . .	608,088	09
<b>Total, . . . . .</b>	<b>\$6,540,363</b>	<b>74</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$808,069	22
Maintenance of motive power and cars, . . . . .	821,215	58
Miscellaneous, . . . . .	1,872,696	58
<b>Total operating expenses, being 50.52 per cent. of earnings, . . . . .</b>	<b>\$2,996,981</b>	<b>28</b>
<b>Net earnings, . . . . .</b>	<b>\$3,543,382</b>	<b>46</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.? The Central Express Company, in cars furnished by railroad company; the Philadelphia and Reading Express Company, in cars furnished by themselves.

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 receive freight at own offices.

**TRANSPORTATION COMPANIES.**

What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? The Pennsylvania Railroad and Allegheny Valley Railroad Oil Line, the Empire Line, and the Erie and Western Transportation, in cars furnished by themselves.

Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? They use cars furnished by themselves, and no preference is given them in speed or order of transportation.

Is any officer, agent, or employé of your company interested in any contract for the furnishing of material or supplies for the company? None, as far as we know.

What running arrangements have you with other railroad companies? What are the details of the contract? General arrangements with all other connecting roads to transport their cars at regular rates of mileage or car service of twenty per cent. for coal cars and three eighth cents per mile for freight cars, rated as four wheels.

**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's sleeping cars run on our road, and are maintained by us. They are owned by the Pullman Palace Car Company.

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? \$24,-199 08. The compensation varies on different parts of the road.

STOCK AND DIVIDENDS.

Amount of preferred stock, 2,126 shares, par \$50, . . . . \$106,300 00  
 Amount of common stock now outstanding, 546,447 shares,  
 par \$50, . . . . . 27,322 350 00  
 Rate and date of all cash dividends on stock of original and consolidated companies: January 15, 1879, common, 1 per cent.; preferred, 2½ per cent. April 15, 1879, common, 1 per cent.; preferred, 2½ per cent. July 15, 1879, common, 1 per cent.; preferred, 2½ per cent. October 15, 1879, common, 1 per cent.; preferred, 2½ per cent.

Number and per cent. of dividends:		<i>Common.</i>		<i>Preferred.</i>			
January 15, . . . . .	1 per cent.,	\$271,223 00	2½	per cent.,	\$2,657 50		
April 15, . . . . .	"	271,223 50	2½	"	2,657 50		
July 15, . . . . .	"	271,223 50	2½	"	2,657 50		
October 15, . . . . .	"	271,223 50	2½	"	2,657 50		
Amount paid in dividends, including arrears, . . . . .						\$1,095,523	50
						1,099,693	25

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .						1
Employés, . . . . .					14	43
Others, . . . . .					13	14
Total, . . . . .					27	58

Statement of each Accident.

The one passenger injured was intoxicated, and had his arm out of the car window and his hand struck against post of bridge and was injured.

The fourteen employés were killed in the following manner: Seven by engine or train off track; two by jumping or falling from train; three struck by overhead bridge; two struck on track by engine or train in motion.

The forty-three employés were injured in the following manner: One by

engine or train off track; twenty-three while coupling cars; twelve by jumping or falling from train; two while working about or under train; two struck by overhead bridge; three struck on track by engine or train in motion.

The thirteen others were killed in the following manner: Three while riding on coal or freight cars, contrary to the rules of the company; six while walking on the track; four while crossing track ahead of trains.

The fourteen others were injured in the following manner: Nine while riding on coal or freight trains, contrary to the rules of the company; four while walking on the track; one while crossing track ahead of train.

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

Personally appeared before me, Charles Hartshorne, president, and Lloyd Chamberlain, treasurer, of the Lehigh Valley Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 29, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

CHARLES HARTSHORNE, *President.*  
 L. CHAMBERLAIN, *Treasurer.*

Affirmed and subscribed before me, this 10th day of March, A. D. 1880.  
 W. C. ALDERSON, *Notary Public.*

**R E P O R T.**

OF THE

*Lehigh and Lackawanna Railroad Company, for the  
 year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
E. W. Clark, President, . . . . .	Philadelphia.
S. Shepherd, Secretary and Treasurer, . . . . .	Philadelphia.
<i>Names of Directors.</i>	<i>Residences.</i>
F. R. Cope, . . . . .	Philadelphia.
F. C. Yarnall, . . . . .	Philadelphia.
F. Hazard, . . . . .	Mauch Chunk.
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

## DEBT.

Funded Debt.		
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
Funded debt as per last report, . . . . .	\$600,000	00

## COST.

Total cost of entire road to date, . . . . . \$975,100 00

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bethlehem to Chapman's, . . . . .		15
Branches.		
Wind Gap branch, from Chapman's to Wind Gap, . . . . .		10
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, . . . . . 27  
 Weight of rail per yard, iron, . . . . . 50 pounds.

## Bridges and Trestles.

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 furnished by Central Railroad Company, of New Jersey, and included in report of Lehigh and Susquehanna railroad.

Average number of cars in passenger trains, including baggage cars, . . . . .	2
Average number of cars in freight trains, . . . . .	15
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	60 tons.

**DOINGS OF THE YEAR.**

*Transportation and total Miles run.*

Number of through passengers for the year on main road,	3,448
Number of passengers (all classes) carried in cars, . . .	17,735½
Number of passengers carried one mile, . . . . .	221,075
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	8,362.14
Number of tons of freight carried one mile, . . . . .	666,710
Number of tons of freight carried one mile in Pennsylvania,	666,710
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	49,780.04
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, 1879, . . . . .	1,195½	July, 1879, . . . . .	1,860½
February, 1879, . . . . .	1,105	August, 1879, . . . . .	1,485
March, 1879, . . . . .	1,972	September, 1879, . . . . .	1,510
April, 1879, . . . . .	1,435½	October, 1879, . . . . .	1,530
May, 1879, . . . . .	1,553	November, 1879, . . . . .	1,246
June, 1879, . . . . .	1,224	December, 1879, . . . . .	1,619

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

Anthracite coals, . . . . .	12,674.08	Agricultural products, . . . . .	185
Bituminous coal, . . . . .	10	Merchandise and manufactures, . . . . .	2,064
Petroleum and other oils, . . . . .	5	Live stock, . . . . .	51
Other iron or castings, . . . . .	80	Lumber, . . . . .	426
Iron and other ores, . . . . .	14,733.16	Other articles, . . . . .	60
Stone and lime, . . . . .	19,491		

*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, . . . . .	4½ cents.
For through coal, per ton per mile, . . . . .	3½ cents.
For local freight, per ton per mile, . . . . .	4½ cents.
For local coal, per ton per mile, . . . . .	3½ cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$370 68
February, 1879, . . . . .			320 39
March, 1879, . . . . .			583 70
April, 1879, . . . . .			421 62
May, 1879, . . . . .			443 28
June, 1879, . . . . .			333 33
July, 1879, . . . . .			613 43
August, 1879, . . . . .			494 59
September, 1879, . . . . .			473 78
October, 1879, . . . . .			484 64
November, 1879, . . . . .			396 35
December, 1879, . . . . .			488 25
Total, . . . . .			\$5,423 99

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$2,274 99
February, 1879, . . . . .			1,407 06
March, 1879, . . . . .			2,080 75
April, 1879, . . . . .			1,214 59
May, 1879, . . . . .			2,151 13
June, 1879, . . . . .			2,080 89
July, 1879, . . . . .			1,919 59
August, 1879, . . . . .			2,131 43
September, 1879, . . . . .			2,586 63
October, 1879, . . . . .			3,147 75
November, 1879, . . . . .			2,712 94
December, 1879, . . . . .			2,092 18
Total, . . . . .			\$25,639 98

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .		\$25 16		\$25 16
February, 1879, . . . . .		22 88		22 88
March, 1879, . . . . .		80 59		80 59
April, 1879, . . . . .		36 62		36 62
May, 1879, . . . . .		31 58		31 58
June, 1879, . . . . .		13 90		13 90
July, 1879, . . . . .		20 81		20 81
August, 1879, . . . . .				
September, 1879, . . . . .		17 37		17 37
October, 1879, . . . . .		55 69		55 69
November, 1879, . . . . .		37 26		37 26
December, 1879, . . . . .		36 15		36 15
<b>Total, . . . . .</b>	<b>\$650 88</b>	<b>\$328 01</b>		<b>\$878 89</b>

Total passenger earnings for the year, . . . . .	\$5,423 99
Total freight earnings for the year, . . . . .	25,639 98
Total earnings from all other sources, . . . . .	878 89
<b>Total earnings for the year, . . . . .</b>	<b>\$31,942 81</b>

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	}	\$8,962 68
New iron rails, . . . . .		
Repairs of bridges, . . . . .		
Repairs of buildings and fixtures, . . . . .		
Repairs of fences, . . . . .		
All other expenses for maintenance of way, . . . . .		
<b>Total for maintenance of way, . . . . .</b>		<b>\$8,962 68</b>
<b>Cost per mile of road kept in repair, . . . . .</b>		<b>\$358 51</b>

Cost of Maintenance of Motive Power and Cars.

Expenses for rent of motive power and cars, . . . . .	\$7,239 63
<b>Total for rent of motive power and cars, . . . . .</b>	<b>\$7,239 63</b>
<b>Cost per mile of road operated, . . . . .</b>	<b>\$239 58</b>

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger and freight departments, . . . . .	}	\$7,840	85
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .			
Fuel—wood and coal, . . . . .			
Oil and waste, . . . . .			
Damages for injuries to persons, . . . . .			
Damages for cattle killed or injured, . . . . .			
Damages for loss of goods and baggage, . . . . .			
Damages to property, including damages by fire, . . . . .			
Taxes, . . . . .			
Insurance, . . . . .			
Telegraph expenses, . . . . .			
Amount paid for use of palace and sleeping cars, . . . . .			
Amount paid other corporations or individuals for use of all other cars, . . . . .			
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .			
<b>Total miscellaneous and interest account, . . . . .</b>	<b>\$15,740</b>	<b>50</b>	
Amount per mile of road operated, . . . . .	\$629	60	
Total expenditures for operating the road, . . . . .	31,942	81	
Expenses per mile of the road operated, . . . . .	961	72	
Expenses per mile of single track operated, not including sidings, . . . . .	961	72	

EARNINGS.

Passenger transportation, local and through, . . . . .	\$5,423	99
Freight transportation, local and through, . . . . .	25,639	93
Mail service, . . . . .	550	88
Express service, . . . . .	328	01
<b>Total, . . . . .</b>	<b>\$31,942</b>	<b>81</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$8,962 68	
Maintenance of motive power and cars, . . . . .	7,239 63	
Miscellaneous and interest account, . . . . .	15,740 00	
<b>Total operating expenses, . . . . .</b>	<b>31,942</b>	<b>81</b>
Earnings per mile of road operated, . . . . .	\$1,277	71
Expenses per mile of road operated, . . . . .	1,277	71

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Philadelphia and Reading express; regular rates.

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 S. Shepherd, treasurer, of the Lehigh and Lackawanna Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*

S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this 27th day of February, A. D. 1880.

W. C. ALDERSON, *Notary Public.*

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**R E P O R T**

OF THE

*Lehigh and Susquehanna Railroad Company, for the year ending December 31, 1879.*

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**OFFICERS.**

Same as the Lehigh Coal and Navigation Company. No separate organization or officers.

**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, . . . . . \$13,844,255 90

## 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
Nanticoke branch, from Ashley to Collieries, . . . . .	Length of single track, . . . . .	10
Coplay branch, from Laubach's to Hokendauqua, . . . . .	Length of branch, . . . . .	20½
Drifton branch, from Leslie's Run to Eckley, . . . . .	Length of single track, . . . . .	20½
Lee branch, from Lee station to Nanticoke, . . . . .	Length of branch, . . . . .	10½
Pond Creek branch, from Sandy Run to Nescopec branch, . . . . .	Length of single track, . . . . .	10½
South Bethlehem branch, from South Bethlehem to Junction, . . . . .	Length of branch, . . . . .	2
Ashley Planes branch, from Solomon's Gap to Ashley, Pa, . . . . .	Length of single track, . . . . .	2½
	Length of double track, . . . . .	2½
		3
		3
<b>Leased Roads.</b>		
Nesquehoning Valley branch, from Nesquehoning to Tamanend, . . . . .	Length of road, . . . . .	16½
	Length of single track, . . . . .	16½
	Length of double track, . . . . .	6½
Trescow branch, from Silver Brook to Audenried, . . . . .	Length of road, . . . . .	7½
	Length of single track, . . . . .	7½
Aggregate length of main line and branches, . . . . .		154½
Aggregate length of leased roads, . . . . .		23½
Aggregate length of sidings and other track not above enumerated, . . . . .		80
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .		319

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 140  
Miles of steel rail in use, . . . . . 179  
Weight of rail per yard, { Iron, . . . . . 56, 60, 62½ lbs.  
{ Steel, . . . . . 60, 62½ lbs.

**Bridges and Trestles.**

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 and at Penn Haven Junction.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Lehigh Valley railroad, at Leighton, Coalport, White Haven, Berger's, and Fairview; Belvidere and Delaware railroad, at Phillipsburg.

**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 40 tons weight, . . . . .	91	
Number of first-class passenger cars, . . . . .	15	
Number of second class passenger cars, . . . . .	11	
Number of baggage, mail, and express cars, . . . . .	1	
Number of freight cars, . . . . .	560	
Number of coal, ore, and stone cars, . . . . .	22,022	
Number of cabooses cars, . . . . .	37	

Average number of cars in passenger trains, including baggage, . . . . . 3  
 Average number of cars in freight trains, } Merchandise, 40  
 } Coal, 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, . . . . . 382,137  
 Number of miles run by freight trains, . . . . . 194,879  
 Number of miles run by coal trains, . . . . . 1,576,101  
 Number of through passengers for the year on main road, . . . . . 1,244  
 Number of passengers (all classes) carried in cars, . . . . . 421,298  
 Number of passengers carried one mile, . . . . . 5,172,541  
 Number of passengers carried one mile in Pennsylvania, . . . . . 5,172,541  
 Number of tons of 2,000 pounds of through freight for the year on main road, . . . . . 6,082  
 Number of tons of freight carried one mile, . . . . . 322,139,004  
 Number of tons of freight carried one mile in Pennsylvania, . . . . . 322,139,004

Gross amount of tonnage for the year, (2,000 pounds per ton.) . . . . .	5,074,206
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour.) . . . . .	24
Average rate of speed adopted by express trains, including stops, (miles per hour.) . . . . .	24
Average rate of speed adopted by freight trains, including stops, (miles per hour.) . . . . .	12

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

January, 1879, . . . . .	28,648	July, 1879, . . . . .	39,997
February, 1879, . . . . .	24,755	August, 1879, . . . . .	38,937½
March, 1879, . . . . .	33,434½	September, 1879, . . . . .	38,239½
April, 1879, . . . . .	31,279	October, 1879, . . . . .	38,731
May, 1879, . . . . .	35,956	November, 1879, . . . . .	36,631
June, 1879, . . . . .	31,740	December, 1879, . . . . .	42,955

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

Anthracite coal, . . . . .	4,579,629	Stone and lime, . . . . .	53,100
Bituminous coal, . . . . .	921	Agricultural products, . . . . .	23,388
Petroleum and other oils, . . . . .	61,259	Merchandise and manufactures, . . . . .	47,968
Pig iron, . . . . .	50,406	Live stock, . . . . .	1,250
Railroad iron, . . . . .	800	Lumber, . . . . .	64,333
Other iron or castings, . . . . .	17,801	Other articles, . . . . .	22,675
Iron and other ores, . . . . .	151,176		

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

For first-class through passengers, . . . . .	2½ and 3 cents.
For first-class way passengers, . . . . .	2½ and 3 cents.

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

For through freight, per ton per mile, . . . . .	1.8
For through coal, per ton per mile, . . . . .	.67
For local freight, per ton per mile, . . . . .	1.8
For local coal, per ton per mile, . . . . .	.67

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .					\$6,743	64
February, 1879, . . . . .					6,052	44
March, 1879, . . . . .					8,637	36
April, 1879, . . . . .					8,135	88
May, 1879, . . . . .					9,121	47
June, 1879, . . . . .					8,348	73
July, 1879, . . . . .					12,268	31
August, 1879, . . . . .					13,635	84
September, 1879, . . . . .					12,726	83
October, 1879, . . . . .					11,264	84
November, 1879, . . . . .					9,990	69
December, 1879, . . . . .					10,434	80
Total, . . . . .					\$117,360	38



From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$130,066 60
February, 1879, . . . . .			172,498 56
March, 1879, . . . . .			204,005 93
April, 1879, . . . . .			190,198 02
May, 1879, . . . . .			194,766 09
June, 1879, . . . . .			186,526 18
July, 1879, . . . . .			193,474 05
August, 1879, . . . . .			198,668 22
September, 1879, . . . . .			212,687 04
October, 1879, . . . . .			247,279 56
November, 1879, . . . . .			158,898 89
December, 1879, . . . . .			203,914 13
<b>Total, . . . . .</b>			<b>\$2,292,983 27</b>

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .		\$68 98		\$68 98
February, 1879, . . . . .		83 07		83 07
March, 1879, . . . . .	\$327 09	66 74		393 83
April, 1879, . . . . .		65 26		65 26
May, 1879, . . . . .		98 60		98 60
June, 1879, . . . . .	321 86	81 34		403 20
July, 1879, . . . . .		252 36		252 36
August, 1879, . . . . .		285 80		285 80
September, 1879, . . . . .	327 09	320 17		647 26
October, 1879, . . . . .		209 25		209 25
November, 1879, . . . . .		231 62		231 62
December, 1879, . . . . .	321 86	361 70		683 56
<b>Total, . . . . .</b>	<b>\$1,297 90</b>	<b>\$2,119 89</b>		<b>\$3,417 79</b>

Total passenger earnings for the year, . . . . .	\$117,860 88
Total freight earnings for the year, . . . . .	2,292,983 27
Total earnings from all other sources, . . . . .	3,417 79
<b>Total earnings for the year, . . . . .</b>	<b>\$2,413,761 89</b>

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New sidings and double track, . . . . .	\$41,300 20
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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, . . . . .	} \$239,075 14
New iron rails, . . . . .	
New steel rails, . . . . .	
Repairs of bridges, . . . . .	
Repairs of buildings and fixtures, . . . . .	
Repairs of fences, . . . . .	
All other expenses for maintenance of way, . . . . .	
<b>Total for maintenance of way, . . . . .</b>	<b>\$239,075 14</b>
Cost per mile of road kept in repair, . . . . .	1,366 14

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	}	\$181,453	68
Repairs of machinery, . . . . .			
Repairs of passenger, baggage, and mail cars, . . . . .			
Repairs of freight cars, . . . . .			
All other expenses for maintenance of motive power and cars, . . . . .			
Total for maintenance of motive power and cars, . . . . .		\$181,453	68
Cost per mile of road operated, . . . . .		\$1,086	88

## MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	}	\$729,126	20
Salaries, wages, and incidentals chargeable to freight department, . . . . .			
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .			
Fuel, . . . . .			
Oil and waste, . . . . .			
Damages for injuries to persons, . . . . .			
Damages for cattle killed or injured, . . . . .			
Damages for loss of goods and baggage, . . . . .			
Damages to property, including damages by fire, . . . . .			
Taxes, . . . . .			
Insurance, . . . . .			
Telegraph expenses, . . . . .			
Amount paid for use of palace and sleeping cars, . . . . .			
Amount paid other corporations or individuals for use of all other cars, . . . . .			
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .			
Total miscellaneous, . . . . .		\$729,126	20
Amount per mile of road operated, . . . . .		\$4,166	43
Total expenditures for operating the road, . . . . .		1,149,655	02
Expenses per mile of the road operated, . . . . .		6,569	45
Expenses per mile of single track operated, not including sidings, . . . . .		5,020	33
Expenses per train mile, . . . . .			53½

## EARNINGS.

Passenger transportation, local and through, . . . . .	\$117,360	83
Freight transportation, local and through, . . . . .	2,292,968	27
Mail service, . . . . .	1,297	90
Express service, . . . . .	2,119	89
Total expenses, . . . . .	\$2,413,761	89
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$239,075	14
Maintenance of motive power and cars, . . . . .	181,453	68
Miscellaneous, . . . . .	729,126	20
Total operating expenses, being 47½ per cent. of earnings, . . . . .	1,149,655	02
Net earnings, . . . . .	\$1,264,106	87
Earnings per mile of road operated, . . . . .	\$13,792	92
Expenses per mile of road operated, . . . . .	6,569	45
Net earnings, . . . . .	\$7,223	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.? Central Express and Philadelphia and Reading Express, regular rates.

**U. S. MAIL.**

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,308 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, . . . . .						
Employés, . . . . .	2	2	1	1	3	3
Others, . . . . .		1	4	5	4	6
<b>Total, . . . . .</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>9</b>

**Statement of each Accident.**

January 13. Frank Bernler, a boy, of Landing, Pennsylvania, attempted to board irregular coal train, engine No. 252, near Nesquehoning Junction, and received serious if not fatal injuries; his right leg was cut off, and left leg broken below the knee. James Gallagher, conductor; Douglas McLean, engineer.

February 10. Thomas English, track foreman, while sitting on track at Black Dan's cut, about 10.30, p. m., was struck by engine No. 114, of irregular train, and received injuries which terminated fatally. S. S. Meyers, conductor; W. H. Hause, engineer.

March 25. Michael Shehan, fifty-two years of age, employed at the Butler mine fire, near Pittston, was struck by engine of passenger train No. 9, and had three ribs broken. H. H. Howe, conductor; James Street, engineer.

April 16. Rantonio Pekella, an organ grinder of Philadelphia, Pennsylvania, was struck by engine of train No. 7, as he was crossing the track near Catasaqua; his right arm was broken between elbow and shoulder, caused by his own carelessness. George Geary, conductor; Isaac Street, engineer.

June 5. The boiler of engine No. 207 exploded at White Haven, killing Edward Noste, fireman, and John Fuller, brakeman, and seriously scalding and bruising T. J. Heebner, conductor; James Carlin, brakeman, and Joseph Adams. T. J. Heebner, conductor; Frederick Bates, engineer.

July 24. Mrs. Julia Fleisch; partially deaf; picking coal on track in yard at Odenwelder station; to avoid freight train No. 21, stepped from main

track to another on which cars were being shifted, and was instantly killed; none of the employés witnessed the accident. T. S. Weand, conductor; R. P. McHale engineer.

July 28. William Nitkey, track laborer, while walking close to track at four mile post, was struck by engine No. 285, of coal train No. 58, breaking his arm and otherwise injuring him, but not seriously. David T. Funk, conductor; P. C. Pierce, engineer.

August 15. Philip Callahan, of Nesquehoning, while intoxicated, attempted to get on train No. 30 in motion, near that place, and falling, had one foot badly crushed, but no bones broken. C. R. Gatzinger, conductor; Henry Bodsford, engineer.

August 27. Mrs. Vincent Ducker, of Allentown, Pennsylvania, while picking coal on track near that place, was struck by engine of irregular coal train, and received fatal injuries. N. DeMoyer, engineer.

September 12. Lewis Berwick, of East Mauch Chunk, attempted to board coal train No. 56, in motion, near Mauch Chunk station, and was instantly killed. D. J. Heiseman, conductor; George Loudon, engineer.

November 19. Edward Shaller, eighteen years of age, of White Haven, not an employé, jumped from coal train No. 52, Solomon's Gap, and was struck by engine No. 235 which was backing up for a loaded train; bell was rung to attract his attention, but without effect. He was taken to White Haven, where he died the same day; no blame attached to company or its employés. Peter Weaver, conductor; I. M. Chase, engineer.

November 20. Joseph Dierler, of Wilkes-Barre, Pennsylvania, attempted to cross the track at Lehigh street crossing ahead of train No. 21, was struck by the engine and received severe injuries about the head and right side. Train was running at a speed of about eight or ten miles per hour, and the bell was ringing, but she paid no attention. M. L. Parke, conductor; Fred. Yeomans, engineer.

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

Personally appeared before me, E. W. Clark, president, and S. Shepherd, treasurer, of the Lehigh Coal and Navigation Company, owners 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. 1879, according to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*

S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this 27th day of February, A. D. 1880.

W. C. ALDERSON, *Notary Public.*

**R E P O R T**

OF THE

*Lehigh and Eastern Railway Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
William H. Williams, President, . . . . .	White Haven, Pa.
Edward B. Wesley, First Vice President, . . . . .	New York.
Albert G. Story, Second Vice President, . . . . .	Little Falls, New York.
David S. Foster, Secretary, . . . . .	Utica, New York.
I. C. Babcock, Treasurer, . . . . .	New York.

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas I. Powers, . . . . .	New York.
Edward B. Wesley, . . . . .	New York.
Charles G. Clark, . . . . .	New York.
Albert G. Story, . . . . .	Little Falls, New York.
Peter F. Bellinger, . . . . .	Elizabeth, New Jersey.
Walter A. Doam, . . . . .	Meadville, Pa.
Edward H. Giberson, . . . . .	Tobyhanna, Pa.
Anthony P. Giberson, . . . . .	Stroudsburg, Pa.
Jacob H. Place, . . . . .	Maple Grove, Pa.
William E. Adams, . . . . .	Dingman's Ferry, Pa.
William D. Williams, . . . . .	Milford, Pa.

**DEBT.**

<i>Funded Debt.</i>		
First mortgage bonds, (due July 1, 1908, bear interest at seven per cent., which is payable at Union Trust Company, New York,) amount, . . . . .	\$75,000	00
Total amount now of funded debt, . . . . .	\$75,000	00

**STATEMENT.**

The statement of the doings for 1878, was \$75,000 of bonds issued, and amount paid on construction account, \$75,000. This has not been paid by the company during the year 1879. The amounts expended for surveys, locations, &c. The amounts were paid by the president, and were not passed upon by the board of directors, nor refunded to him, and hence no payments made by the company in 1879, to be stated herein.

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

Personally appeared before me, William H. Williams, president, and Isaiah 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. 1879, according to the best of their knowledge and belief.

(Signed,)

WILLIAM H. WILLIAMS, *President.*

I. C. BABCOCK, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1880.

DAVID B. BARNUM,

*Notary Public city and county of New York.*

## REPORT

OF THE

*Lewisburg, Centre and Spruce Creek Railroad Company, for the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Eli Slifer, President, . . . . .	Lewisburg, Pa.
Strickland Kneass, Vice President, . . . . .	Philadelphia, Pa.
John R. McClure, Secretary and Treasurer, . . . . .	Philadelphia, Pa.

General offices at No. 233 South Fourth street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
George F. Miller, . . . . .	Lewisburg, Pa.
James P. Coburn, . . . . .	Aaronsburg, Pa.
Samuel C. Stewart, . . . . .	Tyrone, Pa.
George B. Roberts, . . . . .	Philadelphia, Pa.
Edmund Smith, . . . . .	Philadelphia, Pa.
Wistar Morris, . . . . .	Philadelphia, Pa.
R. H. Duncan, . . . . .	Spring Mill, Pa.
Eli Slifer, . . . . .	Lewisburg, Pa.
Strickland Kneass, . . . . .	Philadelphia, Pa.

### CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$3,000,000	00
Capital stock, amount subscribed, . . . . .	371,850	00
Capital stock paid in by last report, . . . . .	295,162	00
Capital stock, total amount now paid in, . . . . .	296,312	00
Capital stock, number of shares issued, . . . . .	4,794	
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 May 1, 1902, bear interest at seven per cent., which is payable May 1 and November 1,) amount, . . . . .	\$1,944,000	00
Total amount now of funded debt, . . . . .	\$1,944,000	00
<b>Floating Debt.</b>		
Debt incurred for any other purpose, and for what: Out-standing coupons, . . . . .	\$404,320	00
The amount now of floating debt, . . . . .	404,320	00
Total amount now of floating and funded debt, . . . . .	\$2,348,320	00
Funded debt as per last report, . . . . .	\$1,944,000	00
Floating debt as per last report, . . . . .	273,607	14
Total cash realized from capital stock and debt, . . . . .	\$2,240,312	00

**COST.**

Total cost of entire road to date, . . . . . \$1,404,089 83

**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 Montandon to Spring Mills, . . . . .	43.42	43.42
Length of single main track, . . . . .	43.42	43.42
Aggregate length of main line and branches, . . . . .	43.42	43.42
Aggregate length of leased roads, . . . . .	2.55	2.55
Aggregate length of main line branches, leased roads, sidings, and other track, . . . . .	45.97	45.97

**Gauge.**

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

**Track.**

Miles of iron rail in use, (in main track,) . . . . . 43.42  
 Weight of rail per yard, iron, . . . . . 56 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 28  
 Wooden bridges, number of, 19; aggregate length, . . . . . 763 feet.  
 Wooden trestles, number of, 9; aggregate length, . . . . . 1,055 feet.

**Stations.**

Number of stations on main road: Passenger, 17; freight, 11; total, . . . . . 28

Number of engine-houses and shops in Pennsylvania, 2;  
 total number entire road, . . . . . 2  
 Number of wood and water stations on main road, . . . . . 3  
 Number of tunnels, 2; aggregate length, . . . . . 580 feet.

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

This railroad was sold out under a foreclosure of first mortgage, by George Taber, trustee, on the 13th day of December, 1879; and on the 31st day of December, 1879, the Lewisburg and Tyrone Railroad Company was organized, with a capital of \$1,200,000.

The Lewisburg, Centre and Spruce Creek railroad is leased to the Pennsylvania Railroad Company, lessee of the Philadelphia and Erie railroad, for the term of ninety-nine years, from and after August 1, 1876, to whom you are referred for information relative to the operation of the line.

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Extension or alteration of road, . . . . .	\$3,297 05
Total, . . . . .	\$3,297 05
Proportion for Pennsylvania, . . . . .	\$3,297 05

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, @ \$50, . . . . . 4,794 shares.

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

Personally appeared before me, Strickland Kneass, president, and James R. McClure, treasurer, of the Lewisburg, Centre and Spruce 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 \* 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,) STRICKLAND KNEASS, *Vice President.*  
 JAS. R. MCCLURE, *Treasurer.*

Sworn and subscribed before me, this 26th day of January, A. D. 1880.  
 JNO. C. SIMS, Jr., *Notary Public.*

\* Much of the information called for by the foregoing blank being required of the lessee company, the word "full" in the above affidavit is stricken out.



# REPORT

OF THE

*Ligonier Valley Railroad Company, for the year ending  
December 31, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
S. H. Baker, President, . . . . .	Latrobe, Pa.
John Murdock, Secretary and Treasurer, . . . . .	Ligonier, Pa.
Honorable Thomas Mellon, General Solicitor, . . . . .	Pittsburgh, Pa.
Thomas A. Mellon, General Manager, . . . . .	Pittsburgh, Pa.
J. R. Mellon, General Auditor and Passenger Agent, . . . . .	Pittsburgh, Pa.
R. B. Mellon, General Freight Agent, . . . . .	Ligonier, Pa.
A. W. Mellon, Cashier, . . . . .	Pittsburgh, Pa.
<i>Names of Directors.</i>	<i>Residences.</i>
R. M. Graham, . . . . .	Ligonier, Pa.
W. A. Baer, . . . . .	Ligonier, Pa.
J. M. Breniser, . . . . .	Ligonier, Pa.
W. H. Covode, . . . . .	Ligonier, Pa.
Honorable N. M. Marker, . . . . .	Ligonier, Pa.
Doctor 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, . . . . .	100,000	00
Capital stock paid in by last report, sixty-one thousand dollars, but purchased by the present company, at sheriff's sale, for five thousand dollars.		
Capital stock, number of shares issued, . . . . .	2,000	
Capital stock, amount paid in on each share: Regarded as paid in full.		
Capital stock, par value of each share: Market value but nominal, . . . . .	50	00

## DEBT.

<b>Funded Debt.</b>		
First mortgage, (bear interest at six per cent., which is payable out of net earnings,) amount, . . . . .	\$62,747	41
Total amount now of funded debt, . . . . .	\$62,747	41
<b>Floating Debt.</b>		
Total amount now of floating and funded debt, . . . . .	\$62,747	41
Floating debt as per last report: On March 1, 1879, the amount of floating debt (entire debt) was merged in mortgage above stated, . . . . .	\$62,747	41

**COST.**

Total cost of entire road to date and equipment, . . . . .	\$64,654	29
Proportion of same for Pennsylvania, . . . . . All.		
Cost of road and equipment per mile, . . . . .	4,973	40
Proportion of same for Pennsylvania, . . . . . All.		

**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 Latrobe, Pa., to Ligonier, Pa., . . .	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, . . . . .	2½	2½
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	13	13

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . **12¾**  
 Miles of steel rails in use, . . . . . **¼**  
 Weight of rail per yard, . . . . . { Iron, . . . . . **35**  
   { Steel, . . . . . **30**

**Bridges and Trestles.**

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.**

**Stations.**

Number of stations on main road : Passenger, 11; freight, 11; total, . . . . . **11**  
 Number of engine-houses and shops in Pennsylvania, 1; total number entire road, . . . . . **1**  
 Number of wood and water stations on main road, . . . . . **3**

How is track laid, and on what foundation? Deep broken stone road bed, with oak cross-ties, and ballasted 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; Trucks, 4; total, . . . . .	6	275 00
Number of coal, ore, and stone cars, . . . . .	2	50 00
Number of caboose cars, . . . . .	1	200 00
Number of transfer trucks, seven set, . . . . .	7	200 00

These transfer trucks are heavy built narrow guage to carry bodies of broad guage cars, transferred by Ramsey's patent car truck shifting apparatus, which works very successfully.

Average number of cars in passenger and freight trains, including baggage cars, mixed, . . . . . 8

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . . 13  
 Same in Pennsylvania, . . . . . 13

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger and freight trains, about, . . . . . 12,875  
 Number of through passengers for the year on main road, . . . . . 8,873  
 Number of passengers (all classes) carried in cars, . . . . . 13,176  
 Number of passengers carried one mile in Pennsylvania, . . . . . All.  
 Number of tons of 2,000 pounds of through freight for the year on main road, . . . . . 11,880  
 Number of tons of freight carried one mile in Pennsylvania, . . . . . All.  
 Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . . 12,642  
 Average rate of speed adopted by ordinary passenger and express trains, including stops, (miles per hour,) . . . . . 15  
 Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . . 12

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

January, 1879, . . . . .	340	July, 1879, . . . . .	1,403
February, 1879, . . . . .	699	August, 1879, . . . . .	2,424
March, 1879, . . . . .	788	September, 1879, . . . . .	1,384
April, 1879, . . . . .	872	October, 1879, . . . . .	1,144
May, 1879, . . . . .	805	November, 1879, . . . . .	919
June, 1879, . . . . .	1,217	December, 1879, . . . . .	1,181

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

Bituminous coal and coke, . . . . .	76	Merchandise and manufactures, . . . . .	762
Machinery, . . . . .	43	Live stock, . . . . .	413
Stone and lime, . . . . .	728	Lumber, . . . . .	8,380
Agricultural products, . . . . .	554	Bark, . . . . .	1,686.

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

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

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

For through freight, per ton per mile, about, . . . . .	5 cents.
For through coal, per ton per mile, . . . . .	4 cents.
For local freight, per ton per mile, about, . . . . .	20 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$121	50	\$20	45	\$141	95
February, 1879, . . . . .	258	50	37	25	293	75
March, 1879, . . . . .	262	25	54	50	316	75
April, 1879, . . . . .	268	80	67	30	331	10
May, 1879, . . . . .	250	50	66	80	317	30
June, 1879, . . . . .	267	45	107	45	374	90
July, 1879, . . . . .	398	87	88	30	482	17
August, 1879, . . . . .	615	40	148	60	764	00
September, 1879, . . . . .	401	35	88	75	490	10
October, 1879, . . . . .	411	75	54	10	465	85
November, 1879, . . . . .	301	25	65	00	366	25
December, 1879, . . . . .	351	45	86	35	437	80
Total, . . . . .	\$3,897	07	\$884	85	\$4,781	92

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$98	50	\$72	41	\$170	91
February, 1879, . . . . .	217	40	105	95	323	35
March, 1879, . . . . .	475	40	150	40	625	80
April, 1879, . . . . .	288	95	169	78	458	68
May, 1879, . . . . .	499	45	204	84	704	29
June, 1879, . . . . .	836	10	150	33	986	43
July, 1879, . . . . .	559	90	150	45	710	35
August, 1879, . . . . .	501	00	159	90	660	90
September, 1879, . . . . .	639	00	167	55	806	55
October, 1879, . . . . .	670	00	178	20	848	20
November, 1879, . . . . .	808	36	154	48	962	84
December, 1879, . . . . .	823	02	169	29	992	31
Total, . . . . .	\$6,417	08	\$1,833	53	\$8,250	61

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . .	\$39 20			\$39 20
February, 1879, . . .	39 20			39 20
March, 1879, . . .	39 20			39 20
April, 1879, . . .	39 20			39 20
May, 1879, . . .	39 20			39 20
June, 1879, . . .	39 20			39 20
July, 1879, . . .	39 21			39 20
August, 1879, . . .	39 21			39 20
September, 1879, . . .	39 21			39 20
October, 1879, . . .	39 21			39 20
November, 1879, . . .	39 21			39 20
December, 1879, . . .	39 21		\$7 00	46 21
Total, . . . . .	\$470 46		\$7 00	\$477 46

Total passenger earnings for the year, . . . . .	\$4,781	92
Total freight earnings for the year, . . . . .	8,250	61
Total earnings from all other sources, . . . . .	477	46
Total earnings for the year, . . . . .	\$13,509	99
Total receipts from all sources on whole length of line, . . . . .	\$13,509	99
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	13,509	99

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Extension or alteration of road, . . . . .	\$597	25
Passenger and freight houses, . . . . .	233	83
Engine-houses, car sheds, wood and coal sheds, and water tanks, turn- tables, scale, and building, . . . . .	508	47
Any other expenditures chargeable to this account, . . . . .	569	33
Total, . . . . .	\$1,906	88
Proportion for Pennsylvania, . . . . .	\$1,906	88

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$1,070	29
Repairs of bridges, . . . . .	11	55
Repairs of buildings and fixtures, . . . . .	53	36
Repairs of fences, . . . . .	1	40
All other expenses for maintenance of way, . . . . .	205	18
Total for maintenance of way, . . . . .	\$1,341	78
Cost per mile of road kept in repair, . . . . .	\$103	21
Proportion for Pennsylvania, . . . . .	103	21

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

Repairs of locomotives, . . . . .	\$172	95
Repairs of passenger, baggage, and mail cars, . . . . .	86	78
Repairs of freight cars, . . . . .	33	30
All other expenses for maintenance of motive power and cars, . . . . .	122	51
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$415</b>	<b>54</b>
Cost per mile of road operated, (13 miles,) . . . . .	\$31	96
Proportion for Pennsylvania, (13 miles,) . . . . .	31	96

**MISCELLANEOUS.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$1,317	80
Salaries, wages, and incidentals chargeable to freight department, . . . . .	1,844	93
Fuel—coal, . . . . .	345	16
Oil and waste, . . . . .	156	91
Damages for loss of goods and baggage, . . . . .	3	90
Taxes, . . . . .	142	05
Insurance, . . . . .	15	75
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, includes stationery, printing, and advertising, . . . . .	186	10
<b>Total miscellaneous, . . . . .</b>	<b>\$4,012</b>	<b>60</b>
Amount per mile of road operated, (13 miles,) . . . . .	\$308	67
Proportion for Pennsylvania, (13 miles,) . . . . .	308	67
Total expenditures for operating the road, . . . . .	5,769	92
Total charged to road and equipment, . . . . .	1,906	88
Expenses per mile of the road operated, . . . . .	443	84
Expenses per mile of single track operated, not including sidings, . . . . .	549	51
Proportion for Pennsylvania, . . . . .	All.	

**EARNINGS.**

Passenger transportation, local, . . . . .	\$884 85	} Total,	\$4,781	92
Passenger transportation, through, . . . . .	3,897 07			
Freight transportation, local, . . . . .	1,833 53	} Total,	8,250	61
Freight transportation, through, . . . . .	6,417 08			
Mail service, . . . . .			470	46
All other sources of income, . . . . .			7	00
<b>Total, . . . . .</b>			<b>\$13,509</b>	<b>99</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$1,341 78			
Maintenance of motive power and cars, . . . . .	415 54			
Miscellaneous, . . . . .	4,012 60			
<b>Total operating expenses, being 42 <math>\frac{7}{10}</math> per cent. of earnings, . . . . .</b>			<b>5,769</b>	<b>92</b>
<b>Net earnings, . . . . .</b>			<b>\$7,740</b>	<b>07</b>
Earnings per mile of road operated, . . . . .			\$1,236	66
Expenses per mile of road operated, . . . . .			549	51
<b>Net earnings, . . . . .</b>			<b>\$737</b>	<b>15</b>

**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? Compensation received from the United States Government for carrying mail, \$42 75 per mile per annum.

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

Personally appeared before me, S. H. Baker, president, and John Murdock, treasurer, of the Ligonier Valley Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

S. H. BAKER, *President.*

JNO. MURDOCK, *Treasurer.*

Sworn and subscribed before me, this 24th day of January, A. D. 1880.

H. AMSLER, *J. P.*

H. BLACK, *J. P.*

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## REPORT

OF THE

*Littlestown Railroad Company, for the year ending December 31, 1879.*

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### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William McSherry, President, . . . . .	Littlestown, Adams co., Pa.
George Stonesifer, Secretary and Treasurer, . . . . .	Littlestown, Adams co., Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
William Latimer Small, . . . . .	York, Pa.
A. J. Fry, . . . . .	York, Pa.
John S. Young, . . . . .	Hanover, Pa.
George D. Klinefelter, . . . . .	Hanover, Pa.
Joseph L. Shorb, . . . . .	Littlestown, Pa.
George Stonesifer, . . . . .	Littlestown, 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, . . . . .	53,750	00
Capital stock paid in by last report, . . . . .	34,850	00
Capital stock, total amount now paid in, . . . . .	34,850	00
Capital stock, number of shares issued, . . . . .	697	
Capital stock, amount paid in on each share, average, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<b>Funded Debt.</b>			
First mortgage bonds, (June 1, 1890, bear interest at seven per cent., which is payable, June 1, and December 1,) amount, . . . . .	\$40,000	00	
Total amount now of funded debt, . . . . .	\$40,000	00	
<b>Floating Debt.</b>			
Unfunded debt, incurred for construction, equipment, and operating road, . . . . .	\$8,092	94	
Debt incurred for any other purpose, and for what: Money advanced to pay interest on bonds and notes, . . . . .	12,114	88	
The amount now of floating debt, . . . . .	20,207	82	
Total amount now of floating and funded debt, . . . . .	\$60,207	82	
Funded debt as per last report, . . . . .	\$40,000	00	
Floating debt as per last report, . . . . .	19,527	75	

**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. Total cost of entire equipment: Equipment furnished by the Pennsylvania Railroad Company.		

**CHARACTERISTICS OF ROAD.**

<b>Main Line.</b>	<b>MILES.</b>	
	Whole length.	Length in Penn'a.
Length of main line, from Hanover, Pa., to Maryland State line, . . . . .	9½	9½
Length of single main track, . . . . .	9½	9½
Aggregate length of main line and branches, . . . . .	9½	9½

**Gauge.**

What is the gauge of your lines? . . . . . 4 feet 9 inches.  
 Miles of iron rail in use, . . . . . 9½ miles.  
 Weight of rail per yard: Iron, . . . . . 55 to 60 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 5  
 Wooden bridges, number of 5; aggregate length, . . . . . 176 feet.

**Station.**

Number of stations on main road: Passenger, 6; freight, 6; total, . . . . . 6  
 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, . . . . . \$2,000  
 How is track laid and on what foundation? Cross-ties of wood resting upon earth and stone.

**MONTHLY EARNINGS FOR THE YEAR.**  
**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$297 98
February, 1879, . . . . .			304 97
March, 1879, . . . . .			355 35
April, 1879, . . . . .			365 98
May, 1879, . . . . .			335 34
June, 1879, . . . . .			397 89
July, 1879, . . . . .			478 90
August, 1879, . . . . .			882 72
September, 1879, . . . . .			481 50
October, 1879, . . . . .			568 57
November, 1879, . . . . .			375 65
December, 1879, . . . . .			
<b>Total, . . . . .</b>			<b>\$4,834 68</b>

**From Transportation of Freight.**

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$1,105 98
February, 1879, . . . . .			975 80
March, 1879, . . . . .			967 23
April, 1879, . . . . .			819 14
May, 1879, . . . . .			960 58
June, 1879, . . . . .			640 93
July, 1879, . . . . .			540 20
August, 1879, . . . . .			842 67
September, 1879, . . . . .			894 02
October, 1879, . . . . .			1,035 77
November, 1879, . . . . .			979 25
December, 1879, . . . . .			
<b>Total, . . . . .</b>			<b>\$9,760 07</b>

**From all other Sources.**

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .	\$36 41	\$9 95		
February, 1879, . . . . .	36 41	10 57		
March, 1879, . . . . .	36 41	10 57		
April, 1879, . . . . .	36 41	10 57		
May, 1879, . . . . .	36 44	10 67		
June, 1879, . . . . .	36 41	10 57		
July, 1879, . . . . .	36 42	12 44		
August, 1879, . . . . .	36 42	12 44	\$15 00	
September, 1879, . . . . .	36 42	47 82		
October, 1879, . . . . .	36 42	15 00		
November, 1879, . . . . .	36 42	15 00		
December, 1879, . . . . .				
<b>Total, . . . . .</b>	<b>\$400 59</b>	<b>\$165 00</b>	<b>\$15 00</b>	<b>15,175 34</b>

Total passenger earnings for the year, . . . . .	\$4,834	68
Total freight earnings for the year, . . . . .	9,760	07
Total earnings from all other sources, . . . . .	580	59
Total earnings for the year, . . . . .	\$15,175	34
Total receipts from all sources on whole length of line, . . . . .	\$15,175	24

**EARNINGS.**

Passenger transportation, local and through, . . . . .	\$4,834	68
Freight transportation, local and through, . . . . .	9,760	07
Mail service, . . . . .	400	59
Express service, . . . . .	165	00
Rents, . . . . .	15	00
Total, . . . . .	\$15,175	34
<b>Operating Expenses.</b>		
Total operating expenses, being 82.08 per cent. of earnings, . . . . .	12,456	38
Net earnings, . . . . .	\$2,718	96
Earnings per mile of road operated, . . . . .	\$1,597	28
Expenses per mile of road operated, . . . . .	1,311	10
Net earnings, . . . . .	\$286	18

NOTE.—The Littlestown railroad has been leased to the Pennsylvania Railroad Company for the term of nine hundred and ninety-nine years, on the following terms:

The Pennsylvania Railroad Company has entire charge and control of the transportation department, and operates the road, charging actual cost for the same. After the payment of all expenses for operating the road and furnishing the equipment, keeping the road bed, buildings, &c., in order, the balances of earnings to be paid over to the Littlestown Railroad Company. All questions unanswered by me will be contained in the report made by that company.

Respectfully,

W. McSHERRY, *President.*

**EXPRESS COMPANIES.**

What express companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company under terms agreed on with Pennsylvania Railroad Company.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding: 697 shares,  
par value \$50, . . . . . \$34,850

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. 1879, according to the best of their knowledge and belief. The month of December not being included, as no reports for that month have been received.

(Signed)

WILLIAM McSHERRY, *President.*  
 GEORGE STONESIFER, *Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1880.

JOSEPH H. LEFEVRE,  
*Justice of the Peace.*

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R E P O R T

OF THE

*Little Schuylkill Navigation Railroad and Coal Company, for the year ending November 30, 1879.*

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OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Daniel R. Bennett, President, . . . . .	Jenkintown, Montgomery county.
Joseph Lapsley Wilson, Secretary and Treasurer, .	Philadelphia.

General offices at 410 Walnut street, Philadelphia.

<i>Names of Managers.</i>	<i>Residences.</i>
Adolph E. Borie, . . . . .	Philadelphia.
Joseph H. Trotter, . . . . .	Philadelphia.
George W. Steever, . . . . .	Philadelphia.
Charles D. Reed, . . . . .	Philadelphia.
Carroll S. Tyson, . . . . .	Philadelphia.
Henry Handy, . . . . .	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, and operate it as part of their system.

No reports of operating are made to this company.

23 RAILROAD REPORT.

## 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

## 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, . . . . .		\$468,000	00
Total amount now of funded debt, . . . . .		\$468,000	00
Funded debt, as per last report, . . . . .	\$480,000	00	

## 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
Proportion of same for Pennsylvania, . . . . .	All.		

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Port Clinton to Catawissa railroad junction, . . . . .		28 $\frac{1}{8}$
Length of single main track, . . . . .		28 $\frac{7}{8}$
<b>Branches.</b>		
Panther Creek branch, from Tamaqua to Greenwood, . . . . .	} Length of single track, . . . . .	1 $\frac{1}{8}$
Wabash Creek branch, from Tamaqua to Newkirk, . . . . .		1 $\frac{1}{8}$
<b>Leased Roads.</b>		
East Mahanoy railroad branch, from East Mahanoy junction to Waste House run, . . . . .	} Length of single track, . . . . .	7 $\frac{1}{8}$
Aggregate length of main line and branches, . . . . .		31 $\frac{3}{8}$
Aggregate length of leased roads, . . . . .		7 $\frac{1}{8}$
Aggregate length of sidings and other track, not above enumerated, . . . . .		27 $\frac{1}{8}$
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .		65 $\frac{3}{8}$

## Gauge.

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

**Track.**

Miles of iron rail in use, . . . . .	65.9
Weight of rail per yard, iron, . . . . .	64 pounds.

**Bridges and Trestles.**

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.

**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; freight, 2; total, . . . . .	5
Number of engine-houses and shops in Pennsylvania, . . . . .	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, in Pennsylvania, . . . . .	\$10,000 00
Number of tunnels, 1; aggregate length, . . . . .	900 feet.

How is track laid, and on what foundation? Wooden cross-ties, broken stone and coal dirt.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . .	\$2,646,100 00
Amount of common stock in the name of the company on which no dividends are declared, . . . . .	158,250 00
	<u>\$2,487,850 00</u>

Rate and date of all cash dividends on stock of original and consolidated companies: January 6, 1879, three and a half per cent. on \$2,487,850; July 7, 1879, three and a half per cent. on \$2,487,850.

Number and per cent. of dividends: Two, of 3½ per cent. each.

Amount paid in dividends, . . . . .	\$174,149 50
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STATE OF PENNSYLVANIA, }  
 County of Philadelphia, } ss:

Personally appeared before me, Daniel R. Bennett, president, and Joseph Lapsley Wilson, treasurer, of the Little Schuylkill Navigation Railroad and Coal Company, who, being severally 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 their knowledge and belief.

(Signed)

DAN'L R. BENNETT, *President.*

JOS. LAPSLEY WILSON, *Treasurer.*

Sworn or affirmed and subscribed before me this 23d day of December, A. D. 1879.

JOHN RODGERS, *Notary Public.*

*APPROXIMATE REPORT*

OF THE

*Little Saw Mill Run Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
John S. Hollingshead, President, . . . . .	Pittsburgh, Pa.
Charles S. Fetterman, Secretary, . . . . .	Pittsburgh, Pa.
Jacob Henrici, Treasurer, . . . . .	Economy, Pa.
John S. Hollingshead, General Manager, . . . . .	Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Jacob Henrici, . . . . .	Economy, Pa.
Jonathan Lenz, . . . . .	Economy, Pa.
Jehu Haworth, . . . . .	Pittsburgh, Pa.
Jacob Painter, . . . . .	Pittsburgh, Pa.
George Gray, . . . . .	Banksville, Pa.
John R. Neeld, . . . . .	Banksville, 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

**DEBT.**

<b>Funded Debt.</b>		
First mortgage bonds, (due A. D. 1884, bear interest at seven 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, . . . . .	2,953	51
The amount now of floating debt, . . . . .	36,953	51
Total amount now of floating and funded debt, . . . . .	116,953	51
Funded debt, as per last report, . . . . .	\$80,000	00
Floating debt, as per last report, . . . . .	36,977	33

**COST.**

Total cost of entire road to date, . . . . .	\$108,987	13
Average of same per mile of road laid, . . . . .	35,662	38
Proportion of same for Pennsylvania, . . . . .	106,987	13
Total cost of entire equipment, . . . . .	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, . . . . .	45,387	38
Proportion of same for Pennsylvania, . . . . .	136,162	13

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh to Banksville, . . . . .	3	3
Length of single main track, . . . . .	3	3
Aggregate length of main line and branches, of which 2 <sup>7</sup> / <sub>10</sub> miles is double gauge, . . . . .	3	3
Aggregate length of sidings and other track not above enumerated, . . . . .	1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub>
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>

**Gauge.**

What is the gauge of your lines? . . . . . 4 feet 8 <sup>1</sup>/<sub>2</sub> inches and 3 feet.

**Track.**

Miles of iron rail in use, . . . . . 2 <sup>1</sup>/<sub>2</sub>  
 Miles of steel rail in use, . . . . . 2  
 Weight of rail per yard, { Iron, . . . . . 53 and 56 lbs.  
 { Steel, . . . . . 52 <sup>9</sup>/<sub>10</sub>, 53, and 56 lbs.

**Bridges and Trestles.**

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,) and Pittsburgh and Lake Erie railroad, at Pittsburgh, (under.)

**Stations.**

Number of engine houses and shops in Pennsylvania; total number entire road, . . . . .	2
Number of water stations on main road, . . . . .	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, or 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, . . . . .	73	158 00

Average number of coal cars in freight trains, . . . . .	26
Average weight of coal trains, including locomotive and tender, in working order, . . . . .	150 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	15
Same in Pennsylvania, . . . . .	35

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by coal trains, about, . . . . .	12,000
Number of through passengers for the year on main road, . . . . .	1,382
Number of passengers (all classes) carried in cars, . . . . .	1,382
Number of passenger carried one mile, . . . . .	4,146
Number of passengers carried one mile in Pennsylvania, . . . . .	4,146
Number of tons of 2,000 pounds of through coal for the year, on main road, . . . . .	180,030.31
Number of tons of freight carried one mile, . . . . .	540,090.93



Number of tons of freight carried one mile in Pennsylvania, . . . . .	540,090.93
Gross amount of tonnage for the year. (2,000 pounds per ton,) . . . . .	540,090.93
Average rate of speed adopted by coal trains, including stops, (miles per hour:) No regular speed adopted; say six to ten miles per hour.	

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

January, 1879, . . . . .	516	March, 1879, . . . . .	357
February, 1879, . . . . .	503	May, 1879, . . . . .	6

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

Bituminous coal, . . . . .	180,030.31	Other articles, . . . . .	109
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**The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:**

For first-class through passengers, . . . . .	3½ cents.
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**The Rate per Ton (of 2,000 pounds) per Mile charged for Freight.**

For through coal, use of car and handling, per ton per mile, . . . . .	7 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, 1879, . . . . .			\$51 65
February, 1879, . . . . .			50 30
March, 1879, . . . . .			35 70
April, 1879, . . . . .			
May, 1879, . . . . .			60
<b>Total, . . . . .</b>			<b>\$188 25</b>

**From Transportation of Freight.**

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$2,441 16
February, 1879, . . . . .			2,458 59
March, 1879, . . . . .			2,887 30
April, 1879, . . . . .			4,468 66
May, 1879, . . . . .			3,023 98
June, 1879, . . . . .			311 59
July, 1879, . . . . .			1,102 63
August, 1879, . . . . .			4,939 31
September, 1879, . . . . .			3,337 11
October, 1879, . . . . .			3,953 79
November, 1879, . . . . .			4,071 30
December, 1879, . . . . .			3,429 14
<b>Total, . . . . .</b>			<b>\$36,424 56</b>

## From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .				\$685 21
February, 1879, . . . . .				173 16
March, 1879, . . . . .				580 66
April, 1879, . . . . .				10 00
May, 1879, . . . . .				1,800 30
June, 1879, . . . . .				5 50
July, 1879, . . . . .				259 50
August, 1879, . . . . .				1,165 21
September, 1879, . . . . .				314 96
October, 1879, . . . . .				566 58
November, 1879, . . . . .				408 81
December, 1879, . . . . .				476 28
Total, . . . . .				\$6,456 17
Total passenger earnings for the year, . . . . .				\$138 25
Total freight earnings for the year, . . . . .				36,424 56
Total earnings from all other sources, . . . . .				6,456 17
Total earnings for the year, . . . . .				\$43,018 98
Total receipts from all sources on whole length of line, . . . . .				\$43,018 98
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .				43,018 98

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Extension or alteration of road, . . . . .	\$5,966 97
Total, . . . . .	\$5,969 97
Proportion for Pennsylvania, . . . . .	\$5,969 97

**EXPENDITURES FOR OPERATING DURING THE YEAR.****Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$3,254 88
New steel rails, . . . . .	1,296 26
Repairs of buildings and fixtures, . . . . .	2,617 06
Total for maintenance of way, . . . . .	\$7,168 22
Cost per mile of road kept in repair, . . . . .	\$2,389 41
Proportion for Pennsylvania, . . . . .	7,168 22

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

Repairs of locomotives, . . . . .	\$1,369 49
Repairs of coal cars, . . . . .	1,735 06
All other expenses for maintenance of motive power and cars, . . . . .	369 38
Total for maintenance of motive power and cars, . . . . .	\$3,500 93
Cost per mile of road operated, . . . . .	\$1,166 98
Proportion for Pennsylvania, . . . . .	3,500 93

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	}	\$8,018	18
Salaries, wages, and incidentals chargeable to freight department,			
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .		341	60
Fuel—number of tons of coal, 450; cost, . . . . .		894	54
Oil and waste, . . . . .		1,812	02
Taxes, . . . . .			
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . .		2,829	84
<b>Total miscellaneous, . . . . .</b>		<b>\$13,396</b>	<b>18</b>
<b>Amount per mile of road operated, . . . . .</b>		<b>\$4,465</b>	<b>38</b>
Proportion for Pennsylvania, . . . . .		13,397	13
Total expenditures for operating the road, . . . . .		24,085	28
Total charged to road and equipment, . . . . .		5,969	97
Expenses per mile of the road operated, . . . . .		10,011	75
Expenses per mile of single track operated, not including sidings, . .		10,011	75
Expenses per train mile, . . . . .			83 1/2
Proportion for Pennsylvania, . . . . .		10,011	75

EARNINGS.

Passenger transportation, local and through, . . . . .	\$198	25
Coal transportation, local and through, . . . . .	36,424	36
Rents, . . . . .	588	50
All other sources of income, . . . . .	5,867	67
<b>Total, . . . . .</b>	<b>\$43,014</b>	<b>59</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$7,168	22
Maintenance of motive power and cars, . . . . .	3,500	93
Miscellaneous, . . . . .	13,396	13
<b>Total operating expenses, being 55 1/2 per cent. of earnings, . . . . .</b>	<b>\$24,065</b>	<b>28</b>
<b>Net earnings, . . . . .</b>	<b>18,949</b>	<b>31</b>
<b>Earnings per mile of road operated, 61 . . . . .</b>	<b>\$14,388</b>	<b>19</b>
<b>Expenses per mile of road operated, . . . . .</b>	<b>8,021</b>	<b>76</b>
<b>Net earnings, . . . . .</b>	<b>6,316</b>	<b>43</b>

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 have a few cars of their own, but sufficient number for their coal business. We charge 60 cents per 100 bushels for all coal carried on our road. If our cars are used, 10 cents more per 100 bushels, and if we unload the coal, we then charge 10 cents per 100 bushels more.

Pittsburgh Southern Railroad Company run a distance of 2.78 miles on our three foot gauge. For receipts on our line, we receive sixty per cent., for other receipts, as 2.78 miles is to the distance carried, so is our receipts to the total receipts.

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? Carried by the Pittsburgh Southern Railroad Company's trains.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . . \$100,000 00  
 Rate and date of all cash dividends on stock of original  
 and consolidated companies: December 1, 1879, five per  
 cent. on amount of stock paid in, . . . . . 100,000 00

Number and per cent. of dividends, . . . . .	\$5,000	00
Amount paid in dividends, . . . . .	5,000	00
Paid for construction, . . . . .	\$5,969 97	
Paid for interest, . . . . .	10,541 09	
Deficit for year, . . . . .	16,511	06
Surplus at the commencement of the year, . . . . .	7,150	42
Total surplus, . . . . .	\$2,561	75
Surplus invested as follows:		
Cash and loans, . . . . .	\$2,016	66
Balance of accounts due company, . . . . .	545	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, . . . . .			1			
Others, . . . . .						
Total, . . . . .			1			

**Statement of each Accident.**

In January, 1879, James Tally, while shoveling snow, was struck by a locomotive in the yard at Pittsburgh; was injured so that he died; verdict by coroner's jury, accidental.

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

Personally appeared before me, John S. Hollingshead, president, and Jacob Henrici, treasurer, of the Little Saw Mill Run Railroad Company, who being duly sworn 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. 1879, according to the best of their knowledge and belief.

(Signed,) JOHN S. HOLLINGSHEAD, *President.*  
 JACOB HENRICI, *Treasurer.*

Sworn, affirmed, and subscribed before me, this 7th day of February, A. D. 1880.

EDWARD J. DONNELLY, *Notary Public.*

**R E P O R T**

OF

*The Lock Haven and Clearfield Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
G. B. Roberts, President, . . . . .	Philadelphia.
Albert Hewson, Secretary, . . . . .	Philadelphia.
William Taylor, Treasurer, . . . . .	Cambridge, N. J.

General office at 233 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
J. N. DuBarry, . . . . .	Philadelphia.
John P. Green, . . . . .	Philadelphia.
Strickland Kneass, . . . . .	Philadelphia.
Wister Morris, . . . . .	Philadelphia.
N. Parker Shortridge, . . . . .	Wynnewood, Pa.
Edmund Smith, . . . . .	Philadelphia.

**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, . . . . .	250,000	00
Capital stock, total amount now paid in, . . . . .	25,000	00
Capital stock, number of shares issued, . . . . . 5,000		
Capital stock, amount paid in on each share, . . . . .	5	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

Total cash realized from capital stock and debt, . . . . . \$25,000 00

**CHARACTERISTICS OF ROAD.**

<i>Main Line.</i>	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from near mouth of Beech Creek, on the Bald Eagle Valley railroad, to near Phillipsburg, on the Tyrone and Clearfield railway, about, . . . . .	50	50

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

Personally appeared before me, G. B. Roberts, president, and W. Taylor, treasurer, of the Lock Haven and Clearfield 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. 1879, according to the best of their knowledge and belief.

(Signed,)

G. B. ROBERTS, *President.*

W. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this 7th day of February, A. D. 1880.

JOHN C. SIMS, Junior, *Notary Public.*

**R E P O R T**

OF THE

*Summit Branch Railroad Company, lessee of Lykens Valley Railroad and Coal Company, for the year ending December 31, 1879.*

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Millersburg to Williamstown, . . . . .	19.7	19.7
Length of single main track, . . . . .	19.7	19.7
Aggregate length of main line and branches, . . . . .	19.7	19.7
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, . . . . .	29.36	29.36

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 11.82  
 Miles of steel rail in use, . . . . . 7.88  
 Weight of rail per yard, { Iron, . . . . . 45 & 60 pounds.  
                                   { Steel, . . . . . 60 pounds.

**Bridges and Trestles.**

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.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Northern Central railroad, at Millersburg.

**Stations.**

Number of stations on main road: Passenger, 9; freight, 9; total, . . . . .	9
Number of engine-houses and shops in Pennsylvania, 6; total number entire road, . . . . .	6
Number of wood and water stations on main road, . . . . .	4

How is track laid, and on what foundation? Track is laid on wooden cross-ties, ballasted with stone, cinder, and coal dirt.

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; trucks, 6; total, . . . . .	7	
Number of coal, ore, and stone cars, . . . . .	7	
Number of caboose cars, . . . . .	1	

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.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	10'
Same in Pennsylvania, . . . . .	101

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	29,099
Number of miles run by freight and coal trains, . . . . .	45,781
Number of through passengers for the year on main road, . . . . .	21,243
Number of passengers (all classes) carried in cars, . . . . .	21,243
Number of passengers carried one mile, . . . . .	208,476

Number of passengers carried one mile in Pennsylvania,	208,476
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	465,908
Number of tons of freight carried one mile, . . . . .	8,321,857
Number of tons of freight carried one mile in Pennsylvania, . . . . .	8,321,857
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	465,908
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.**

November, 1878, . . . . .	1,389	June, 1879, . . . . .	1,470
December, 1878, . . . . .	1,544	July, 1879, . . . . .	1,940
January, 1879, . . . . .	1,487	August, 1879, . . . . .	3,187
February, 1879, . . . . .	1,332	September, 1879, . . . . .	1,611
March, 1879, . . . . .	1,581	October, 1879, . . . . .	1,506
April, 1879, . . . . .	1,868	November, 1879, . . . . .	1,554
May, 1879, . . . . .	2,107	December, 1879, . . . . .	1,630

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

Anthracite coal, . . . . .	457,979	Other articles, . . . . .	6,536
Lumber, . . . . .	1,393		495,908

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

For second-class through passengers, . . . . .	3.5 cents.
For second-class way passengers, . . . . .	4.3 cents.

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

For through freight, per ton per mile, . . . . .	6 and 12 cents.
For through coal, per ton per mile, . . . . .	1.7 cents.
For local freight, . . . . .	6 and 9 cents.
For local coal, . . . . .	2

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$560 70
February, 1879, . . . . .			503 00
March, 1879, . . . . .			595 66
April, 1879, . . . . .			584 20
May, 1879, . . . . .			772 30
June, 1879, . . . . .			517 15
July, 1879, . . . . .			641 45
August, 1879, . . . . .			1,105 55
September, 1879, . . . . .			581 05
October, 1879, . . . . .			556 10
November, 1879, . . . . .			591 30
December 1879, . . . . .			704 55
Total, . . . . .			\$7,718 01



From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$5,122 29
February, 1879, . . . . .			7,261 06
March, 1879, . . . . .			10,119 82
April, 1879, . . . . .			12,345 13
May, 1879, . . . . .			12,253 39
June, 1879, . . . . .			11,653 29
July, 1879, . . . . .			13,635 19
August, 1879, . . . . .			13,328 18
September, 1879, . . . . .			13,128 57
October, 1879, . . . . .			12,948 28
November, 1879, . . . . .			7,001 06
December, 1879, . . . . .			14,204 68
<b>Total, . . . . .</b>			<b>\$133,000 94</b>

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .	\$131 87	\$10 00	\$40 47	\$182 87
February, 1879, . . . . .	93 53	17 78	16 34	109 87
March, 1879, . . . . .	170 39	12 72	5 00	22 78
April, 1879, . . . . .	55 01	19 66	5 00	79 67
May, 1879, . . . . .	146 27	21 31	5 50	26 81
June, 1879, . . . . .	79 13	25 76	5 00	177 03
July, 1879, . . . . .	79 13	19 55	5 00	103 68
August, 1879, . . . . .	169 17	22 34	11 92	34 26
September, 1879, . . . . .	56 23	30 54	5 00	204 71
October, 1879, . . . . .	56 23	23 81	5 92	85 96
November, 1879, . . . . .	56 23	25 04	136 00	161 04
December, 1879, . . . . .				
<b>Total, . . . . .</b>	<b>\$901 60</b>	<b>\$228 51</b>	<b>\$246 15</b>	<b>\$1,376 26</b>

Total passenger earnings for the year, . . . . .	\$7,713 01
Total freight earnings for the year, . . . . .	133,000 94
Total earnings from all other sources, . . . . .	1,376 26
<b>Total earnings for the year, . . . . .</b>	<b>\$142,090 21</b>
Total receipts from all sources on whole length of line, . . . . .	\$142,090 21
Proportion of earnings in Pennsylvania to earnings of whole line: All.	

## EXPENSES.

Cross-ties, . . . . .	\$4,256	50
Iron and steel rails, . . . . .	12,594	11
Repairs of buildings, . . . . .	2,266	54
Repairs of track, . . . . .	13,092	16
Tools and repairs of, . . . . .	658	42
General superintendent, agents, and clerks, . . . . .	5,883	85
Train hands, . . . . .	13,926	40
Dispatchers and weighmasters, . . . . .	2,645	70
Car service, . . . . .	8,035	91
Rents, . . . . .	62,670	00
Repairs of rolling stock, . . . . .	7,086	18
Fuel and oil, . . . . .	5,043	30
Office expenses, stationery, and printing, . . . . .	805	64
Taxes, . . . . .	1,191	30
General expenses, . . . . .	1,892	32
<b>Total expenses, all kinds, for operating, . . . . .</b>	<b>\$142,048</b>	<b>86</b>
<b>Total expenditures for operating the road, . . . . .</b>	<b>\$142,048</b>	<b>86</b>
Expenses per mile of road operated, . . . . .	7,102	42
Expenses per mile of single track operated, not including sidings, . . . . .	7,102	42
Expenses per train mile, . . . . .	1.9227 c.	
Proportion for Pennsylvania, . . . . . All.		

## EARNINGS.

Passenger transportation, local and through, . . . . .	\$7,713	01
Freight transportation, local and through, . . . . .	133,000	94
Mail service, . . . . .	901	60
Express service, . . . . .	228	51
All other sources of income, . . . . .	346	15
<b>Total, . . . . .</b>	<b>\$142,090</b>	<b>21</b>
<b>Operating Expenses.</b>		
<b>Total operating expenses, being 99 10% per cent. of earnings, . . . . .</b>	<b>142,048</b>	<b>86</b>
<b>Net earnings, . . . . .</b>	<b>\$41</b>	<b>85</b>
<b>Earnings per mile of road operated, about, . . . . .</b>	<b>\$7,104</b>	<b>51</b>
<b>Expenses per mile of road operated, about, . . . . .</b>	<b>7,102</b>	<b>42</b>
<b>Net earnings, about, . . . . .</b>	<b>\$2</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, &c.? Adams Express Company. Rates, forty per cent. of receipts. Have the use of portion of baggage car.

## 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? \$901 40 per annum, payable quarterly.

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.

Emanuel Smiles, of Wiconisco, Pennsylvania, was killed January 27, 1879, by throwing himself in front of a passenger train, one fourth of a mile east of Wiconisco station.

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

Personally appeared before me, J. Imbrie Miller, vice president, and John Dougherty, treasurer, of the Summit Branch Railroad Company, lessee 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, 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, 1879, according to the best of his knowledge and belief.

(Signed)

J. IMBRIE MILLER, *Vice President.*  
 JOHN DOUGHERTY, *Treasurer.*

Affirmed and subscribed to before me, this 28th day of January, A. D. 1880.  
 JOHN C. SIMS, Junior, *Notary Public.*

**R E P O R T**

OF THE

*Lykens Valley Railroad and Coal Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
George E. Hoffman, President, . . . . .	Philadelphia.
Frederick A. Platt, Secretary and Treasurer, . . . . .	Brooklyn, N. Y.

General offices at No. 18 William street, New York.

<i>Names of Directors.</i>	<i>Residences.</i>
Alexander M. Lawrence, . . . . .	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

**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
Proportion of same for Pennsylvania, . . . . . All in Pennsylvania.		

**CHARACTERISTICS OF ROAD.**

<b>Main Line.</b>	<b>MILES.</b>	
	Whole Length.	Length in Penn'a.
Length of main line, from Millersburg to Williamstown, . . . . .	20	20
<b>Branches.</b>		
To Lykens Valley Coal Company and Short Mountain breakers, . . . . .	20½	20½
Aggregate length of main line and branches: About, . . . . .		

**Gauge.**

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

**Track.**

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, lessees.

How is track laid and on what foundation? Cross ties, on broken stone.

For all questions not answered, refer to Summit Branch Railroad Company, lessees.

**EARNINGS.**

Rents, . . . . .	\$62,500	00
All other sources of income, . . . . .	817	81
<b>Total,</b> . . . . .	<b>\$62,817</b>	<b>81</b>
<b>Operating Expenses.</b>		
Miscellaneous, . . . . .	1,568	18
<b>Net earnings,</b> . . . . .	<b>\$61,251</b>	<b>18</b>

**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, 1879, two and one half per cent. on \$600,000; April 1, 1879, two and one half per cent. on \$600,000; July 1, 1879, three and one half per cent. on \$600,000; October 1, 1879, two and one half per cent. on \$600,000.

Number and per cent. of dividends: Four dividends of two and one half per cent., and extra dividend of one per cent.		
Amount paid in dividends, . . . . .	\$66,000	00
Surplus at the commencement of the year, . . . . .	5,648	82
Total surplus, after payments of dividends and expenses, . . . . .	895	00
Surplus invested as follows:		
Cash, . . . . .	895	

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 Company, on what was known as the Buehler lands, near 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, 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 and 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 of \$62,500

stipulated to be paid for rent. The lessees, during the continuation of the lease, to have and retain all the tolls for transportation of passengers, merchandise, or property over said railroad, without accounting to the lessors, provided such tolls shall always be in accordance with the charter of the lessors and laws of Pennsylvania.

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, 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. 1879, according to the best of his knowledge and belief.

(Signed,)

GEORGE E. HOFFMAN, *President.*

Sworn and subscribed before me this 21st day of January, A. D. 1880.

EDWARD F. HOFFMAN, *Notary Public*

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 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. 1879, according to the best of his knowledge and belief.

(Signed,)

F. A. PLATT, *Treasurer.*

Sworn and subscribed before me, this 20th day of January, A. D. 1880.

EDWIN F. COREY,

*Commissioner for the State of Pennsylvania in New York.*

**R E P O R T**

OF THE

*Maryland and Delaware River Railroad Company.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
William H. Bell, President, . . . . .	Philadelphia, Pa.
P. S. Ermold, Secretary and Treasurer, . . . . .	Coatesville, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
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 A. K. DUNKEL, *Secretary Internal Affairs:*

SIR: We respectfully beg leave to refer you to our last report, as to the status of the Maryland and Delaware River Railroad Company. No change has taken place since the date of that report.

The capital is \$320,000. Officers' names, and places of residence given above.

WM. H. BELL, *President.*  
P. S. ERMOLD, *Treasurer.*

COATESVILLE, *February, 16, 1880.*

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 16th day of February, 1880.

J. L. CHRISTY, *Notary Public.*

# R E P O R T

OF THE

*McKean and Buffalo Railroad Company, for the year  
ending December 31, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
B. D. Hamlin, President, . . . . .	Smethport, Pa.
W. H. Glenny, Vice President, . . . . .	Buffalo, N. Y.
G. Macfarlane, Secretary, . . . . .	Clermont, Pa.
W. T. Wilson, Treasurer, . . . . .	Buffalo, N. Y.
S. V. Godden, General Superintendent, . . . . .	Smethport, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Byron D. Hamlin, . . . . .	Smethport, Pa.
Delano R. Hamlin, . . . . .	Smethport, Pa.
Graham Macfarlane, . . . . .	Clermont, Pa.
Ario Pardee, . . . . .	Hazleton, Pa.
George J. Magee, . . . . .	Watkins, N. Y.
William H. 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

## DEBT.

<i>Funded Debt.</i>			
* First mortgage bonds, (due January 1, 1905, bear interest at seven per cent., which is payable semi-annually,) amount, . . . . .	\$398,000		00
Total amount now of funded debt, . . . . .	\$398,000		00
<i>Floating Debt.</i>			
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$46,251 58		
Debt incurred for other purpose, and for what, . . . . .	1,862 27		
The amount now of floating debt, . . . . .	48,113		85
Total amount now of floating and funded debt, . . . . .	\$446,113		85
Funded debt as per last report, . . . . .	\$398,000		00
Floating debt as per last report, . . . . .	44,187		16

\* For the present, bondholders have agreed to accept four and one half per cent.



**COST.**

Total cost of entire road to date and telegraph line, . . . . .	\$304,375	68
Average of same per mile of road laid, . . . . .	36,314	92
Proportion of same for Pennsylvania, . . . . . All.		
Total cost of entire equipment, . . . . .	34,848	16
Average cost of equipment per mile of road operated by company, . . . . .	1,573	28
Proportion of same for Pennsylvania, . . . . . All.		
Cost of road and equipment per mile, . . . . .	37,888	20
Proportion of same for Pennsylvania, . . . . . All.		

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Larabee, Pa., to Clermont, Pa., . . . . .	22 <sup>15</sup> / <sub>100</sub>	22 <sup>15</sup> / <sub>100</sub>
Length of single main track, . . . . .	22 <sup>15</sup> / <sub>100</sub>	1 <sup>15</sup> / <sub>100</sub>
Aggregate length of main line and branches, . . . . .	22 <sup>15</sup> / <sub>100</sub>	
Aggregate length of sidings and other track not above enumerated, . . . . .	4 <sup>55</sup> / <sub>100</sub>	
Aggregate length of main line, branches, leased roads, sidings and other track, . . . . .	26 <sup>50</sup> / <sub>100</sub>	

**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, . . . . . 4 <sup>55</sup>/<sub>100</sub>  
 Miles of steel rail in use, . . . . . 22 <sup>15</sup>/<sub>100</sub>  
 Weight of rail per yard, iron, } Iron, . . . . . 56 pounds.  
   } Steel, . . . . . 62 pounds.

**Bridges and Trestles.**

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.

**Stations.**

Number of stations on main road: Passenger, 7; freight, 3; total, . . . . . 10  
 Number of engine-houses and shops in Pennsylvania 2; total number entire road, . . . . . 2  
 Number of wood and water stations on main road, . . . . . 4  
 How is track laid, and on what foundation? Timber cross ties, ballasted with gravel.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight, . . . . .	2	\$8,000	00
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
Number of caboose cars, . . . . .	1	450	00

Average number of cars in passenger and freight trains, combined, including baggage cars, . . . . .	25
Average weight of passenger and freight trains, including locomotive and tender, in working order, . . . . .	250 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	29
Same in Pennsylvania, . . . . .	27

**DOINGS OF THE YEAR.****Transportation and Total Miles Run.**

Number of miles run by passenger, freight, and coal trains, combined, . . . . .	40,058
Number of through passengers for the year on main road, . . . . .	1,115
Number of passengers (all classes) carried in cars, . . . . .	23,822
Number of passengers carried one mile, . . . . .	210,386
Number of passengers carried one mile in Pennsylvania, . . . . .	210,386
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	80,000
Number of tons of freight carried one mile, . . . . .	1,562,616
Number of tons of freight carried one mile in Pennsylvania, . . . . .	1,562,616
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	100,349
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, 1879, . . . . .	677	July, 1879, . . . . .	2,255
February, 1879, . . . . .	1,367	August, 1879, . . . . .	2,045
March, 1879, . . . . .	1,365	September, 1879, . . . . .	2,816
April, 1879, . . . . .	1,152	October, 1879, . . . . .	2,372
May, 1879, . . . . .	2,381	November, 1879, . . . . .	1,453
June, 1879, . . . . .	2,812	December, 1879, . . . . .	3,127

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

Anthracite coal, . . . . .	275	Agricultural products, . . . . .	550
Bituminous coal, . . . . .	79,298	Merchandise and manufactures, . . . . .	5,200
Petroleum and other oils, . . . . .	5,445	Lumber, . . . . .	9,047
Stone and lime, . . . . .	534		

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

For first-class through passengers, . . . . .	3 cents.
For first-class way passengers, . . . . .	3½ 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, . . . . .	1¼ cents.
For local freight, per ton per mile, . . . . .	6¾ cents.
For local coal, per ton per mile, . . . . .	3 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
	\$		\$		\$	
January, 1879, . . . . .	13	61	208	07	221	68
February, 1879, . . . . .	21	14	430	84	451	48
March, 1879, . . . . .	49	69	407	55	457	24
April, 1879, . . . . .	24	15	668	61	692	76
May, 1879, . . . . .	121	15	640	12	761	27
June, 1879, . . . . .	67	71	923	53	991	24
July, 1879, . . . . .	68	05	541	61	609	66
August, 1879, . . . . .	85	13	551	56	636	69
September, 1879, . . . . .	66	68	831	56	898	24
October, 1879, . . . . .	65	49	788	76	854	25
November, 1879, . . . . .	47	51	586	68	634	19
December, 1879, . . . . .	85	73	894	74	980	47
<b>Total, . . . . .</b>	<b>716</b>	<b>04</b>	<b>7,473</b>	<b>13</b>	<b>88,189</b>	<b>17</b>

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
	\$		\$		\$	
January, 1879, . . . . .	1,160	54	433	56	1,594	10
February, 1879, . . . . .	1,584	09	290	70	1,874	79
March, 1879, . . . . .	2,388	76	485	95	2,824	71
April, 1879, . . . . .	1,950	55	775	78	2,726	31
May, 1879, . . . . .	2,302	28	2,315	45	4,617	78
June, 1879, . . . . .	2,567	19	2,231	84	4,798	53
July, 1879, . . . . .	2,261	64	1,114	39	3,376	08
August, 1879, . . . . .	2,527	61	1,160	72	3,688	33
September, 1879, . . . . .	2,085	95	1,292	89	3,318	84
October, 1879, . . . . .	2,106	27	1,297	90	3,494	17
November, 1879, . . . . .	1,452	10	1,065	41	2,517	51
December 1879, . . . . .	2,431	37	1,442	39	3,873	76
<b>Total, . . . . .</b>	<b>24,858</b>	<b>35</b>	<b>13,846</b>	<b>46</b>	<b>38,704</b>	<b>81</b>

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$229	32	\$117	58	\$505	29	\$852	14
February, 1879, . .	4	39			36	73	41	12
March, 1879, . . .	218	27			8	81	227	08
April, 1879, . . .	18	46			10	52	28	98
May, 1879, . . .					88	58	83	58
June, 1879, . . .	223	48	222	38	22	15	468	01
July, 1879, . . .			70	55	28	86	99	41
August, 1879, . . .					13	68	13	63
September, 1879, .	207	23			47	82	255	05
October, 1879, . .					21	91	21	91
November, 1879, .	36	71			50	34	87	05
December, 1879, .	342	82	253	80	569	47	1,166	09
Total, . . . .	1,280	68	664	26	1,399	11	3,344	05

Total passenger earnings for the year, . . . . .	\$8,189	17
Total freight earnings for the year, . . . . .	38,704	81
Total earnings from all other sources, . . . . .	3,344	05
Total earnings for the year, . . . . .	\$50,238	03
Total receipts from all sources on whole length of line, . . . . .	\$50,238	03
Proportion of earnings in Pennsylvania to earnings of whole line, . .	All.	

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Engine-houses, car sheds, wood and coal sheds, and water tanks, . .	\$418	08
New locomotives, number 1, . . . . .	7,810	58
New caboose cars, number 1, . . . . .	458	47
New machine shops, machinery, and tools, . . . . .	74	72
Any other expenditures chargeable to this account, . . . . .	1,232	21
Total, . . . . .	\$9,994	06
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, . . . . .	\$6,705	51
Repairs of bridges, . . . . .	25	80
Repairs of buildings and fixtures, . . . . .	519	96
Total for maintenance of way, . . . . .	\$7,251	27
Cost per mile of road kept in repair, . . . . .	\$327	37
Proportion for Pennsylvania, . . . . .	All.	

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$601	23
Repairs of passenger, baggage, and mail cars, . . . . .	303	24
Repairs of freight cars, . . . . .	421	65
Total for maintenance of motive power and cars, . . . . .	\$1,326	11
Cost per mile of road operated, . . . . .	\$59	87

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger and freight departments, . . . . .	\$9,048	56
Fuel—number of cords of wood, 85; cost, . . . . .	85	00
Fuel—number of tons of coal, 923, 1/4; cost, . . . . .	1,057	76
Oil and waste, . . . . .	418	07
Damages for cattle killed or injured, . . . . .	87	62
Damage for loss of goods and baggage, . . . . .	2	59
Taxes, . . . . .	500	85
Insurance, . . . . .	75	00
Telegraph expenses, . . . . .	882	85
Amount paid other corporations or individuals for use of all other cars, . . . . .	2,027	10
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	1,796	76
<b>Total miscellaneous, . . . . .</b>	<b>\$15,881</b>	<b>66</b>
Amount per mile of road operated, . . . . .	\$694	43
Proportion for Pennsylvania, . . . . .	All.	
Total expenditures for operating the road, . . . . .	23,959	04
Total charge to road and equipment, . . . . .	9,994	06
Expenses per mile of the road operated, . . . . .	1,081	67
Proportion for Pennsylvania, . . . . .	All.	

EARNINGS.

Passenger transportation, local, . . . . .	\$7,478 13	} Total,	\$8,189	17
Passenger transportation, through, . . . . .	716 04			
Freight transportation, local, . . . . .	13,846 46	} Total,	33,704	81
Freight transportation, through, . . . . .	24,858 35			
Mail service, . . . . .			1,280	68
Express service, . . . . .			664	26
Rents, . . . . .			1,209	85
All other sources of income, . . . . .			189	26
<b>Total, . . . . .</b>			<b>\$50,238</b>	<b>03</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$7,251 27			
Maintenance of motive power and cars, . . . . .	1,326 11			
Miscellaneous, . . . . .	15,381 66			
<b>Total operating expenses, being 47 1/2 per cent. of earnings, . . . . .</b>			<b>23,959</b>	<b>04</b>
<b>Net earnings, . . . . .</b>			<b>\$26,278</b>	<b>99</b>
Earnings per mile of road operated, . . . . .			\$2,268	08
Expenses per mile of road operated, . . . . .			1,081	67
<b>Net earnings, . . . . .</b>			<b>\$26,278</b>	<b>99</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.? American Express Company; one and one half first-class rates. Freight received at offices of express company at our depots.

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? \$946 51 per annum, payable quarterly. Contract expires June 30, 1881.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$386,800 00

STATE OF PENNSYLVANIA, } ss:  
County of Erie, city of Buffalo, }

Personally appeared before me, W. H. Glenny, vice president, and W. T. Wilson, treasurer, of the McKean and Buffalo Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

W. H. GLENNY, *Vice President.*

W. T. WILSON, *Treasurer.*

Sworn and subscribed before me this 28th day of January, A. D. 1880.

LYMAN P. PERKINS,

*Commissioner for the State of Pennsylvania in the State of New York.*

REPORT

OF THE

*Mount Pleasant and Broadford Railroad Company,  
for the year ending September 30, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
C. Donnelly, President, . . . . .	Pittsburgh, Pa.
Welty McCullogh, Secretary and Treasurer, . . . . .	Greensburg.

<i>Names of Directors.</i>	<i>Residences.</i>
John King, junior, . . . . .	Baltimore, Md.
William Keyser, . . . . .	Baltimore, Md.
Mendes Cohen, . . . . .	Baltimore, Md.
Hugh Sisson, . . . . .	Baltimore, Md.
Charles Webb, . . . . .	Baltimore, Md.
A. R. Banning, . . . . .	Connellsville.
E. K. Hyndman, . . . . .	Connellsville.
O. R. Shupe, . . . . .	Mount Pleasant.
William S. Bissell, . . . . .	Pittsburgh.
William Baldwin, . . . . .	Pittsburgh.
G. B. Rathfon, . . . . .	Pittsburgh.
J. B. Washington, . . . . .	Pittsburgh.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$1,000,000	00
Capital stock, amount subscribed, . . . . .	152,050	00
Capital stock paid in by last report, . . . . .	150,825	00
Capital stock, total amount now paid in, . . . . .	150,505	00
Capital stock, number of shares issued, . . . . .	8,110	
Capital stock, amount paid in on each share, one part paid, . . . . .	50	00
Capital stock, par value of each share, about, . . . . .	45	00

**COST.**

Total cost of entire road to date, . . . . . \$201,669 69

This road being leased to, and operated by, the Pittsburgh and Connellsville Railroad Company, the questions following properly belong and have been fully answered in their reports. The terms of agreement are published in your annual report, Part IV, for year 1877.

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

Personally appeared before me, Charles Donnelly, president, and Welty McCullogh, treasurer, of the Mount Pleasant and Broadford 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. 1879, according to the best of their knowledge and belief.

(Signed)

CHARLES DONNELLY, *President.*

WELTY McCULLOGH, *Treasurer.*

Sworn and subscribed before me, this 3d day of February, A. D. 1880.

J. J. McCORMICK, *Notary Public.*

**REPORT**

OF THE

*Monongahela Inclined Plane Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
Samuel Harper, President, . . . . .	Pittsburgh, Pa.
John L. Awl, Secretary and Treasurer, . . . . .	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
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. Bettzhoover, . . . . .	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

**CHARACTERISTICS OF ROAD.**

Plane 640 feet, double track.

**Gauge.**

What is the gauge of your lines? . . . . . 5 feet.

**Track.**

Weight of rail per yard, iron, . . . . . 45 pounds.

**Bridges and Trestles.**

Iron bridges, number of, 1; aggregate length, . . . . . 280 feet.

Wooden trestles, number of, 1; aggregate length, . . . . . 360 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, (under.)

**Stations.**

Number of stations on main road, passenger, . . . . . 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.**

Two stationery engines, aggregate cost of each, . . . . . \$1,500 00

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . . 9

Same in Pennsylvania, . . . . . 9



**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of passengers (all classes) carried in cars, . . . . . \$385,489

**Monthly statement of Passengers (all classes) carried in Cars.**

November, 1878, . . . . .	26,538	June, 1879, . . . . .	81,406
December, 1878, . . . . .	27,730	July, 1879, . . . . .	84,686
January, 1879, . . . . .	26,154	August, 1879, . . . . .	83,343
February, 1879, . . . . .	23,938	September, 1879, . . . . .	85,773
March, 1879, . . . . .	27,770	October, 1879, . . . . .	88,148
April, 1879, . . . . .	28,355	November, 1879, . . . . .	85,837
May, 1879, . . . . .	32,047	December, 1879, . . . . .	88,587

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

For first-class through passengers, to July 4, . . . . .	6 cents.
For first-class through passengers, from July 4, . . . . .	5 cents.
Tickets in packages of five each, . . . . .	5 cents.
Monthly tickets for adults, sixty trips, . . . . .	\$1 50
Monthly tickets for children over five years and under sixteen years, fifty-four trips, . . . . .	1 00

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .	\$1,104 50		
February, 1879, . . . . .	1,018 02		
March, 1879, . . . . .	1,209 10		
April, 1879, . . . . .	1,228 57		
May, 1879, . . . . .	1,437 75		
June, 1879, . . . . .	1,436 90		
July, 1879, . . . . .	1,377 05		
August, 1879, . . . . .	1,364 50		
September, 1879, . . . . .	1,530 75		
October, 1879, . . . . .	1,575 75		
November, 1879, . . . . .	1,438 25		
December, 1879, . . . . .	1,585 75		
<b>Total, . . . . .</b>	<b>\$16,253 89</b>		

**From all other Sources.**

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .			\$180 75	
February, 1879, . . . . .			50	
March, 1879, . . . . .			6 37	
April, 1879, . . . . .			1 85	
May, 1879, . . . . .			2 85	
June, 1878, . . . . .			1 45	
July, 1879, . . . . .			181 15	
August, 1879, . . . . .			1 00	
September, 1879, . . . . .			2 10	
October, 1879, . . . . .			3 00	
November, 1879, . . . . .			40	
December, 1879, . . . . .			99 00	
<b>Total, . . . . .</b>			<b>\$479 92</b>	

Total passenger earnings for the year. . . . .	\$16,253	89
Total earnings from all other sources, . . . . .	479	92
Total earnings for the year, . . . . .	\$16,733	81

## MISCELLANEOUS.

Salaries, wages, and incidentals, . . . . .	\$7,124	17
Fuel—coal, . . . . .	347	16
Oil and waste and supplies, . . . . .	140	97
Taxes, . . . . .	122	96
Insurance, . . . . .	100	00
Total miscellaneous, . . . . .	\$7,835	71

## EARNINGS.

Passenger transportation, . . . . .	\$16,253	89
All other sources of income, . . . . .	479	92
Total, . . . . .	\$16,733	81
<b>Operating Expenses.</b>		
Total operating expenses, being 46 $\frac{33}{100}$ per cent. of earnings, . . . . .	7,835	71
Net earnings, . . . . .	\$8,898	10

## STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$75,000 00

Number and per cent. of dividends, January, 1879, four per cent., July, 1879, four per cent., . . . . .	\$6,000	00
Amount paid in dividends, . . . . .	6,000	00
Balance for the year, or surplus, . . . . .	\$2,799	10
Surplus at the commencement of the year, . . . . .	13,429	02
Total surplus, . . . . .	\$16,228	12
Surplus invested as follows:		
Cash, . . . . .	\$4,901	03
Improvement account, . . . . .	6,327	09
One hundred shares capital stock at \$50, . . . . .	5,000	00
Total, . . . . .	\$16,228	12

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

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. 1879, according to the best of their knowledge and belief.

(Signed,)

SAMUEL HARPER, *President.*

JOHN L. AWL, *Treasurer.*

Sworn and subscribed before me this 21st day of January, A. D. 1880.

THOMAS T. WHIGHTMAN, *Notary Public.*

## REPORT

OF THE

*Montrose Railway Company, for the year ending November 30, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
James I. Blakalee, President, . . . . .	Mauch Chunk.
C. L. Brown, Secretary, . . . . .	Montrose.
William H. Cooper, Treasurer, . . . . .	Montrose.
H. C. Jessup, General Solicitor, . . . . .	Montrose.
Felix Ansart, Chief Engineer, . . . . .	Tunkhannock.

<i>Names of Directors.</i>	<i>Residences.</i>
Robert Klotz, . . . . .	Mauch Chunk, Pa.
Charles O. Skeer, . . . . .	Mauch Chunk, Pa.
S. D. Thomas, . . . . .	Springville, Pa.
H. K. Sherman, . . . . .	Springville, Pa.
C. M. Gere, . . . . .	Montrose, Pa.
W. J. Mulford, . . . . .	Montrose, Pa.
S. H. Sayre, . . . . .	Montrose, Pa.
A. Lathrop, . . . . .	Montrose, Pa.
E. F. Palen, . . . . .	Tunkhannock, Pa.
Samuel Stark, . . . . .	Tunkhannock, Pa.
B. F. Blakalee, . . . . .	Lynn, Pa.
Sylvanus Tyler, . . . . .	Dimock, Pa.

### CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$500,000	00
Capital stock, amount subscribed, . . . . .	319,700	00
Capital stock paid in by last report, . . . . .	306,310	85
Capital stock, total amount now paid in, . . . . .	306,335	85
Capital stock, number of shares issued, . . . . .	6,038	
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 1892, bear interest at seven per cent., which is payable . . . . .) amount, . . . . .	\$44,900	00
Total amount now of funded debt, . . . . .	\$44,900	00
<b>Floating Debt.</b>		
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, . . . . .	\$346,757	35

**COST.**

Total cost of entire road to date, . . . . .	\$332,141	18
Average of same per mile of road laid, . . . . .	11,862	18½
Proportion of same for Pennsylvania, . . . . . All in Pennsylvania.		
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, . . . . . All in Pennsylvania.		
Cost of road and equipment per mile, . . . . .	13,216	07
Proportion of same for Pennsylvania, . . . . . All in Pennsylvania.		

**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 Montrose to Tunkhannock, . . . . .	28	28
Length of single main track, . . . . .	28	28
Aggregate length of main line and branches, . . . . .	28	28
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	28	28

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 28  
 Weight of rail per yard, iron, . . . . . 40 pounds.

**Bridges and Trestles.**

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	2,500 00
Number of baggage, mail, and express cars, . . . . .	1	2,000 00
Freight cars, } House cars 3, }	14	{ 400 00
Trucks, 11, }		

Average number of cars in passenger and freight trains, including baggage cars, (run mixed trains,) . . . . . 3

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of passengers (all classes) carried in cars, . . .	10,334½
Number of passengers carried one mile, . . . . .	168,503
Number of passengers carried one mile in Pennsylvania, . . . . .	168,503
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	157.88
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	9,181.30
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, 1878, . . . . .	589½	June, 1879, . . . . .	725½
January, 1879, . . . . .	838½	July, 1879, . . . . .	1,665
February, 1879, . . . . .	266	August, 1879, . . . . .	2,105
March, 1879, . . . . .	641½	September, 1879, . . . . .	1,282
April, 1879, . . . . .	825½	October, 1879, . . . . .	681½
May, 1879, . . . . .	621	November, 1879, . . . . .	668

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

Anthracite coal, . . . . .	8,703.41	Other articles, . . . . .	2,751.48
Lumber, . . . . .	2,568.53		

**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, 1878, . . . . .	\$361	84	.	.	.	.
January, 1879, . . . . .	218	29	.	.	.	.
February, 1879, . . . . .	153	97	.	.	.	.
March, 1879, . . . . .	395	51	.	.	.	.
April, 1879, . . . . .	490	48	.	.	.	.
May, 1879, . . . . .	887	58	.	.	.	.
June, 1879, . . . . .	473	15	.	.	.	.
July, 1879, . . . . .	701	12	.	.	.	.
August, 1879, . . . . .	861	84	.	.	.	.
September, 1879, . . . . .	747	21	.	.	.	.
October, 1879, . . . . .	478	98	.	.	.	.
November, 1879, . . . . .	415	25	.	.	.	.
Total, . . . . .	\$5,685	17	.	.	.	.

## From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
December, 1878, . . . . .	\$45	91	\$1,007	87	\$1,053	78
January, 1879, . . . . .	45	96	1,173	99	1,219	95
February, 1879, . . . . .	33	53	921	98	957	51
March, 1879, . . . . .	19	39	962	01	981	40
April, 1879, . . . . .	12	90	1,041	85	1,054	75
May, 1879, . . . . .	6	18	841	25	847	43
June, 1879, . . . . .	36	00	770	27	806	27
July, 1879, . . . . .	.	.	611	38	611	38
August, 1879, . . . . .	18	86	692	00	710	86
September, 1879, . . . . .	.	.	1,434	70	1,434	70
October, 1879, . . . . .	.	.	1,547	34	1,547	34
November, 1879, . . . . .	52	52	1,191	99	1,244	51
Total, . . . . .	\$278	25	\$12,196	63	\$12,469	88

## From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1878, . . . . .	\$299	78	\$140	38	.	.	\$440	16
January, 1879, . . . . .	.	.	44	00	.	.	44	00
February, 1879, . . . . .	.	.	38	22	.	.	38	22
March, 1879, . . . . .	.	.	51	16	\$5	00	56	16
April, 1879, . . . . .	9	49	86	96	.	.	96	45
May, 1879, . . . . .	248	49	105	76	.	.	354	25
June, 1879, . . . . .	.	.	129	75	.	.	129	75
July, 1879, . . . . .	299	78	89	05	.	.	388	83
August, 1879, . . . . .	.	.	110	29	.	.	110	29
September, 1879, . . . . .	299	78	184	22	.	.	434	00
October, 1879, . . . . .	.	.	105	76	.	.	105	76
November, 1879, . . . . .	.	.	126	21	404	97	531	18
Total, . . . . .	\$1,157	32	.	.	\$409	97	\$2,729	05

Total passenger earnings for the year, . . . . .	\$5,685	17
Total freight earnings for the year, . . . . .	12,469	88
Total earnings from all other sources, . . . . .	2,729	05
Total earnings for the year, . . . . .	\$20,884	10
Total receipts from all sources on whole length of line, Proportion of earnings in Pennsylvania to earnings of whole line: All.	\$20,884	10

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

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

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$6,417	46
Repairs of buildings and fixtures, . . . . .	84	48
Total for maintenance of way, . . . . .	\$6,501	94
Cost per mile of road kept in repair, . . . . .	\$232	21
Proportion for Pennsylvania, . . . . .	232	21

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

Repairs of locomotives, machinery, passenger, baggage, mail, and freight cars, . . . . .	\$3,266	72
Total for maintenance of motive power and cars, . . . . .	\$3,266	72
Cost per mile of road operated, . . . . .	\$116	66
Proportion for Pennsylvania, . . . . .	116	66

**MISCELLANEOUS.**

Salaries, wages, and incidentals chargeable to passenger departments, . . . . .	}	\$5,091	04
Salaries, wages, and incidentals chargeable to freight departments, . . . . .			
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .			
Fuel—coal, . . . . .		1,356	88
Oil and waste, . . . . .		428	95
Damages for loss of goods and baggage, . . . . .		5	06
Taxes, . . . . .		261	81
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . . . . .		1,140	70
Total miscellaneous, . . . . .		\$8,284	44
Amount per mile of road operated, . . . . .		\$295	87
Proportion for Pennsylvania, . . . . .		295	87
Total expenditures for operating the road, . . . . .		18,053	10
Expenses per mile of the road operated, . . . . .		644	75
Expenses per mile of single track operated, not including sidings, . . . . .		644	75
Proportion for Pennsylvania, . . . . . All.			

## EARNINGS.

Passenger transportation, local and through, . . . . .	\$5,685	17
Freight transportation, local and through, . . . . .	12,469	88
Mail service, . . . . .	1,157	32
Express service, . . . . .	1,181	76
Rents, . . . . .	5	00
All other sources of income, . . . . .	404	97
<b>Total, . . . . .</b>	<b>\$20,884</b>	<b>10</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$6,501 94	
Maintenance of motive power and cars, . . . . .	3,266 72	
Miscellaneous, . . . . .	8,284 44	
<b>Total operating expenses, . . . . .</b>	<b>18,053</b>	<b>10</b>
<b>Net earnings, . . . . .</b>	<b>\$20,884</b>	<b>10</b>
Earnings per mile of road operated, . . . . .	\$745	86
Expenses per mile of road operated, . . . . .	644	75
Net earnings, . . . . .	20,884	10
One year's interest on funded debt paid during year, . . . . .	3,143	00

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Central Express Company. We receive one sixth gross receipts.

## U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,262 25 per annum, from July 1, 1877, unless otherwise ordered. Daily service.

## STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 6,038 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. 1879, according to the best of their knowledge and belief.

(Signed,)

JAMES I. BLAKSLEE, *President.*

WILLIAM H. COOPER, *Treasurer.*

Sworn and subscribed before me, this 26th day of January, A. D. 1880 as to William H. Cooper, treasurer.

JOSEPH H. WILLIAMS, *Notary Public.*

Sworn and subscribed before me, this 28th day of January, A. D. 1880, as to James I. Blakslee, president.

FREDERICK BERTOLETTE, *Notary Public.*



**R E P O R T**

OF THE

*Mount Carbon and Port Carbon Railroad Company, for  
the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
F. B. Gowen, President, . . . . .	Philadelphia.
P. C. Hollis, Secretary and Treasurer, . . . . .	Philadelphia.

General offices at 407 Library street, Philadelphia.

<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, . . . . .	\$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

**COST.**

Total cost of entire road to date, . . . . . \$282,815 45

**CHARACTERISTICS OF ROAD.**

<i>Main Line.</i>	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mount Carbon to Port Carbon, . . . . .	2½	
Length of double main track, . . . . .	2½	
Aggregate length of main line and branches, . . . . .	2½	
Aggregate length of sidings and other track not above enumerated, . . . . .	18½	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	15½	

NOTE.—This road is leased to the Philadelphia and Reading Railroad Company; date of lease, March 5, 1860; term of years, fifty years; annual rental, \$36,250.

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 15.4  
 Miles of steel rail in use, . . . . . ½  
 Weight of rail per yard, iron and steel, . . . . . 68 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 7  
 Wooden bridges, number of, 1; aggregate length, . . . . . 174½ feet.  
 Iron trestle ash-pit, 1; aggregate length, . . . . . 150 feet.  
 Wooden trestles, number of, 5; aggregate length, . . . . . 379 feet.

**Stations.**

Number of stations on main road: Passenger, 1; freight,  
 1; total, . . . . . 2  
 Number of engine-houses and shops in Pennsylvania, 5;  
 total number entire road, . . . . . 5  
 Number of wood and water stations on main road, . . . . . 2  
 How is track laid, and on what foundation? Cross-ties; coal dirt and  
 cinder ballast.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . . \$282,350 00  
 Rate and date of all cash dividends on stock of original and  
 consolidated companies: 18th January, 1879, \$16,941;  
 15th July, 1879, \$16,941.  
 Number and per cent. of dividends: Two of six per cent.  
 Amount paid in dividends, . . . . . 33,882 00

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, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the 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,)

F. B. GOWEN, *President.*

P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1880.

J. Y. HUMPHREY, *Notary Public.*

# R E P O R T

OF THE

*Mount Oliver Incline Railway Company, for the year  
ending December 31, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
C. J. Shultz, President, . . . . .	Pittsburgh.
John P. Beech, Secretary and Treasurer, . . . . .	Pittsburgh.

<i>Names of Directors.</i>	<i>Residences.</i>
C. J. Schultz, . . . . .	Pittsburgh.
John P. Beech, . . . . .	Pittsburgh.
Joseph Keeling, . . . . .	Pittsburgh.
Peter Haberman, . . . . .	Pittsburgh.
John Nusser, . . . . .	Pittsburgh.
F. Benz, . . . . .	Pittsburgh.
Fred. Hampe, . . . . .	Mount Oliver Post-office, 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, . . . . .	80,484	00
Capital stock, total amount now paid in, . . . . .	81,064	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.

<b>Funded Debt.</b>		
First mortgage bonds, (due 1885, bear interest at eight per cent., which is payable semi-annually,) amount, . . . . .	\$50,000	00
Second mortgage bonds, (bear interest at eight per cent., which is payable semi-annually,) amount, . . . . .	5,000	00
Total amount now of funded debt, . . . . .	\$55,000	00
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$833	33
Debt incurred for any other purpose, and for what: Taxes, bills payable, &c., . . . . .	\$2,550	
The amount now of floating debt, . . . . .	2,550	00
Total amount now of floating and funded debt, . . . . .	\$58,333	33
Funded debt as per last report, . . . . .	\$54,000	00
Floating debt, as per last report, . . . . .	4,894	18

## CHARACTERISTICS OF ROAD.

Main Line.	FEET.	
	Whole length.	Length in Penn'a.
Length of main line, . . . . .	1,600	1,600
Length of double main track, . . . . .	1,600	1,600

## Gauge.

What is the gauge of your lines? . . . . . 5 feet.

## Track.

Miles of steel rail in use, double track, . . . . . 1,600 feet.  
 Weight of rail per yard, steel, . . . . . 20 pounds.

## Bridges and Trestles.

Wooden bridges, number of, 1; aggregate length, . . . . . 115 feet.  
 Iron bridges, number of, 4; aggregate length, . . . . . 182 feet.  
 Wooden trestles, number of: The whole road is on trestle;  
 aggregate length, . . . . . 1,351 feet.

## Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Pittsburgh, Virginia and Charlestown railroad, at Manor street.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pittsburgh, Virginia and Charlestown railroad, under, at Manor street.

## Stations.

Number of stations on main road, passenger, . . . . . 2  
 Number engine-houses and shops in Pennsylvania, 1; total number entire road, . . . . . 1  
 How is track laid and on what foundation? Trestle.

## 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, . . . . . 28,000  
 Number of through passengers for the year on main road, . . . . . 228,478  
 Number of passengers (all classes) carried in cars, . . . . . 228,478  
 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, 1879, . . . . .	13,836	July, 1879, . . . . .	21,881
February, 1879, . . . . .	12,004	August, 1879, . . . . .	21,718
March, 1879, . . . . .	15,233	September, 1879, . . . . .	21,149
April, 1879, . . . . .	16,459	October, 1879, . . . . .	22,017
May, 1879, . . . . .	20,728	November 1879, . . . . .	20,868
June, 1879, . . . . .	20,018	December, 1879, . . . . .	22,567

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

For first-class through passengers, . . . . .	5 cents.
Fifty-trip tickets, . . . . .	\$1 50
Fifty-four-trip school ticket, . . . . .	1 00
Yearly ticket, . . . . .	25 00

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .	\$657 00		
February, 1879, . . . . .	591 70		
March, 1879, . . . . .	751 90		
April, 1879, . . . . .	853 00		
May, 1879, . . . . .	934 10		
June, 1879, . . . . .	898 85		
July, 1879, . . . . .	974 65		
August, 1879, . . . . .	1,000 05		
September, 1879, . . . . .	992 80		
October, 1879, . . . . .	1,082 10		
November, 1879, . . . . .	975 50		
December, 1879, . . . . .	1,050 00		
<b>Total, . . . . .</b>	<b>\$10,710 65</b>		
<b>Total passenger earnings for the year, . . . . .</b>			<b>\$10,710 65</b>
<b>Total freight earnings for the year, . . . . .</b>			<b>11 35</b>
<b>Total earnings from all other sources, . . . . .</b>			<b>127 50</b>
<b>Total earnings for the year, . . . . .</b>			<b>\$10,849 50</b>
<b>Total receipts from all sources on whole length of line, . . . . .</b>			<b>\$10,849 50</b>
<b>Proportion of earnings in Pennsylvania to earnings of whole line: All in Pennsylvania, . . . . .</b>			

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$3,188	00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	2,521	20
<b>Total miscellaneous, . . . . .</b>	<b>\$5,709</b>	<b>20</b>

## EARNINGS.

Passenger transportation, (local,) . . . . .	\$10,722	00
Freight transportation, (local,) rents, sale of old rope, . . . . .	127	50
Total, . . . . .	\$10,849	50
<b>Operating Expenses.</b>		
Miscellaneous, . . . . . \$5,709	20	
Total operating expenses, . . . . .	5,709	20
Net earnings, . . . . .	\$5,140	30

## STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$52,136 00

## GENERAL BALANCE SHEET, DECEMBER 31, 1879.

DR.			
To cost of plane, . . . . .	\$82,215	53	
To profit and loss, . . . . .	4,177	19	
To Joseph Keeling, . . . . .	75	00	
To Jacob Dressell's estate, . . . . .	83	87	
To cash on hand, . . . . .	945	74	
	\$87,497	33	
CR.			
By bills payable, . . . . .	\$600	00	
By capital stock, amount paid in, . . . . .	81,064	00	
By bond and mortgages outstanding, . . . . .	55,833	33	
	\$87,497	33	

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

Personally appeared before me, John P. Beech, secretary and treasurer of the Mount Oliver Incline Plane 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. 1879, according to the best of his knowledge and belief.

(Signed,)

JOHN P. BEECH, *Treasurer and Secretary.*

Sworn and subscribed before me, this 18th day of February, A. D. 1880

CHAS. EVANS, *Notary Public.*

# REPORT

OF THE

*Mine Hill and Schuylkill Haven Railroad Company,  
for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
Samuel Mason, President, . . . . .	Germantown.
William Biddle, Secretary, . . . . .	Germantown.
John W. Biddle, Treasurer, . . . . .	Philadelphia.

General office at 220 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Frederick Fraley, . . . . .	Philadelphia.
James H. Cresson, . . . . .	Philadelphia.
Samuel M. Bines, . . . . .	Philadelphia.
John W. Biddle, . . . . .	Philadelphia.
Benjamin H. Shoemaker, . . . . .	Philadelphia.
William Hocker, . . . . .	Philadelphia.
Alfred Jones, . . . . .	Philadelphia.
Josiah Jones, . . . . .	Philadelphia.
William Biddle, . . . . .	Philadelphia.
John M. George, . . . . .	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, . . . . .	\$54 to \$56	

**CHARACTERISTICS OF ROAD.**

<i>Main Line.</i>	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Schuylkill Haven to Locust Gap, . . . . .	42½	
Length of double main track, . . . . .	24	
Aggregate length of main line and branches, . . . . .	66½	
Aggregate length of sidings, . . . . .	71	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	187½	

**Gauge.**

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

**Track.**

Weight of rail per yard, iron, . . . . . 64 and 68 lbs.

**Bridges and Trestles.**

Wooden bridges, number of, 78; aggregate length, . . . . . 2,114 feet.

Stone bridges, number of, 2; aggregate length, . . . . . 32

Iron bridges, number of, 1; aggregate length, . . . . . 90

The engines, car-shops, and road of this company were transferred to the Philadelphia and Reading Railroad Company, under lease of 12th of fifth month, (May,) 1864, for a period of nine hundred and ninety-nine years. All payments for maintaining this 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.

JOHN W. BIDDLE,

*Treasurer.*

**EARNINGS.**

Rent of the road paid by the Philadelphia and Reading Railroad Company, eight per cent. of capital stock, . . . . . \$321,800 00

**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 1879, two dividends of three and a half per cent. each, in the first month, (January,) and the seventh month, (July,) \$140-787 50 each time.

Number and per cent. of dividends: Two dividends of three and a half per cent. each; total, . . . . . \$2,815 75

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

Personally appeared before me Samuel Mason, president, and John W. Biddle, treasurer, of the Mine Hill and Schuylkill Haven Railroad Company, who, being duly 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)

SAMUEL MASON, *President.*

JOHN W. BIDDLE, *Treasurer.*

Affirmed and subscribed before me, this 3d day of January, A. D. 1880.

N. R. HAINES, *Notary Public.*



**R E P O R T**

OF THE

*Mill Creek and Mine Hill Navigation and Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
F. B. Gowen, President, . . . . .	Philadelphia.
P. C. Hollis, Secretary and Treasurer, . . . . .	Philadelphia.
<i>Names of Directors.</i>	
A. E. Borie, . . . . .	Philadelphia.
John Ashhurst, . . . . .	Philadelphia.
H. P. McKean, . . . . .	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

**COST,**

Total cost of entire road to date, . . . . .	\$323,045 00
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**CHARACTERISTICS OF ROAD.**

<b>Main Line.</b>	<b>MILES.</b>	
	Whole length.	Length in Penn'a.
Length of main line, from Mill Creek junction, at Palo Alto, to New Castle, . . . . .	8.8	
Length of double main track, . . . . .	8.8	
<b>Branches.</b>		
North America branch, from Mill Creek } Length of branch, . . . . .	0.6	
to town end, St. Clair, . . . . .	0.6	
Crow Hollow branch, from Mill Creek } Length of branch, . . . . .	1.3	
to colliery No. 12, . . . . .	1.3	
Jones' branch, from Mill Creek to col- } Length of branch, . . . . .	1.07	
liery St. Clair, . . . . .	1.07	
John's branch, from St. Clair to St. } Length of branch, . . . . .	0.5	
Clair, . . . . .	0.5	
Aggregate length of main line and branches, . . . . .	7.27	
Aggregate length of sidings and other track not above enumerated, . . . . .	12.702	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	19.972	

This road is leased to the Philadelphia and Reading Railroad Company. Date of lease, July 25, 1861, for the term of nine hundred and ninety-nine years. Annual rental, \$33,000.

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . .	19.342
Miles of steel rail in use, . . . . .	0.63
Weight of rail per yard, iron and steel, . . . . .	68 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . .	12
Iron bridges, number of, 2; aggregate length, . . . . .	139½ feet.
Wooden trestles, number of, 10; aggregate length, . . . . .	679 feet.

**Stations.**

Number of stations on main road, passenger, 4; freight, 2; total, . . . . .	6
Number of wood and water stations on main road, . . . . .	2

How is track laid, and on what foundation? Cross-ties, coal dirt and cinder ballast.

**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: 1879, January 18, five per cent.; 1879, July 15, five per cent.	
Number and per cent. of dividends: Two, of five per cent.,	32,337 50

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

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, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the 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)

F. B. GOWEN, *President.*

P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1880.

J. Y. HUMPHREY, *Notary Public.*

**R E P O R T**

OF THE

*Mifflin and Centre County Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
Strickland Kneass, President, . . . . .	Philadelphia.
Albert Hewson, Secretary and Treasurer, . . . . .	Philadelphia.
General office at 233 South Fourth street, Philadelphia.	

<i>Names of Directors.</i>	<i>Residences.</i>
Josiah Bacon, . . . . .	Philadelphia.
Alexander Biddle, . . . . .	Philadelphia.
J. N. Du Barry, . . . . .	Philadelphia.
G. W. Elder, . . . . .	Lewistown, Pa.
John P. Grun, . . . . .	Philadelphia.
John M. Kennedy, . . . . .	Philadelphia.
Samuel Maclay, . . . . .	Milroy, Pa.
James H. Mann, . . . . .	Lewistown, Pa.
Wister Morris, . . . . .	Philadelphia.
G. B. Roberts, . . . . .	Philadelphia.
Thomas A. Scott, . . . . .	Philadelphia.
Edmund Smith, . . . . .	Philadelphia.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$1,000,000	00
Capital stock authorized by votes of company, . . . . .	167,775	00
Capital stock, amount subscribed, . . . . .	167,775	00
Capital stock paid in by last report, . . . . .	167,775	00
Capital stock, total amount now paid in, . . . . .	167,775	00
Capital stock, number of shares issued, . . . . .	3,355½	
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 August 1, 1897, bear interest at six per cent., which is payable February 1 and August 1,) amount, . . . . .	\$200,000	00
Total amount now of funded debt, . . . . .	\$200,000	00
Total cash realized from capital stock and debt, . . . . .	\$341,388	02

**COST.**

Total cost of entire road to date, . . . . .	\$269,551	74
Average of same per mile of road laid, . . . . .	21,564	14

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lewistown Junction to Milroy, . . .	12.42	12.42
Length of single main track, . . . . .	12.42	12.42
Aggregate length of main line and branches, . . . . .	12.42	12.42
Aggregate length of sidings and other track not above enumerated, . . . . .	4.69	4.69
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	17.11	17.11

Gauge.

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

Track.

Miles of iron rail in use, in main track, . . . . . 11.11  
 Miles of steel rail in use, in main track, . . . . . 1.31  
 Weight of rail per yard, { Iron, . . . . . 45 pounds.  
                                   { Steel, . . . . . 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . . 17  
 Wooden bridges, number of, 16; aggregate length, . . . . . 1,342 feet.  
 Wooden trestles, number of, 1; aggregate length, . . . . . 48 feet.

Stations.

Number of stations on main road, passenger, 8; freight, 8;  
 total, . . . . . 16  
 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? White oak cross-ties, and stone ballast.

This road is leased and the returns are made by the Pennsylvania Railroad Company, to which company it is leased for nine hundred and ninety-nine years, from May 27, 1865.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 3,355½ shares, \$167,775 00

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

Personally appeared before me, Strickland Kneass, president, and Albert Hewson, treasurer, of the Mifflin and Centre 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 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)

STRICKLAND KNEASS, *President.*

ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me this 6th day of February, A. D. 1880.

JOHN C. SIMS, Junior, *Notary Public.*

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## R E P O R T

OF THE

*Muncy Creek Railway Company, for the year ending  
December 31, 1879.*

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### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Michael Meylert, President, . . . . .	Laporte, Sullivan county.
R. Bruce Ricketts, Vice President, . . . . .	Wilkes-Barre, Luzerne county.
James K. Boak, Secretary, . . . . .	Hughesville, Lycoming county.
William Meylert, Treasurer, . . . . .	Laporte, Sullivan county.
H. R. Merhling, General Superintendent, . . . . .	Hughesville, Lycoming county.

General offices at Hughesville, Lycoming county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Hon. Benjamin S. Bentley, . . . . .	Williamsport, Lycoming county.
Hon. Alfred H. Hill, . . . . .	Hughesville, Lycoming county.
Hon. E. M. Dunham, . . . . .	Laporte, Sullivan county.
Joseph Walton, . . . . .	Philadelphia.
Henry E. Warner, . . . . .	Wolf Run, Lycoming county.

### 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, entitled to vote, . . . . .	2,588	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.****Funded Debt.**

First mortgage bonds, (due 1st September, 1891, bear interest at seven per cent., which is payable, semi-annually, 1st March and 1st September,) amount, authorized, . . . . \$1,000,000

**COST.**

Total cost of entire equipment, . . . . .	\$9,300	00
Average cost of equipment per mile of road operated by company, . .	1,550	00
Proportion of same for Pennsylvania, . . . . .	All.	

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Halls Station to Bernice, . . . . .	40	40
Length of single main track, (three fourths of a mile taken up and put on old track,) . . . . .	6½	6½
Aggregate length of main line laid, (three fourths of a mile taken up,) . . . . .	6½	6½
Aggregate length of sidings and other track not above enumerated, . . . . .	1½	
Aggregate length of main line, sidings, and other track, . . . . .	7½	
Length of track laid, if not completed, . . . . .	6½	6½

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 6½  
 Weight of rail per yard, iron, . . . . . 36, 43, & 56 lbs.

**Bridges and Trestles.**

Repaired bridge at Wolf's Run.  
 Wooden bridges, number of, 4; aggregate length, . . . . 295 feet.

**Crossings.**

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 a whistle at all crossings.

**Stations.**

Number of stations on main road: Passenger and freight, . . . . . 4  
 Number of engine-houses in Pennsylvania, 1; total number entire road, . . . . . 1

Number of wood and water stations on main road, . . . . . 2

How is track laid, and on what foundation? . Oak, chestnut, yellow pine sills, ballasted track.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 20 tons weight, . . . . .	1	\$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? Ordinary brake, not Westinghouse.

Average number of cars in passenger trains, including baggage cars, . . . } Blended trains, About 6  
 Average number of cars in freight trains, }

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . . 12  
 Same in Pennsylvania, . . . . . All.

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	7,200
Number of miles run by freight trains, . . . . .	7,200
Number of through passengers for the year on main road, . . . . .	2,774
Number of passengers (all classes) carried in cars, . . . . .	2,774
Number of passengers carried one mile, . . . . .	16,644
Number of passengers carried one mile in Pennsylvania, . . . . .	16,644
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	11,584
Number of tons of freight carried one mile, . . . . .	69,504
Number of tons of freight carried one mile in Pennsylvania, . . . . .	69,504
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	11,584
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,) . . . . .	12

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

January, 1879, . . . . .	165.8	July, 1879, . . . . .	180.4
February, 1879, . . . . .	171.8	August, 1879, . . . . .	141.6
March, 1879, . . . . .	291.8	September, 1879, . . . . .	270
April, 1879, . . . . .	259.4	October, 1879, . . . . .	308.4
May, 1879, . . . . .	279.4	November, 1879, . . . . .	239.8
June, 1879, . . . . .	205.4	December, 1879, . . . . .	260.4.

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

Anthracite coal, . . . . .	624	Lumber, . . . . .	9,281
Bituminous coal, . . . . .	225	Other articles, {	Hides, . . . . . 264
Merchandise and manufactures, {	468, <sup>7</sup> / <sub>100</sub>	{	Leather, . . . . . 445, <sup>17</sup> / <sub>100</sub>
	274, <sup>11</sup> / <sub>100</sub>		

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

For first-class through passengers, . . . . .	4 <sup>1</sup> / <sub>8</sub> cents.
For first-class way passengers, . . . . .	4 <sup>1</sup> / <sub>8</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, . . . . .	6 <sup>2</sup> / <sub>3</sub> cents.
For local freight, per ton per mile, . . . . .	7 cents.
For local coal, per ton per mile, . . . . .	6 <sup>2</sup> / <sub>3</sub> cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
	\$	cts	\$	cts	\$	cts
January, 1879, . . . . .	32	25	10	65	42	90
February, 1879, . . . . .	33	40	12	45	45	85
March, 1879, . . . . .	59	85	17	70	77	55
April, 1879, . . . . .	54	10	15	85	69	95
May, 1879, . . . . .	58	00	16	85	74	85
June, 1879, . . . . .	43	70	11	85	55	55
July, 1879, . . . . .	35	25	12	85	48	10
August, 1879, . . . . .	31	00	7	40	38	40
September, 1879, . . . . .	46	70	25	00	71	70
October, 1879, . . . . .	69	95	11	85	81	80
November, 1879, . . . . .	51	55	14	20	65	75
December, 1879, . . . . .	56	90	12	60	69	50
Total, . . . . .	\$572	65	\$169	25	\$741	90

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
	\$	cts	\$	cts	\$	cts
January, 1879, . . . . .	637	61	138	14	775	75
February, 1879, . . . . .	366	44	205	95	572	39
March, 1879, . . . . .	413	11	168	97	567	08
April, 1879, . . . . .	528	63	156	90	685	53
May, 1879, . . . . .	680	75	227	77	908	52
June, 1879, . . . . .	494	24	313	22	807	46
July, 1879, . . . . .	267	09	187	89	454	98
August, 1879, . . . . .	246	51	150	14	396	65
September, 1879, . . . . .	354	46	308	07	662	53
October, 1879, . . . . .	219	39	233	39	452	78
November, 1879, . . . . .	322	10	185	89	507	99
December, 1879, . . . . .	195	79	175	46	371	25
Total, . . . . .	\$4,726	12	\$2,436	79	\$7,162	91



From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .		\$7 01		
February, 1879, . . . . .		7 82		
March 31, 1879, . . . . .	\$65 21	9 05		
April, 1879, . . . . .		12 48		
May, 1879, . . . . .		11 59		
June 30, 1879, . . . . .	70 72	8 66		
July, 1879, . . . . .		10 31		
August, 1879, . . . . .		10 38		
Sept. 30, 1879, . . . . .	74 08	9 31		
October, 1879, . . . . .		11 08		
November, 1879, . . . . .		17 73		
December, 1879, . . . . .		11 32		
Total, . . . . .	\$210 01	\$126 72		

Total passenger earnings for the year, . . . . .	\$741 90
Total freight earnings for the year, . . . . .	7,182 91
Total earnings from all other sources: Express, \$126 72; mail, \$210 01; coal sold, \$18 06, . . . . .	354 79
Old rails, scrap &c., . . . . .	545 86
Total receipts from all sources on whole length of line, . . . . .	\$8,805 46
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, paid James Laird, . . . . .	\$50 00
Passenger and freight-houses, engine-houses, car-sheds, wood and coal-sheds, and water-tanks, coal for fire, &c., . . . . .	28 06
Total, . . . . .	\$78 06

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$1,132 29
New ties, 780, . . . . .	173 00
Repairs of bridges, . . . . .	155 25
Repairs of road, tools, spikes, including office repairs, . . . . .	51 35
All other expenses for maintenance of way, Hauck's bill of sundries, . . . . .	28 32
Total for maintenance of way, . . . . .	1,540 41

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$20 01
Repairs of passenger, baggage, and mail cars, . . . . .	45 42
Add for Frouitz, \$9, and Van Buskirk, \$7 50, . . . . .	16 50
Total for maintenance of motive power and cars, . . . . .	\$81 93

## MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger and freight departments, (no separate account kept,)	\$3,126	47
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	157	00
Fuel—number of cords of wood, 58½; cost, . . . . .	58	50
Fuel—number of tons of coal, 225½; cost, . . . . .	825	53
Oil and waste, . . . . .	51	16
Stationery for office, stamps, &c., . . . . .	69	35
Damages to property, including damages by fire, (one dozen brooms burnt,) . . . . .	2	00
Taxes, (payable June, 1880, for 1878 and 1879,) carrying mail, . . . . .	85	00
Shoveling snow, . . . . .	4	50
Refunding freight on lumber, bark, &c., . . . . .	537	94
Treasurer's account and office work, . . . . .	300	00
Depot, grounds, &c., . . . . .	400	00
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>\$5,667</b>	<b>45</b>

## EARNINGS:-

Passenger transportation, local, . . . . .	\$169 25	} Total,	\$741	90
Passenger transportation, through, . . . . .	592 65			
Freight transportation, local, . . . . .	2,436 79	} Total,	7,162	91
Freight transportation, through, . . . . .	4,726 12			
Mail service, . . . . .			210	01
Express service, . . . . .			126	72
Coal sold, \$18 06; old iron, scrap, and rails sold, \$545 86; total, . . . . .			563	92
<b>Total, . . . . .</b>			<b>\$8,805</b>	<b>46</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$1,540 21			
Maintenance of motive power and cars, . . . . .	81 93			
Miscellaneous, \$5,667 45; road and equipments, \$78 06; total, . . . . .	5,745 51			
<b>Total operating expenses, being 13½ per cent of earnings, . . . . .</b>			<b>\$7,367</b>	<b>65</b>
<b>Net earnings, . . . . .</b>			<b>\$923</b>	<b>89</b>
Earnings per mile of road operated, . . . . .			\$1,233	93
Expenses per mile of road operated, . . . . .			1,129	93
<b>Net earnings, . . . . .</b>			<b>\$923</b>	<b>89</b>
<b>Earnings, . . . . .</b>			<b>\$8,805</b>	<b>46</b>
Less rebate on freight, . . . . .	\$537 94			
old rails, scrap, and iron sold, . . . . .	545 86			
company's coal sold, . . . . .	18 06			
				1,101 86
<b>Actual earnings, . . . . .</b>				<b>\$7,703 60</b>
Operating expenses, . . . . .	\$7,367 75			
Less refunding payments, . . . . .	\$537 94			
Land damages paid, (old,) . . . . .	50 00			
			\$587 94	
<b>Actual expenses, . . . . .</b>				<b>6,779 71</b>
<b>Net earnings, (over expenses,) . . . . .</b>				<b>\$923 89</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.?

Philadelphia and Reading. They pay Northern Central 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 Hall's Station, Junction of Muncy Creek railway with Philadelphia and Reading railroad.

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 offices of said company or individuals, and amount paid to each? Car service to Philadelphia and Reading. (Reported.)

**U. S. MAIL.**

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? No prices agreed upon. Mail twice daily, except Sundays, to be fixed *pro rata*, as per weight of mails. \$210 01 received and reported.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . \$124,450 00 paid.

**ACCIDENTS TO PERSONS.**

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

**Statement of each Accident.**

One accident at small bridge across Wolf Run, on 20th of August, 1879. A. H. Hill, conductor, arm broken; J. P. H. Hill, brakeman, two ribs broken. Giving way of one of the cords of the bridge. Passenger car, (or baggage part of it,) fell through about eight feet.

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

Personally appeared before me Michael Meylert, president of the Muncy Creek Railway Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the earnings and expenditures, and so far as shown the condition and affairs of said company,

for the financial year ending December 31, A. D. 1880, according to the best of their knowledge and belief.

(Signed,)

MICHAEL MEYLERT, *President.*

Sworn and subscribed before me this 8th day of March, A. D. 1880.

CHARLES F. SWEET, *Justice of the Peace.*

## R E P O R T

OF THE

*Mont Alto Railroad Company, for the year ending December 31 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
I. S. Waterman, President, . . . . .	Philadelphia.
Thomas Beaver, Vice President, . . . . .	Danville, Pa.
William J. Barr, Secretary and Treasurer, . . . . .	Philadelphia.
George B. Wiestling, Chief Engineer, General Manager, and General Superintendent, . . . . .	Mont Alto, Pa.
General offices at Mont Alto, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
L. S. Waterman, . . . . .	Philadelphia.
Thomas Beaver, . . . . .	Danville.
Thomas B. Kennedy, . . . . .	Chambersburg.
George B. Wiestling, . . . . .	Mont Alto.
Ed. B. Wiestling, . . . . .	Mont Alto.
E. P. Dwight, . . . . .	Philadelphia.
S. G. Merrick, . . . . .	Philadelphia.

### 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, amount paid in on each share, . . . . .	25	00
Capital stock, par value of each share, . . . . .	25	00

### DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due December 1, 1896, bear interest at seven per cent., which is payable June 1 and December 1,) amount, . . . . .	\$125,000	00
Total amount now of funded debt, . . . . .	\$125,000	00
Total amount now of floating and funded debt, . . . . .	\$125,000	00
Funded debt as per last report, . . . . .	\$110,000	00

**COST.**

Total cost of entire road to date, . . . . .	\$303,383	00
Average of same per mile of road laid, . . . . .	15,801	20
Proportion of same for Pennsylvania, . . . . .	15,801	20
Total cost of entire equipment, . . . . .	16,617	00
Average cost of equipment per mile of road operated by company, . . . . .	865	46
Proportion of same for Pennsylvania, . . . . .	865	46
Cost of road and equipment per mile, . . . . .	16,666	66
Proportion of same for Pennsylvania, . . . . .	16,666	66

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mont Alto to junction with Cumberland Valley railroad, . . . . .	10 $\frac{1}{4}$	10 $\frac{1}{4}$
Length of single main track, . . . . .	10 $\frac{1}{4}$	10 $\frac{1}{4}$
<b>Branches.</b>		
Waynesboro' Branch, from intersection to Waynesboro', . . . . .	7 $\frac{1}{8}$	7 $\frac{1}{8}$
Aggregate length of main line and branches, . . . . .	17 $\frac{1}{8}$	17 $\frac{1}{8}$
Aggregate length of sidings, and other track not above enumerated, . . . . .	1 $\frac{33}{100}$	1 $\frac{33}{100}$
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	19 $\frac{2}{10}$	19 $\frac{2}{10}$

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 19.2  
 Weight of rail per yard, iron, . . . . . 50 and 56 lbs.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 12  
 Wooden bridges, number of, 11; aggregate length, . . . . . 472 feet.  
 Wooden trestles, number of, 1; aggregate length, . . . . . 456 feet.

**Stations.**

Number of stations on main road: Passenger, 7; freight, 5; total, . . . . . 7  
 Number of stations on branches: Passenger, 5; freight, 3; total, . . . . . 5  
 Number of engine-houses and shops in Pennsylvania, 2; total number entire road, . . . . . 2  
 Number of wood and water stations on main road, . . . . . 1  
 Number of wood and water stations on branches, . . . . . 1

How is track laid, and on what foundation? Fish joints, oak cross-ties on broken stone and cinder ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 20 tons weight, 60,000 pounds, . . . . .	1	\$12,767	00
Number of first and second-class passenger, baggage, mail, and express cars, . . . . .	1	3,850	00

**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 passengers (all classes,) carried in cars, . . . . .	20,810
Number of passengers carried one mile, . . . . .	374,580
Number of passengers carried one mile in Pennsylvania, . . . . .	374,580
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	7,437
Number of tons of freight carried one mile, . . . . .	248,974
Number of tons of freight carried one mile in Pennsylvania, . . . . .	248,974
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	22,634
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, 1879, . . . . . 618	July, 1879, . . . . . 6,460
February, 1879, . . . . . 655	August, 1879, . . . . . 3,009
March, 1879, . . . . . 845	September, 1879, . . . . . 1,580
April, 1879, . . . . . 851	October, 1879, . . . . . 2,090
May, 1879, . . . . . 703	November, 1879, . . . . . 1,311
June, 1879, . . . . . 1,084	December, 1879, . . . . . 1,604

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

Anthracite and bituminous coal, . . . . . 7,372½	Agricultural products, . . . . . 2,822½
Pig. railroad, and other iron or castings, . . . . . 3,541½	Merchandise and manufactures, . . . . . 2,205½
Iron and other ores, . . . . . 4,670	Lumber, . . . . . 2,121½

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

For first-class through passengers, about, . . . . .	3 cents.
For first-class way passengers, about, . . . . .	3 cents.
For second-class through passengers, about, . . . . .	2 cents.
For second-class way passengers, about, . . . . .	2 cents.

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

For through freight and coal, per ton per mile, . . . . . 2.2 cents.

For local freight and coal, per ton per mile, about, . . . . . 3 cents.

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$188 06
February, 1879, . . . . .			196 87
March, 1879, . . . . .			807 04
April, 1879, . . . . .			844 58
May, 1879, . . . . .			278 86
June, 1879, . . . . .			482 50
July, 1879, . . . . .			1,315 61
August, 1879, . . . . .			1,602 07
September, 1879, . . . . .			601 61
October, 1879, . . . . .			823 49
November, 1879, . . . . .			897 96
December, 1879, . . . . .			540 20
<b>Total, . . . . .</b>			<b>\$6,577 35</b>

**From Transportation of Freight.**

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$572 31
February, 1879, . . . . .			507 48
March, 1879, . . . . .			870 48
April, 1879, . . . . .			561 08
May, 1879, . . . . .			674 98
June, 1879, . . . . .			924 19
July, 1879, . . . . .			627 28
August, 1879, . . . . .			1,188 32
September, 1879, . . . . .			1,079 24
October, 1879, . . . . .			1,215 82
November, 1879, . . . . .			824 58
December, 1879, . . . . .			1,077 69
<b>Total, . . . . .</b>			<b>\$10,067 85</b>

**From all other Sources.**

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
March, 1879, . . . . .	\$141 87			\$141 87
June, 1879, . . . . .	141 87	\$86 24		228 11
July, 1879, . . . . .		20 08		20 08
August, 1879, . . . . .		20 56		20 56
September, 1879, . . . . .	141 87			141 87
December, 1879, . . . . .	141 87			141 87
<b>Total, . . . . .</b>	<b>\$567 48</b>	<b>\$128 88</b>		<b>\$694 31</b>

Total passenger earnings for the year, . . . . .	\$6,577	35
Total freight earnings for the year, . . . . .	10,067	35
Total earnings from all other sources, . . . . .	694	31
<b>Total earnings for the year, . . . . .</b>	<b>\$17,339</b>	<b>01</b>
Total receipts from all sources on whole length of line, . . . . .	\$17,339	01
Proportion of earnings for Pennsylvania to earnings of whole line, . . . . .	17,339	01

**EXPENDITURES FOR OPERATING DURING THE YEAR.****Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$4,511	63
Repairs of bridges, . . . . .	114	09
<b>Total for maintenance of way, . . . . .</b>	<b>\$4,625</b>	<b>72</b>
Cost per mile of road kept in repair, . . . . .	\$240	92
Proportion for Pennsylvania, . . . . .	240	92

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

Repairs of machinery, . . . . .	\$121	00
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$121</b>	<b>00</b>
Cost per mile of road operated, . . . . .	\$6	30
Proportion for Pennsylvania, . . . . .	6	30

**MISCELLANEOUS.**

Salaries, wages, and incidentals chargeable to passenger and freight department, wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	\$3,197	68
Fuel—number of cords of wood, 687; cost \$3 10, including preparing, . . . . .	2,129	96
Fuel—number of tons of coal, 602; cost, . . . . .	2,409	51
Oil and waste, . . . . .	339	97
Telegraph expenses, . . . . .	130	94
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	315	03
<b>Total miscellaneous, . . . . .</b>	<b>\$8,523</b>	<b>09</b>
Amount per mile of road operated, . . . . .	\$443	91
Proportion for Pennsylvania, . . . . .	443	91
Total expenditures for operating the road, . . . . .	13,269	81
Expenses per mile of the road operated, . . . . .	691	13
Expenses per mile of single track operated, not including sidings, . . . . .	742	36



**EARNINGS.**

Passenger transportation, local and through, . . . . .	\$6,577	35
Freight transportation, local and through, . . . . .	10,067	35
Mail service, . . . . .	567	48
Express service, . . . . .	126	83
<b>Total, . . . . .</b>	<b>\$17,339</b>	<b>01</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$4,625 72	
Maintenance of motive power and cars, . . . . .	121 00	
Miscellaneous, . . . . .	8,523 09	
<b>Total operating expenses, being 76 1/2 per cent. of earnings, . . . . .</b>	<b>13,269</b>	<b>81</b>
<b>Net earnings, . . . . .</b>	<b>\$4,069</b>	<b>20</b>
Earnings per mile of road operated, . . . . .	\$903	07
Expenses per mile of road operated, . . . . .	691	13
<b>Net earnings, . . . . .</b>	<b>\$212</b>	<b>94</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. Settled through C. V. R. R. Company, at a rate per one hundred pounds, according to distance.

**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? \$567 49, for carrying the mail once each way per day, Sundays excepted.

**STOCK AND DIVIDENDS**

Amount of common stock now outstanding, . . . . . \$110,000 00

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

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 December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

I. S. WATERMAN, *President.*  
WM. J. BARR, *Treasurer.*

Sworn and subscribed before me, this 24th day of March, A. D. 1880.

J. J. BUCHEY, *Notary Public.*

**R E P O R T**

OF THE

*Nesquehoning Valley Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
J. B. Moorhead, President, . . . . .	Philadelphia.
C. F. Howell, Secretary and Treasurer, . . . . .	Philadelphia.

General Offices at Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
George Whitney, . . . . .	Philadelphia.
Samuel Mason, . . . . .	Philadelphia.
F. R. Cope, . . . . .	Philadelphia.
E. W. Clarke, . . . . .	Philadelphia.
I. V. Williamson, . . . . .	Philadelphia.
George F. Tyler, . . . . .	Philadelphia.
T. C. Henry, . . . . .	Philadelphia.
Henry Handy, . . . . .	Philadelphia.
John W. Thomas, . . . . .	Philadelphia.
William P. Cresson, . . . . .	Philadelphia.
P. C. Garrett, . . . . .	Philadelphia.
William C. Ludwig, . . . . .	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

**DEBT.**

<i>Floating Debt.</i>		
The amount now of floating debt, . . . . .	\$97,148	53
Floating debt as per last report, . . . . .	\$97,794	53

**COST.**

Total cost of entire road to date, . . . . .	\$1,397,297	42
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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 sidings and other track not above enumerated, . . . . .		4
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .		28½

Gauge.

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

Bridges and Trestles.

Wooden bridges, number of, 12; aggregate length, . . . . . 1,532 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.

Average number of cars in passenger trains, including baggage cars, . . . . . 3

Average number of cars in freight trains: Merchandise, 40; coal, . . . . . 130

Average weight of passenger trains, including locomotive and tender, in working order, . . . . . 120 tons.

EARNINGS.

Rental paid by the Lehigh Coal and Navigation Company, as per terms of lease, . . . . . \$130,000

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 return of the Lehigh and Susquehanna railroad, owned by the Lehigh Coal and Navigation Company and leased to the Central railroad of New Jersey.

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: March, 1879, and September 1, 1879, ten per cent. per annum.

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

Personally appeared before me, J. B. Moorhead, president, and C. F. Howell, treasurer, of the Nesquehoning 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. 1879, according to the best of their knowledge and belief.

(Signed)

J. B. MOORHEAD, *President.*

C. F. HOWELL, *Treasurer.*

Sworn and subscribed before me this 28th day of February, A. D. 1880.

W. C. ALDERSON, *Notary Public.*

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## R E P O R T

OF THE

*New Castle and Beaver Valley Railroad, operated by  
 Pennsylvania Company, for the year ending Decem-  
 ber 31, 1879.*

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### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President, . . . . .	Philadelphia.
J. N. McCullough, First Vice President, . . . . .	Pittsburgh.
William Thaw, Second Vice President, . . . . .	Pittsburgh.
Thomas D. Messler, Third Vice President and Comptroller, . . . . .	Pittsburgh.
J. D. Layng, General Manager, . . . . .	Pittsburgh.
C. S. Sims, Secretary, . . . . .	Philadelphia.
William H. Barnes, Treasurer, . . . . .	Pittsburgh.
J. T. Brooks, General Counsel, . . . . .	Pittsburgh.
F. Slataper, Chief Engineer, . . . . .	Pittsburgh.
William Stewart, General Freight Agent, . . . . .	Pittsburgh.
F. R. Myers, General Passenger Ticket Agent, . . . . .	Chicago, Illinois.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Homewood to New Castle, . . . . .	14.982	14.982
Length of single main track, . . . . .	14.982	14.982
Aggregate length of main line and branches, . . . . .	14.982	14.982
Aggregate length of sidings and other track not above enumerated, . . . . .	6.838	6.838
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	21.820	21.820

Gauge.

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

Tr ck.

Miles of iron rail in use, . . . . . 8.045  
 Miles of steel rail in use, . . . . . 18.275  
 Weight of rail per yard, { Iron, . . . . . 60 pounds.  
                                   { Steel, . . . . . 60 pounds

Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . . 9  
 Wooden bridges, number of, 3; aggregate length, . . . . . 802 feet.  
 Stone bridges, number of, 5; aggregate length, . . . . . 263.8 feet.  
 Iron bridges, number of, 1; aggregate length, . . . . . 19 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, Pennsylvania.

Stations.

Number of stations on main road: Passenger, 9; freight, 5;  
 total, . . . . . 9  
 Number of engine-houses and shops in Pennsylvania, 1;  
 total number entire road, . . . . . 1  
 Number of wood and water stations on main road, . . . . . 2

How is track laid, and on what foundation? Track is laid a part with common fish-joint connection, and a portion with the double angle fish-joint. Ballasted with coarse gravel and furnace cinder.

Average number of cars in passenger trains, including baggage cars, . . . . . 8.04  
 Average number of cars in freight trains, . . . . . 10.09  
 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, . . . . . 217 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . . 114  
 Same in Pennsylvania, . . . . . 114

**DOINGS OF THE YEAR.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . . 88,380  
 Number of miles run by freight trains, . . . . . 155,888  
 Number of passengers (all classes) carried in cars, . . . . . 103,673  
 Number of passengers carried one mile, . . . . . 1,043,826  
 Number of passengers carried one mile in Pennsylvania, . . . . . 1,043,826  
 Number of tons of 2,000 pounds of through freight for the year on main road, . . . . . 8,947  
 Number of tons of freight carried one mile, . . . . . 11,538,948  
 Number of tons of freight carried one mile in Pennsylvania, . . . . . 11,538,948  
 Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . . 1,004,916  
 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,) . . . . . 15

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

January, 1879, . . . . .	7,521	July, 1879, . . . . .	9,128
February, 1879, . . . . .	7,244	August, 1879, . . . . .	8,662
March, 1879, . . . . .	8,411	September, 1879, . . . . .	10,759
April, 1879, . . . . .	8,339	October, 1879, . . . . .	13,970
May, 1879, . . . . .	7,149	November, 1879, . . . . .	7,383
June, 1879, . . . . .	7,110	December, 1879,* . . . . .	8,008

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

Coke, . . . . .	229,911	Agricultural products, . . . . .	11,214
Anthracite coal, . . . . .	128	Merchandise and manufactures, . . . . .	36,955
Bituminous coal, . . . . .	248,575	Live stock, . . . . .	10,405
Petroleum and other oils, . . . . .	916	Provisions and other articles, . . . . .	2,870
Pig iron, . . . . .	80,572	Lumber, . . . . .	11,893
Railroad iron, . . . . .	2,808	Other articles, . . . . .	25,058
Other iron or castings, . . . . .	26,408		
Iron and other ores, . . . . .	233,473		
Stone and lime, . . . . .	84,232		
			<u>1,004,916</u>

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

For first-class way passengers, . . . . . 3 cents.

\* Estimated.

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

For through freight and coal, per ton per mile, . . . . . 1.649 cents.  
 For local freight and coal, per ton per mile, . . . . . 1.572 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .			\$2,430	44	\$2,430	44
February, 1879, . . . . .			2,301	93	2,301	93
March, 1879, . . . . .			2,610	72	2,610	72
April, 1879, . . . . .			2,786	73	2,786	73
May, 1879, . . . . .			2,359	23	2,359	23
June, 1879, . . . . .			2,413	65	2,413	65
July, 1879, . . . . .			2,975	92	2,975	92
August, 1879, . . . . .			3,170	47	3,170	47
September, 1879, . . . . .			3,510	37	3,510	37
October, 1879, . . . . .			3,911	97	3,911	97
November, 1879, . . . . .			2,579	64	2,579	63
December, 1879, . . . . .			3,079	86	3,079	86
<b>Total, . . . . .</b>			<b>\$34,080</b>	<b>98</b>	<b>\$34,080</b>	<b>98</b>

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$154	04	\$11,898	81	\$12,052	85
February, 1879, . . . . .	168	71	11,976	75	12,145	46
March, 1879, . . . . .	233	27	14,136	40	14,369	67
April, 1879, . . . . .	202	57	10,243	87	10,446	44
May, 1879, . . . . .	208	63	15,731	99	15,939	62
June, 1879, . . . . .	143	32	17,730	42	17,873	74
July, 1879, . . . . .	169	01	18,376	44	18,545	45
August, 1879, . . . . .	173	68	20,074	26	20,247	94
September, 1879, . . . . .	157	44	24,083	86	24,241	30
October, 1879, . . . . .	214	91	23,928	05	24,142	96
November, 1879, . . . . .	208	85	21,536	68	21,795	53
December, 1879,* . . . . .	167	00	23,698	84	23,865	34
<b>Total, . . . . .</b>	<b>\$2,201</b>	<b>43</b>	<b>\$213,515</b>	<b>87</b>	<b>\$215,717</b>	<b>30</b>

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . . . .	\$149	45	\$263	77	\$13	24	\$426	43
February, 1879, . . . . .	149	45	239	83	13	57	402	85
March, 1879, . . . . .	149	45	166	46	14	74	330	65
April, 1879, . . . . .	149	45	197	78	12	64	359	87
May, 1879, . . . . .	149	45	351	00	14	19	514	64
June, 1879, . . . . .	149	45	325	00	18	31	492	76
July, 1879, . . . . .	149	45	351	00	15	97	516	42
August, 1879, . . . . .	149	45	338	00	15	11	502	56
September, 1879, . . . . .	149	45	338	00	18	36	500	81
October, 1879, . . . . .	149	45	351	00	12	84	513	29
November, 1879, . . . . .	149	45	349	35	19	89	518	69
December, 1879,* . . . . .	149	45	351	00	18	00	518	45
<b>Total, . . . . .</b>	<b>\$1,793</b>	<b>40</b>	<b>\$3,622</b>	<b>19</b>	<b>\$181</b>	<b>86</b>	<b>\$5,597</b>	<b>45</b>

\* Estimated.

Total passenger earnings for the year, . . . . .	\$84,080	98
Total freight earnings for the year, . . . . .	215,717	30
Total earnings from all other sources, . . . . .	5,697	45
<b>Total earnings for the year, . . . . .</b>	<b>\$255,395</b>	<b>68</b>
Total receipts from all sources on whole length of line, . . . . .	\$255,395	68
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	255,395	68

**EXPENDITURES FOR OPERATING DURING THE YEAR.****Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$44,986	19
New iron rails, . . . . .	70	99
New steel rails, number of tons, 715,444 . . . . .	14,235	54
Repairs of bridges, . . . . .	15,152	59
Repairs of buildings and fixtures, . . . . .	1,983	81
All other expenses for maintenance of way, . . . . .	729	92
<b>Total for maintenance of way, . . . . .</b>	<b>\$77,059</b>	<b>04</b>
Cost per mile of road kept in repair, . . . . .	\$5,143	44
Proportion for Pennsylvania, . . . . .	77,059	04

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

Repairs of locomotives, . . . . .	\$5,012	28
Repairs of machinery, . . . . .	346	12
Repairs of passenger, baggage, and mail cars, . . . . .	2,300	62
Repairs of freight cars, . . . . .	4,707	49
All other expenses for maintenance of motive power and cars, . . . . .	3,485	86
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$15,852</b>	<b>37</b>
Cost per mile of road operated, . . . . .	\$1,058	09
Proportion for Pennsylvania, . . . . .	15,852	37

**MISCELLANEOUS.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$6,342	04
Salaries, wages, and incidentals chargeable to freight department, . . . . .	23,874	67
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	1,857	17
Fuel—wood, . . . . .	592	89
Fuel—coal, . . . . .	6,216	24
Oil and waste, . . . . .	974	60
Damages for injuries to persons, . . . . .	252	99
Damages for loss of goods and baggage, . . . . .	153	35
Taxes, . . . . .	1,768	68
Telegraph expenses, . . . . .	1,559	04
Amount paid other corporations or individuals for use of all other cars, . . . . .	14,413	29
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	3,738	00
<b>Total miscellaneous, . . . . .</b>	<b>\$61,276</b>	<b>97</b>
Amount per mile of road operated, . . . . .	\$4,080	04
Proportion for Pennsylvania, . . . . .	61,276	97
Total expenditures for operating the road, . . . . .	154,188	38
Expenses per mile of the road operated, . . . . .	10,291	67
Expenses per mile of single track operated, not including sidings, . . . . .	10,291	57
Expenses per train mile, . . . . .		79.38
Proportion for Pennsylvania, . . . . .	154,188	38



**EARNINGS.**

Passenger transportation, local, . . . . .		\$84,080	98
Freight transportation, local, . . . . .	\$218,515 87	} Total,	215,717 80
Freight transportation, through, . . . . .	2,201 43		
Mail service, . . . . .		1,793	40
Express service, . . . . .		3,622	19
All other sources of income, . . . . .		181	86
<b>Total, . . . . .</b>		<b>\$255,895</b>	<b>68</b>
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . .	\$77,059 04		
Maintenance of motive power and cars, . . . . .	15,852 37		
Miscellaneous, . . . . .	61,276 97		
<b>Total operating expenses, being 60.37 per cent of earnings, . . . . .</b>		<b>\$154,188</b>	<b>38</b>
Net earnings, . . . . .		101,207	30
Rental paid lessor company, . . . . .		102,164	25
<b>Deficit, . . . . .</b>		<b>\$956</b>	<b>95</b>
Earnings per mile of road operated, . . . . .		\$17,046	83
Expenses per mile of road operated, . . . . .		10,291	57
<b>Net earnings, . . . . .</b>		<b>\$6,755</b>	<b>26</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. We receive forty per cent. of their gross receipts over this road on money and general freight business, and seventy per cent. on oyster business. The Pennsylvania Company operating this road, furnish the cars and keep them in repair.

**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 so-called Union Line which operates over this road is owned by the Pennsylvania Company itself.

**U. S. MAIL.**

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,793 40.

**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
<b>Total, . . . . .</b>	.....	.....	.....	2	.....	2

## Statement of each Accident.

July 1. New Castle; L. Eagen crawled under moving car; leg bruised and cut.

November 5. New Castle; George Ashton, coupling cars; fingers crushed.

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 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. 1879, 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 4th day of February, A. D. 1880.  
FRANK SEMPLE, *Notary Public.*

## R E P O R T

OF THE

*New Castle and Beaver Valley Railroad Company, for  
the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
A. L. Crawford, President, . . . . .	New Castle, Pa.
J. A. Crawford, Secretary and Treasurer, . . . . .	New Castle, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
William L. Scott, . . . . .	Erie, Pa.
R. W. Cunningham, . . . . .	New Castle, Pa.
William Patterson, . . . . .	New Castle, Pa.
William Harbaugh, . . . . .	Sewickley, 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, . . . . .	760,000	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, \$50; 2,000 shares, \$2 50.		
Capital stock, par value of each share, . . . . .	50	00

**COST.**

Total cost of entire road to date, . . . . .	\$852,632	96
Average of same per mile of road laid, . . . . .	56,956	90
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 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: About, . . . . .	4.75	4.75
Aggregate length of main line, sidings, and other track, . . . . .	19.72	19.72

**Gauge.**

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

**Track.**

Miles of iron rail in use, about . . . . . 6.72  
 Miles of steel rail in use, about . . . . . .18  
 Weight of rail per yard, { Iron, about . . . . . 56 pounds.  
                                   { Steel, about . . . . . 60 pounds.

**Bridges and Trestles.**

Number of bridges on whole line, . . . . . 8  
 Wooden bridges, number of, 3; aggregate length, . . . . . 817 feet.  
 Stone bridges, number of, 5; aggregate length, . . . . . 300 feet.

**Crossings.**

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pittsburgh and Lake Erie, at Mahoningtown.

**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, on cinder and gravel ballast.

For answer to all interrogatories not herein answered, we would respectfully refer you to the report of the Pennsylvania Company, operating this road under a lease for ninety-nine years, from July 1, 1865; this company receiving as rental forty per cent. of the gross earnings.

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Passenger and freight houses, bridges, &c., . . . . . \$18,557 97

**MISCELLANEOUS.**

Taxes, . . . . .	\$4,550	00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	2,365	38
Total miscellaneous, . . . . .	\$6,915	38

**EARNINGS.**

Rent of road for twelve months ending October 31, 1879, . . . . .	\$95,268	62
All other sources of income, . . . . .	10,173	75
Total, . . . . .	\$105,442	37

**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: January 1, 1879, three and one half per cent.; April 1, 1879, three and one half per cent.; July 1, 1879, three and one half per cent.; October 1, 1879, two and one half per cent.

Number and per cent. of dividends: Four, aggregating thirteen per cent.		
Amount paid in dividends, . . . . .	\$91,000	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. 1879, according to the best of their knowledge and belief.

(Signed,)

A. L. CRAWFORD, *President.*

J. A. CRAWFORD, *Treasurer.*

Affirmed and subscribed before me this 31st day of December, A. D. 1879.

GEORGE W. VEACH, *Notary Public.*

**R E P O R T**

OF THE

*New Castle Railroad and Mining Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
John Rhodes, President, . . . . .	Pittsburgh, Pa.
George Pearson, Vice President, . . . . .	New Castle, Pa.
T. F. Stryker, Secretary, . . . . .	New Castle, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
John Rhodes, . . . . .	Pittsburgh, Pa.
George Pearson, . . . . .	New Castle, Pa.
R. H. Peebles, . . . . .	New Castle, Pa.
D. M. Kessinger, . . . . .	New Castle, Pa.
George C. Ries, . . . . .	Lately removed to Dakota.

The New Castle Railroad and Mining Company being a mining company, with a railroad to carry their coal mined, the books of the company do not exhibit the work done in a manner so as to enable a full report of the kind called for in the following enumeration of items.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$100,000	00
Capital stock authorized by votes of company, . . . . .	2,000	00
Capital stock, amount subscribed, . . . . .	100,000	00
Capital stock paid in by last report, . . . . .	100,000	00
Capital stock, total amount now paid in, . . . . .	100,000	00
Capital stock, number of shares issued, . . . . .	2,000	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<i>Funded Debt.</i>		
* First mortgage bonds, (due September 24, A. D. 1880, bear interest at six per cent., which is payable semi-annually, March and September, amount, . . . . .)	\$2,000	00
Total amount now of funded debt, (bonds issued December 26, 1879,) . . . . .	\$2,000	00
<i>Floating Debt.</i>		
Unfunded debt, incurred for construction equipment, or purchase of property, . . . . .	\$9,924	44
The amount now of floating debt, . . . . .	9,924	44
Total amount now of floating and funded debt, . . . . .	\$11,924	44
Funded debt as per last report, . . . . .	\$7,914	44

\* These bonds were issued December 26, 1879.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of single main track, . . . . .	4	4

Gauge.

What is the gauge of your lines? . . . . . 3½ feet.

Track.

Miles of iron rail in use, . . . . . 11  
 Weight of rail per yard, iron, . . . . . 35 pounds.

Bridges and Trestles.

Wooden bridges, number of, 2; aggregate length, . . . . . 168 feet.  
 Wooden trestles, number of, 12; estimated, . . . . . 1,400 feet.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 15 tons weight, . . . . .	1	\$6,000 00
Number of first-class passenger cars, . . . . .	2	
Number of coal, ore, and stone cars, . . . . .	62	120,000 00

DOINGS OF THE YEAR.

\* Gross amount of tonnage for the year, (2,000 pounds per ton.) from January 1 to September 1, 1879, . . . . . 9,475  
 Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . . 6

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

Personally appeared before me, D. M. Kessinger, secretary *pro tem.*, 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. 1879, according to the best of his knowledge and belief.

(Signed) D. M. KESSINGER, *Secretary pro tem.*

Sworn and subscribed before me, this 21st day of January, A. D. 1880.

J. P. LESLIE, *Alderman.*

\*This company has not mined any coal since the 31st day of August, 1879.

**R E P O R T**

OF THE

*New York, Lake Erie and Western Railroad Company,  
for the year ending September 30, 1879.*

STATE OF NEW YORK, }  
New York county, } ss:

Bird W. Spencer, treasurer, and Edmund S. Bowen, acting superintendent of operations of the New York, Lake Erie and Western Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct according to the best of his knowledge, information, and belief.

(Signed)

BIRD W. SPENCER,  
E. S. BOWEN.

Subscribed and sworn to before me this 23d day of December, 1879.

(Signed)

C. G. BARBER, *Notary Public.*

**STOCKS AND DEBTS.**

Floating debt, as by last report, consisting of loans, . . . . .	\$400,000	00
The amount now of floating debt; consisting of loans on bills payable, . . . . .	*482,768	51
Average rate, per annum, of interest on funded debt for the year, . . . . .		
About seven per cent.		

**Note.**—The above statements of “funded” and “floating” debt do not include past due coupons and other current accounts, payable for supplies, labor, and traffic balances, or any liabilities, other the principal of such funded debt, (as far as ascertained,) and loans and bills payable.

\*Of this amount, \$76,500 consists of notes given for the purchase of real estate, and are secured by mortgage thereon.

**CAPITAL STOCK.**

The capital stock of this company, fixed by its articles of association, is as follows:		
Common stock, . . . . .	\$78,000,000 00	
Preferred stock, . . . . .	8,536,900 00	
	<u>\$86,536,900</u>	00
Under the plan of the re-organization, forming part of its articles of association, the capital stock of this company was to be issued in exchange at par for stock of the Erie Railroad Company, upon the payment of certain specified assessments.		
Up to the 30th of September, 1879, these assessments had been paid upon the following amounts of stock, viz:		
Common stock, . . . . .	\$77,107,700 00	
Preferred stock, . . . . .	8,146,700 00	
	<u>\$85,254,400</u>	00

Of this, there has been issued in exchange for stock of the Erie Railway Company:			
Common stock, . . . . .	\$24,987,100 00		
Preferred stock, . . . . .	2,151,700 00	\$27,148,800	00
And there is held waiting exchange:			
Common stock, . . . . .	\$52,110,600 00		
Preferred stock, . . . . .	5,995,000 00	58,105,600	00
Stock of this company unissued and subject to disposition in accordance with its articles of association:			
Common stock, . . . . .	\$892,800 00		
Preferred stock, . . . . .	390,200 00	1,283,000	00
Total, . . . . .		\$86,536,900	00

## FUNDED DEBT.

This company acquired the road and franchises of the Erie Railway Company, subject to the mortgages existing thereon, as follows, viz:			
First mortgage bonds, mature May 1, 1897, . . . . .	\$2,482,000 00		
Second mortgage bonds, mature September 1, 1879, . . . . .	2,174,000 00		
Third mortgage bonds, mature March 1, 1883, . . . . .	4,852,000 00		
Fourth mortgage bonds, mature October 1, 1880, . . . . .	2,987,000 00		
Fifth mortgage bonds, mature June 1, 1883, . . . . .	709,500 00		
Buffalo branch mortgage bonds, mature July 1, 1891, . . . . .	182,600 00		
Consolidated mortgage bonds, mature September 1, 1920, . . . . .	16,656,000 00	\$29,993,100	00
Which mortgage debts are included by this company in this statement of its funded debt, for reasons which appear above.			
The company has agreed to extend the second mortgage bonds above described, for forty years, with interest, at five per cent. per annum.			
Pursuant to its articles of incorporation, this company has created a funded debt, as follows, viz:			
First consolidated funded coupon bonds, mature September 1, 1920, (as far as ascertained,) . . . . .	\$3,688,001 10		
Second consolidated mortgage bonds, mature December 1, 1909, . . . . .	24,400,000 00		
Second consolidated funded coupon bonds, mature December 1, 1909, . . . . .	8,597,400 00	36,685,401	10
These bonds, together with \$508,008, income bonds, are in the process of issue, in accordance with the company's articles of association, and the plan of re-organization.			
		\$66,678,501	10



**COST OF ROAD AND EQUIPMENT.**

	By last report.		By present report.	
For graduation and masonry, . . . . .	\$4,449	37	\$29,592	75
For bridges, . . . . .	2,239	08	6,935	94
Superstructure, including iron (and steel,) . . . . .	24,177	87	199,211	47
Passenger and freight stations, buildings, and fixtures, . . . . .	324	39	57,393	18
Engine and car-houses, machine-shops, machinery, and fixtures, . . . . .	378	15	125,049	20
Land, land damages, and fences, . . . . .	167	50	126,943	50
Locomotives and fixtures, and snow-plows, . . . . .			337,464	73
Passenger and baggage cars, . . . . .			24,452	85
Freight and other cars, . . . . .	95	00	4,756	81
Engineering and agencies, . . . . .			4,864	38
Third rail, east of Waverly, . . . . .	542,801	40	1,435,773	60
Elevator at Buffalo, . . . . .			127,295	17
Second track, . . . . .			705,683	08
Ship-basin and docks at Jersey City, . . . . .			100,512	79
Telegraph, . . . . .			1,611	75
Water transportation, New York harbor, . . . . .			37,059	98
Incidentals, . . . . .			768	09

The total "cost of road and equipment" cannot as yet be ascertained and reported. The above statement includes only the cost of improvements made by the company, to the 30th September, 1879, chargeable to this account.

**CHARACTERISTICS OF ROAD.**

Length of road, main line, from Jersey City to Dunkirk, . . . . .	460.029 miles.
Miles of track laid with steel rails, . . . . .	919.250 miles.
Weight of rail per yard on main track, . . . . .	63 pounds.
Gauge of track, 6 feet, and 4 feet 8½ inches.	
Number of engine-houses, . . . . .	46
Number of engine-shops, . . . . .	16
Number of engines: In good condition, 365; in fair condition, 108; in bad condition, 31; total, . . . . .	504
Number of first-class passenger cars, . . . . .	255
Number of second-class and emigrant passenger cars, . . . . .	68
Number of baggage, mail, and express cars, . . . . .	93
Number of freight cars (all classes) owned and under lease, (rated as eight-wheel cars,) . . . . .	16,585
Number of service cars, (rated as eight-wheel cars,) . . . . .	111

**Number of Miles of Road Owned, Leased, and Operated.**

Length of main line in New York State, . . . . .	387.792 miles.
Length of main line out of New York State, . . . . .	72.237 miles.
Total length of main line, . . . . .	460.029 miles.
Length of road, (main line and branches,) in New York State, . . . . .	785.732 miles.
Length of road, (main line and branches,) out of New York State, . . . . .	192.360 miles.
Total length of road, (main line and branches,) . . . . .	928.092 miles.

MILES OF TRACK OWNED, LEASED, AND OPERATED.

	MAIN LINE JERSEY CITY TO DUNKIRK.					BRANCHES.						
	First Track.	Second Track.	Side Track.	Third Rail.		Total Track.	First Track.	Second Track.	Side Track.	Third Rail.		Total Track.
				Main Track.	Side Track.					Main Track.	Side Track.	
<i>Eastern Division.—Owned.</i>												
New York Main Line, (Suffern, New York, to Port Jervis, New York,) . . . . .	56.148	56.148	20.944	112.296	19.980	199.278	17.970	.....	5.687	.....	.....	23.657
New York, Piermont branch, (Suffern to Piermont,) . . . . .	.....	.....	.....	.....	.....	.....	18.780	.....	9.824	.....	.866	28.604
New York, Newburgh branch, (Greycourt to Newburgh,) . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<i>Leased.</i>												
New Jersey, Paterson and Hudson River railroad, and Paterson and Ramapo railroad, 30,090, New York, Union railroad, (Jersey City, New Jersey, to Suffern, New York,) . . . . .	30.885	30.885	50.305	61.770	48.638	167.179	.....	.....	.....	.....	.....	.....
New York, Montgomery and Erie railway, (Goshen to Montgomery, New York,) . . . . .	.....	.....	.....	.....	.....	.....	10.220	.....	1.469	.....	.608	11.998
New York, Goshen and Deckerton railroad, (Goshen to Pine Island,) . . . . .	.....	.....	.....	.....	.....	.....	11.660	.....	.941	.....	.882	12.682
New York, Newburgh and New York railroad, (Greenwood junction, New York, to Vails Gate junction, New York,) . . . . .	.....	.....	.....	.....	.....	.....	12.890	.....	1.473	.....	.373	14.229
New Jersey, Paterson, Newark and New York railroad, (Paterson, New Jersey, to Newark, New Jersey,) . . . . .	.....	.....	.....	.....	.....	.....	10.998	.....	2.161	19.998	.949	18.948
<i>Operated.</i>												
New Jersey, Newark and Hudson river railroad, (Berg junction to Newark, New Jersey,) . . . . .	.....	.....	.....	.....	.....	.....	5.618	1.441	2.768	.....	.....	9.787
New Jersey, Weehawken branch, (east end tunnel to Delaware and Hudson Coal Company docks, . . . . .	.....	.....	.....	.....	.....	.....	2.212	.....	4.798	.....	.....	8.160
New Jersey, New York, and F. and Sec. RR., D. and H. C. Co.'s docks, (Weehawken to stock-yards at Oak Cliff, New Jersey,) . . . . .	.....	.....	.....	.....	.....	.....	1.798	.....	.950	.....	.....	2.748
New York, N. RR. of New Jersey, 19,845, Neyack and Nor. RR., 4,819, junction, New Jersey, at Bergen to Neyack, New York, . . . . .	.....	.....	.....	.....	.....	.....	25.604	.....	4.968	.....	.....	30.663
Total, . . . . .	87.033	87.033	71.049	174.068	68.618	398.487	118.468	1.441	84.629	19.998	2.072	161.826

PA Internal Affairs 1879



28 RAILROAD REPORT.

PA Internal Affairs 1879

<i>Delaware Division.—Owned.</i>											
New York Main Line, (Pt. Jervis, New York, to Susquehanna, Pennsylvania,) . . . . .											
108,907	91,533	40,080	196,440	35,912	351,196						
Pennsylvania, 72,630, New York, 21,277, Pennsylvania.											
<i>Leased.</i>											
Pennsylvania, Hawley branch, (Lackawanna, Pennsylvania, to Hawley, Pennsylvania,) . . . . .											
						15,613		7,411			23,024
Pennsylvania, Honesdale, (Hawley, Pennsylvania, to Honesdale, Pennsylvania,) . . . . .											
						3,183	Pa.	2,452			10,635
Pennsylvania, Jefferson RR, (Lanesboro' Pennsylvania, to Carbondale, Pennsylvania,) . . . . .											
						36,686		11,620	36,975	4,011	68,799
Total, . . . . .											
108,907	91,533	40,080	196,440	35,912	351,196	60,482		21,483	36,975	4,011	102,458
<i>Susquehanna Division.—Owned.</i>											
New York, 126,064, 10,870, Pennsylvania.											
Main Line, (Susquehanna to Hornellsville, . . . . .											
126,924	*126,924	55,241	*280,848	39,244	496,636						
<i>Western Division.—Owned.</i>											
New York old Main Line, (Hornellsville to Dunkirk,) . . . . .											
126,165		56,833	2,766	9,366	192,124						
<i>Leased.</i>											
New York, Buffalo, Bradford and Pittsburgh branch, (from Carroiton to Gilesville, New York, 7,806, Pennsylvania, 18,164, . . . . .											
						25,970		7,919			33,889
Total, . . . . .											
126,165		56,833	2,766	9,366	192,124	25,970		7,919			33,889
<i>Buffalo Division.—Owned.</i>											
New York, Buffalo branch, being present main line between Hornellsville, New York, and Attica, New York, . . . . .											
						56,848	13,757	21,348	73,605	19,168	141,534
<i>Leased.</i>											
New York, Buffalo and New York East river railroad, (Attica, New York, to Buffalo, New York,) . . . . .											
						31,248	30,186	44,627	61,434	35,742	154,639
New York Suspension Bridge and Erie junction, (East Buffalo to Suspension Bridge, New York,) . . . . .											
						23,277		11,224	23,277	9,070	50,674
<i>Operated.</i>											
New York, Erie and International railroad, (Main street bridge to International Bridge, . . . . .											
						4,257		2,114			6,371
Total, . . . . .											
						118,630	43,943	79,309	158,316	63,978	353,026
<i>Rochester Division.—Leased.</i>											
New York, Buffalo, New York, Painted Post to Avon, . . . . .											
						74,206		16,020			90,226
York and Erie railroad, } Avon to Attica, . . . . .											
						34,497		4,053			38,550

	MAIN LINE JERSEY CITY TO DUNKIRK.					BRANCHES.						
	First Track.	Second Track.	Side Track.	Third Rail.		Total Track.	First Track.	Second Track.	Side Track.	Third Rail.		Total Track.
				Main Track.	Side Track.					Main Track.	Side Track.	
New York, Rochester and Genesee Valley railroad, (Avon to Rochester,)	.....	.....	.....	.....	.....	.....	18.261	.....	5.892	.....	.....	24.155
New York, Avon, Genesee and Mt. Morris railroad, (Avon to Mt. Morris,)	.....	.....	.....	.....	.....	.....	17.561	.....	1.956	.....	.....	19.517
<b>Total,</b> .....	.....	.....	.....	.....	.....	.....	<u>144.525</u>	.....	<u>27.921</u>	.....	.....	<u>172.446</u>
<b>Grand totals all divisions,</b> .....	<b>490.029</b>	<b>318.490</b>	<b>223.258</b>	<b>658.110</b>	<b>158.170</b>	<b>1,404.912</b>	<b>468.063</b>	<b>45.384</b>	<b>171.250</b>	<b>206.199</b>	<b>71.061</b>	<b>823.337</b>

\* One mile of third track between Elmira and fair grounds.

† Includes one mile third rail in above.

‡ Third rail is reduced to equivalent single track in totals.

§ 23 miles of this belongs to Buffalo run.

¶ Includes sidings in section one of the Suspension Bridge and Erie Junction railroad, they being laid on the lands of the Buffalo, New York and Erie railroad.

Total track owned, leased, and operated 2,238,249 miles.

LIST OF BRANCHES.

NAME OF ROAD.	WHERE LOCATED.		LENGTH.		LENGTH OF DOUBLE TRACK, INCLUDING SIDINGS ON SAME.		State if leased, owned, or operated.	Number of miles of road built and track laid during the year ending September 30, 1879.
	From.	To.	Total.	In New York.	Total.	In New York.		
Piermont branch, . . . . .	Suffern, . . . . .	Piermont, . . . . .	17,970	17,970		Owned,	Owned.	
Newburg branch, . . . . .	Greycourt, . . . . .	Newburgh, . . . . .	18,730	18,730		Owned,	"	
Buffalo branch, . . . . .	Hornellsville, . . . . .	Attica, . . . . .	59,848	59,848	13,757	13,757	"	
Weehawken branch, . . . . .	Bergen Tunnel, . . . . .	Oil Docks, . . . . .					5,839	
New York and Fort Lee, . . . . .	Oil Docks, . . . . .	Oak Cliff, . . . . .	5,105				Operated.	
Northern railroad of New Jersey, . . . . .	Junction at Bergen, . . . . .	Sparkill, . . . . .	21,236	1,441			"	
Nyack and Northern, . . . . .	Sparkill, . . . . .	Nyack, . . . . .	4,378	4,378			"	
Erie and International, . . . . .	Main st., Buffalo, . . . . .	Intern'al bridge, . . . . .	4,257	4,257			"	
Newark and Hudson, . . . . .	Bergen Junction, . . . . .	Newark, . . . . .	5,618				499	
Paterson and Newark, . . . . .	Paterson, . . . . .	Newark, . . . . .	10,909				Leased.	
Newburg and New York, . . . . .	Greenwood Junc., . . . . .	Vails' Gate, . . . . .	12,590	12,590			"	
Montgomery and Erie, . . . . .	Goshen, . . . . .	Montgomery, . . . . .	10,220	10,220			"	
Goshen and Deekertown, . . . . .	Goshen, . . . . .	Pine Island, . . . . .	11,650	11,650			"	
Hawley branch, . . . . .	Lackawaxen, . . . . .	Hawley, . . . . .	15,613				"	
Honesdale branch, . . . . .	Hawley, . . . . .	Honesdale, . . . . .	8,183				"	
Jefferson branch, . . . . .	Lanesboro', . . . . .	Carbondale, . . . . .	36,681				"	
Buffalo, Bradford and Pittsburgh branch, . . . . .	Carrollton, . . . . .	Gilesville, . . . . .	25,970	7,806			"	
Buffalo, New York, and Erie, . . . . .	Painted Post, . . . . .	Buffalo, . . . . .	139,951	139,951	30,186	30,186	"	
Suspension Bridge and Erie Junction, . . . . .	East Buffalo, . . . . .	Susp'n bridge, . . . . .	23,277	23,277			"	
Rochester and Genesee Valley, . . . . .	Avon, . . . . .	Rochester, . . . . .	18,261	18,261			"	
Avon, Genesee, and Mt. Morris, . . . . .	Avon, . . . . .	Mt. Morris, . . . . .	17,561	17,561			"	
Total, . . . . .			468,063	347,940	45,384	43,943		

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

Number of miles run by passenger trains, . . . . .	3,192,618
Number of miles run by working trains, . . . . .	212,554
Number of miles run by freight trains, . . . . .	8,467,847
Number of miles run by switching trains, . . . . .	2,301,504
Number of passengers (all classes) carried in cars, . . . . .	4,894,527
Number of miles traveled by passengers, or number of passengers carried one mile, . . . . .	149,115,718
Number of tons of 2,000 pounds of freight carried in cars, . . . . .	8,212,641
Total movement of freight or number of tons carried one mile, . . . . .	1,569,222,417
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	20 to 22
Rate of speed of same when in motion, . . . . .	26 to 30
Average rate of speed adopted by express trains, including stops, . . . . .	26 to 30
Rate of speed of same when in motion, . . . . .	30 to 40
Average rate of speed adopted by freight trains, including stops, . . . . .	10
Rate of speed of same when in motion, . . . . .	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage, . . . . .	150
Average weight, in tons, of freight trains, exclusive of freight, . . . . .	280

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

Of the products of the forest, . . . . .	248,153	Merchandise, . . . . .	598,717
Of animals, . . . . .	460,221	Coal, . . . . .	4,410,827
Of vegetable food, . . . . .	1,285,804	Other articles, . . . . .	677,705
Other agricultural products, . . . . .	165,733		
Manufactures, . . . . .	365,981	Total, . . . . .	<u>8,212,641</u>

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

For first-class through passengers, . . . . .	1.74 cents.
For first-class way passengers, . . . . .	2.44 cents.
For commuters, . . . . .	.75 cent.
For emigrant through, . . . . .	1.70 cents.

**EXPENSES OF MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.**

	Amount.		ALLOTTED TO			
			Passenger transportation.		Freight transportation.	
Repairs of road-bed and railway, excepting cost of iron and steel.	\$1,238,124	24	\$308,132	85	\$929,991	39
Repairs of bridges, . . . . .	172,496	03	88,908	27	133,687	76
Repairs of telegraph, . . . . .	8,982	77	2,245	69	6,737	08
For superintendence, insurance, &c.,	78,557	13	19,678	14	58,878	99
Cost of iron and steel used in repairs: Allotted to passenger transportation, length in feet, 427,554; weight in pounds, 8,979,968; allotted to freight transportation, length in feet, 1,282,665; weight in pounds, 26,939,905, . . . . .	379,729	63	94,932	40	284,797	23
Repairs of buildings, . . . . .	144,609	32	60,980	78	93,628	54
Repairs of fences and gates, . . . .	36,775	14	9,193	79	27,581	35
Taxes on real estate, . . . . .	229,941	41	57,711	91	172,229	50
<b>Totals, . . . . .</b>	<b>\$2,289,215</b>	<b>67</b>	<b>\$581,683</b>	<b>83</b>	<b>\$1,707,531</b>	<b>84</b>

**Expenses of Repairs of Machinery.**

	Amount.		ALLOTTED TO			
			Passenger transportation.		Freight transportation.	
Repairs of engines and tenders, . .	\$539,638	97	\$105,281	29	\$434,357	68
Repairs of passenger and baggage cars, . . . . .	181,681	90	181,681	90		
Repairs of freight cars, . . . . .	653,152	18			653,152	18
Repairs of tools and machinery in shops, . . . . .	48,536	70	12,134	18	36,402	52
Incidental expenses, including oil, fuel, clerks, watchmen, insurance, &c., about shops, . . . . .	124,732	27	31,183	10	93,549	17
Cleaning and housing engines, . . .	236,562	15	59,140	54	177,421	61
<b>Totals, . . . . .</b>	<b>\$1,784,304</b>	<b>17</b>	<b>\$389,421</b>	<b>01</b>	<b>1,394,883</b>	<b>16</b>

**Expenses of Operating the Road.**

	Amount.		ALLOTTED TO			
			Passenger transportation.		Freight transportation.	
Office expenses, stationery, &c., . .	\$231,360	99	\$76,741	57	\$154,619	42
Telegraph operators, . . . . .	108,634	51	28,699	89	79,934	62
Agents and clerks, . . . . .	807,633	62	231,494	02	576,139	60
Labor: loading and unloading freight, . . . . .	1,095,085	75			1,095,085	75
Porters, watchmen, (flagmen,) and switch tenders, . . . . .	338,438	27	69,583	28	268,854	99

	Amount.		ALLOTTED TO			
			Passenger transportation.		Freight transportation.	
Wood, (coal,) and water station attendance, . . . . .	\$63,062	34	\$15,765	59	\$47,296	75
Conductors, baggage, and brakemen, . . . . .	1,224,668	59	297,846	56	926,822	03
Enginemen and firemen, . . . . .	988,863	02	214,386	42	774,476	60
Fuel: cost and labor of preparing for use, . . . . .	1,187,371	17	184,884	00	952,487	17
Oil and waste for engines and tenders, . . . . .	76,305	75	15,589	89	60,715	86
Oil and waste for freight cars, . . . . .	63,261	56			63,261	56
Oil and waste for passenger and baggage cars, . . . . .	17,709	58	17,709	53		
Loss and damage of goods and baggage, . . . . .	15,122	45	233	00	14,889	45
Damage for injuries of persons, . . . . .	8,160	89	542	20	7,618	69
Damage to property, including damages by fire and cattle killed on road, . . . . .	5,984	88	1,665	24	4,319	64
General office expenses, . . . . .	111,320	37	27,830	08	83,490	29
General superintendence, . . . . .	95,666	40	23,916	60	71,749	80
General office clerks, . . . . .	120,394	47	30,098	62	90,295	85
Contingences, including insurances, &c., . . . . .	592,134	55	169,370	39	422,764	16
<b>Totals, . . . . .</b>	<b>\$7,101,179</b>	<b>11</b>	<b>1,406,356</b>	<b>88</b>	<b>5,694,822</b>	<b>23</b>

## Sub-Division of Contingencies.

Legal expenses, . . . . .			\$65,235	01
Hire of cars, . . . . .			316,797	29
Clerks, . . . . .		\$13,529	44	
Incidentals, . . . . .		33,095	19	
Removing snow and ice, . . . . .		80,647	19	
Insurance, C. T., . . . . .		24,007	31	
Rents, C. T., . . . . .		12,449	68	
Tolls, . . . . .		800	00	
Rent of piers, . . . . .		40,762	82	
Barges, manning passenger, . . . . .		4,800	00	
Barges, repairs of passenger, . . . . .		10	62	
			210,102	25
<b>Total, . . . . .</b>			<b>\$592,134</b>	<b>55</b>

## Recapitulation of Transportation Expenses.

	Amount.		ALLOTTED TO			
			Passenger transportation.		Freight transportation.	
Maintaining road bed, &c., . . . . .	\$2,289,215	67	\$581,688	83	\$1,707,531	84
Repairs of machinery, . . . . .	1,784,804	17	389,421	01	1,394,883	16
Operating, . . . . .	7,101,179	11	1,406,356	88	5,694,822	23
<b>Total, . . . . .</b>	<b>\$11,174,698</b>	<b>95</b>	<b>\$2,377,461</b>	<b>72</b>	<b>\$8,797,237</b>	<b>23</b>



## EARNINGS, EXPENSES, &amp;c.

Earnings.			
From passengers, . . . . .		\$3,118,948	75
From freight, . . . . .		12,233,480	99
From other sources, . . . . .		598,597	84
<b>Total earnings, . . . . .</b>		<b>\$15,942,022</b>	<b>58</b>
From passengers, . . . . .		\$3,118,948	75
From freight, . . . . .		12,233,480	99
Express, . . . . .	\$321,033 98		
Mail, . . . . .	162,569 24		
Rents, . . . . .	25,511 57		
Miscellaneous, . . . . .	80,433 05		
		589,597	84
<b>Total, New York, Lake Erie and Western railroad proper, . . . . .</b>		<b>\$15,942,022</b>	<b>58</b>
Pavonia ferries, . . . . .	\$237,357 51		
Pavonia Horse railroad, . . . . .	20,745 40		
New York, Lake Erie and Western railroad, baggage ex- press, . . . . .	57,730 78		
Weehawken docks, . . . . .	73,944 90		
Unclaimed baggage and freight department receipts, . . . . .	2,570 47		
Brooklyn annex, . . . . .	2,488 40		
		394,837	41
Interest on securities, . . . . .		12,165	67
Sterling exchange, . . . . .		2,254	55
Gold premium, . . . . .		58	50
<b>Total, . . . . .</b>		<b>\$16,351,338</b>	<b>71</b>
Charges other than for Construction.			
Transportation expenses, . . . . .		\$11,174,698	95
Accrued interest on funded debt, (approximated,)* . . . . .		2,047,712	89
Interest on Long Dock Company's bonds, . . . . .		210,000	00
Guaranteed interest other than the interest on the bonds of the com- pany, . . . . .		133,000	00
Weehawken docks, interest, . . . . .		64,453	24
Interest on loans, . . . . .		47,978	86
Interest on real estate, mortgages, &c., . . . . .		14,418	57
Interest on equipment, . . . . .		65,892	95
Rentals of leased lines, . . . . .		658,445	34
Suspension Bridge and Erie Junction railroad, rent, . . . . .	\$70,000 00		
Less thirty per cent. of earnings, . . . . .	29,085 01		
		40,914	99
Paterson and Newark railroad, rent, . . . . .	\$35,000 00		
Less thirty-five per cent. of earnings, . . . . .	19,410 69		
		15,589	31
Pavonia ferries expenses, . . . . .	\$314,757 51		
Pavonia Horse railroad expenses, . . . . .	20,892 11		
New York, Lake Erie and Western railroad, baggage ex- press expenses, . . . . .	54,780 92		
Weehawken docks expenses, . . . . .	19,724 37		
Unclaimed baggage and freight department expenses, . . . . .	3,798 68		
Brooklyn annex expenses, . . . . .	23,281 23		
		437,234	82
Blake's docks, Buffalo, . . . . .		7,647	10
Expenses for countersigning bonds, . . . . .		17,799	50
London office expenses, . . . . .		3,458	75
Taxes, State of Pennsylvania, . . . . .		6,104	61
Commission and expenses for extending New York and Erie rail- road, second mortgage bonds, . . . . .		109,524	04
Sundry adjustments to profit and loss of previous year, . . . . .		4,493	49
<b>Total, . . . . .</b>		<b>\$15,059,367</b>	<b>30</b>
<b>Total amount of surplus fund, . . . . .</b>		<b>1,291,971</b>	<b>41</b>
		<b>\$16,351,338</b>	<b>71</b>

\*The exact figures cannot be given, as the amount of the funded debt itself is not yet ascertained. (See statement.)

Rentals of Leased Lines.

Paterson and Hudson railroad, annual rental, . . . . .	\$48,400	00
Paterson and Rumapo railroad, annual rental, . . . . .	80,000	00
Hoboken Land and Improvement Company, annual rental, . . . . .	4,500	00
Newburgh and New York railroad, seven per cent. on \$250,000, bonds,	17,500	00
Buffalo, New York and Erie railroad, organization ex-		
penses, . . . . .	\$5,000	00
Seven per cent. on \$950,000, stock, . . . . .	66,500	00
Seven per cent. on \$2,380,000, bonds, . . . . .	166,600	00
	288,100	00
Montgomery and Erie railroad, annual rental, . . . . .	21,000	00
Goshen and Deckertown railroad, annual rental, . . . . .	17,500	00
Hawley Branch railroad, annual rental:		
Two months at \$35,000 per annum, . . . . .	\$5,833	34
Ten months at \$30,000 per annum, . . . . .	25,000	00
	30,833	34
Honesdale Branch railroad, seven per cent. on \$300,000, bonds, . . . . .	21,000	00
Jefferson Branch railroad, seven per cent. on \$2,000,000, bonds, . . . . .	140,000	00
Rocheater and Genesee Valley railroad, six per cent. on		
\$555,200, stock, . . . . .	\$33,812	00
Organization expenses, . . . . .	700	00
	34,012	00
Avon, Genesee and Mt. Morris railroad, six per cent. on		
\$225,000, stock, . . . . .	\$13,500	00
Seven per cent. on \$20,000, bonds, . . . . .	1,400	00
Organization expenses, . . . . .	100	00
	15,000	00
Buffalo, Bradford and Pittsburgh railroad, seven per cent. on \$580,000,		
bonds, . . . . .	40,600	00
Total, . . . . .	\$658,445	34

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
October, 1878, . . . . .		2	3	15	3	3	6	20
November, 1878, . . . . .		1	4	31	5	5	9	37
December, 1878, . . . . .		3	4	17	4	9	8	29
January, 1879, . . . . .			4	19	2	3	6	22
February, 1879, . . . . .		1	3	31	1	6	4	33
March, 1879, . . . . .			2	28	8	6	10	32
April, 1879, . . . . .			6	27	4	11	10	28
May, 1879, . . . . .		1	7	20	6	4	13	28
June, 1879, . . . . .			7	16	5	6	12	23
July, 1879, . . . . .		1		11	8	9	10	21
August, 1879, . . . . .	2	1		3	24	4	7	32
September, 1879, . . . . .	1	1	4	24	6	10	10	35
	3	11	47	261	56	79	106	351

OFFICERS.

Names.	Residences.
Hugh J. Jewett, President, . . . . .	New York.
Bird W. Spencer, Treasurer, . . . . .	Passaic, N. J.
Aug. R. Maconough, Secretary, . . . . .	New York.
Octave Chanute, Engineer, . . . . .	New York.
Edmund S. Bowen, Superintendent, . . . . .	New York.

Communications intended for this company should be addressed, Post-office box No. 839, New York city.

<i>Names of Directors.*</i>	<i>Residences.</i>
J. Lowber Welsh, . . . . .	Philadelphia.
Theron R. Butler, . . . . .	New York.
Charles Dana, . . . . .	New York.
R. Suydam Grant, . . . . .	New York.
James J. Goodwin, . . . . .	New York.
Hugh J. Jewett, . . . . .	New York.
John Taylor Johnston, . . . . .	New York.
James R. Keene, . . . . .	New York.
Edwin D. Morgan, . . . . .	New York.
John Frederick Pierson, . . . . .	New York.
Henry G. Stebbins, . . . . .	New York.
Samuel Sloan, . . . . .	New York.
George F. Talman, . . . . .	New York.
Cortlandt Parker, . . . . .	Newark, N. J.
Solomon S. Guthrie, . . . . .	Buffalo.
Homer Ramsdell, . . . . .	Newburgh.

\*One vacancy.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed,)

B. W. SPENCER, *Treasurer.*

E. S. BOWEN, *General Superintendent.*

## R E P O R T

OF THE

*Newry Railroad Company, for the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Joseph Fichtner, President, . . . . .	Newry, Pa.
Alexander Knox, Secretary, . . . . .	Newry, Pa.
Francis McCoy, Treasurer, . . . . .	Newry, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Alexander Knox, . . . . .	Newry, Pa.
Francis McCoy, . . . . .	Newry, Pa.
David Cassidy, . . . . .	Newry, Pa.
James Stevens, . . . . .	Martinsburg, Pa.

James Conrad, . . . . .	Newry, Pa.
Adam Hoover, . . . . .	Newry, Pa.
William Smith, . . . . .	Duncansville, Pa.
John Musselman, . . . . .	Duncansville, Pa.
H. N. Buroughs, . . . . .	Philadelphia.
D. M. Bare, . . . . .	Roaring Spring, Pa.
Henry McIntosh, . . . . .	Newry, Pa.
James Bradley, . . . . .	Newry, Pa.

## CAPITAL STOCK.

Capital stock authorized by law, (with power to increase,) . . . . .	\$15,000	00
Capital stock authorized by votes of company: No definite amount fixed by vote of company.		
Capital stock, amount subscribed, (stock issued,) . . . . .	11,925	00
Capital stock paid in by last report, . . . . .	11,925	00
Capital stock, total amount now paid in on stock issued, . . . . .	11,975	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

## DEBT.

<b>Floating Debt.</b>		
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, . . . . .	\$10,810	06
Total amount now of floating debt, (exclusive of interest,) . . . . .	\$10,810	06
Floating debt, as per last report, . . . . .	\$10,810 06	
Total cash realized from capital stock and debt, about, . . . . .	\$12,763	65

## 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.		
Cost of road and equipment per mile, (no equipment,) . . . . .	23,573	71

## CHARACTERISTICS OF ROAD.

	MILES.	
Main Line.	Whole length.	Length in Penn'a.
Length of main line, from the point connecting with railroad of the 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,) . . . . .	1	1
Aggregate length of sidings and other track not above enumerated: Sidings, about . . . . .	.774	.875
Aggregate length of main line and sidings, . . . . .	1.774	1.875

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 siding,)	1
Weight of rail per yard, iron, about . . . . .	45 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, (no bridges,)	
trestle, . . . . .	1
Wooden trestles, number of, 1; aggregate length, . . . . .	Don't know.

Stations.

Number of stations on main road, passenger and 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 road-way, about . . . . . \$393 25

Value of real estate held by the company, exclusive of road-way, 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.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 477 shares, at \$25 per share, . . . . .	\$11,925 00
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The lease, under which the Pennsylvania Railroad Company operated the Newry railroad, was canceled and annuled, by mutual consent, by an instrument of writing dated August 8, 1879, as of and from and after the 2d day of August, 1879.

Since the cancelation of the said lease, the Pennsylvania Railroad Company has, and now is, operating the Newry railroad for the gross receipts thereof.

No permanent and definite arrangements have, as yet, been consummated for the future operation of the road.

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. 1879, according to the best of their knowledge and belief.

(Signed,)

JOSEPH FICHTNER, *President.*

FRANCIS McCOY, *Treasurer.*

Sworn and subscribed before me this 22d day of January, A. D. 1880.

JAMES CONRAD, *Justice of the Peace.*

## R E P O R T

OF THE

*North Pennsylvania Railroad Company, for the year ending October 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Franklin A. Comly, President, . . . . .	Philadelphia.
John S. Wise, Secretary and Assistant Treasurer, . . . . .	Philadelphia.
William Wister, Treasurer, . . . . .	Philadelphia.
William Rotch Wister, General Solicitor, . . . . .	Philadelphia.
Solomon W. Roberts, Chief Engineer, . . . . .	Philadelphia.
Albert H. Tracker, General Superintendent, . . . . .	Philadelphia.

General offices at 407 Walnut street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
John Jordan, junior, . . . . .	Philadelphia.
William C. Ludwig, . . . . .	Philadelphia.
Edward C. Knight, . . . . .	Philadelphia.
Alfred Hunt, . . . . .	Bethlehem, Pa.
Thomas Smith, . . . . .	Philadelphia.
Ario Pardee, . . . . .	Hazleton, Pa.
James H. Stevenson, . . . . .	Philadelphia.
Jacob Riegel, . . . . .	Philadelphia.
Richard J. Dobbins, . . . . .	Philadelphia.
Charles A. Sparks, . . . . .	Philadelphia.
Edwin H. Fittler, . . . . .	Philadelphia.
Thomas P. Stotesbury, . . . . .	Philadelphia.

### CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$1,500,000	00
Capital stock authorized by votes of company, . . . . .	6,000,000	00
Capital stock paid in by last report, . . . . .	4,284,350	00
Capital stock, total amount now paid in, . . . . .	4,897,300	00
Capital stock, number of shares issued, . . . . .	87,946	
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, 1885, bear interest at six per cent., which is payable January 1 and July 1,) amount, . . . . .	\$1,980,500	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>\$3,017,000</b>	<b>00</b>
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . . \$1,133,489 68		
The amount now of floating debt, . . . . .	1,133,489	68
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$7,150,489</b>	<b>68</b>
Funded debt as per last report, . . . . . \$6,017,000 00		
Floating debt, as per last report, . . . . . 1,104,925 00		
<b>Total amount, capital stock and debt, . . . . .</b>	<b>\$11,547,789</b>	<b>68</b>

COST.

Total cost of entire road to date, (exclusive of real estate,) . . . . .	\$8,394,077	86
Proportion of same for Pennsylvania, . . . . . All.		
Total cost of entire equipment, . . . . .	1,750,935	65
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, . . . . .	55.5 <sub>100</sub>	55.5 <sub>100</sub>
Length of single main track, . . . . .	29.5 <sub>100</sub>	29.5 <sub>100</sub>
Length of double main track, . . . . .	26.5 <sub>100</sub>	26.5 <sub>100</sub>
Branches.		
Delaware River branch, from Jenkintown to middle of Delaware river, near Yardley, . . . . .	20.5 <sub>100</sub>	20.5 <sub>100</sub>
Doylestown branch, from Lansdale to Doylestown, . . . . .	10.5 <sub>100</sub>	10.5 <sub>100</sub>
Shimersville branch, (out of use,) from Iron Hill to Shimersville, . . . . .	1.5 <sub>100</sub>	1.5 <sub>100</sub>
Aggregate length of main line and branches, . . . . .	135	135
Aggregate length of sidings and other track not above enumerated, . . . . .	33.63 <sub>100</sub>	33.63 <sub>100</sub>
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	168.63 <sub>100</sub>	168.63 <sub>100</sub>

Gauge.

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

Track.

Miles of iron rail track in use, . . . . . 90.51 miles.  
 Miles of steel rail track in use, . . . . . 78.11 miles.  
 Weight of rail per yard, { Iron, . . . . . 56 and 58 lbs.  
                                   { Steel, . . . . . 50, 60, 66 lbs.

Bridges and Trestles.

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, . . . . . 1,980 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.

Stations.

Number of stations on main road: Passenger, 37; freight, 40; total, . . . . . 77  
 Number of stations on branches: Passenger, 17; freight, 17; total, . . . . . 34  
 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, . . . . . \$1,285,072 62  
 Number of tunnels, 2; aggregate length, . . . . . 2,660 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	\$11,375 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	7,935 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; trucks, 218; total, . . . . .	615	600 00
Number of coal, lime, ore, and stone cars, . . . . .	528	210 00
Number of shop cars, . . . . .	5	



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
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**DOINGS OF THE YEAR.**

**Transportation and total Miles run.**

Number of miles run by passenger trains, . . . . .	363,048
Number of miles run by freight and coal trains, . . . . .	275,502
Number of through passengers for the year on main road, between Philadelphia and Bethlehem, . . . . .	56,115
Number of passengers (all classes) carried in cars, . . . . .	586,547
Number of passengers carried one mile, . . . . .	10,490,011
Number of passengers carried one mile in Pennsylvania, . . . . .	10,490,011
Number of tons of 2,000 pounds of through freight for the year on main road, between Philadelphia and Bethlehem, . . . . .	217,375
Number of tons of freight carried one mile, . . . . .	20,901,845
Number of tons of freight carried one mile in Pennsylvania, . . . . .	20,901,845
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	607,724

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

November, 1878, . . . . . 106,314	February, 1879, . . . . . 75,426
December, 1878, . . . . . 107,294	March, 1879, . . . . . 101,012
January, 1879, . . . . . 92,191	April, 1879, . . . . . 104,310

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

Total tonnage, . . . . .	607,724
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**The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:**

For first-class through and way passengers, average, . . . . .	2.19 cents.
For second-class through passengers, emigrant, . . . . .	1 cent.

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

For through freight, per ton per mile, . . . . .	.01 $\frac{7}{100}$ cents.
For through coal, per ton per mile, . . . . .	.01 $\frac{6}{100}$ cents.
For local freight, per ton per mile, . . . . .	4.20 cents.
For local coal, per ton per mile, . . . . .	2.20 cents.

## MONTHLY EARNINGS FOR THE YEAR.

## From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
November, 1878, . . . . .					\$93,542	52
December, 1878, . . . . .					40,812	12
January, 1879, . . . . .					34,736	23
February, 1879, . . . . .					32,460	46
March, 1879, . . . . .					39,064	68
April, 1879, . . . . .					43,803	36
Total, . . . . .					\$230,419	37

## From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
November, 1878, . . . . .	\$55,226	88	\$19,277	65	\$74,504	53
December, 1878, . . . . .	38,880	92	18,220	62	57,101	54
January, 1879, . . . . .	51,142	11	17,461	88	68,603	99
February, 1879, . . . . .	51,012	86	17,531	53	68,544	39
March, 1879, . . . . .	53,575	75	22,668	37	76,244	12
April, 1879, . . . . .	48,141	55	23,103	04	71,244	59
Total, . . . . .	\$297,980	07	\$118,263	09	\$416,243	16

## From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
November, 1878, . . . . .	\$712	19	\$1,129	75			\$1,841	94
December, 1878, . . . . .	712	19	1,129	75			1,841	94
January, 1879, . . . . .	712	19	1,129	75			1,841	94
February, 1879, . . . . .	712	19	1,129	75			1,841	94
March, 1879, . . . . .	712	19	1,129	75			1,841	94
April, 1879, . . . . .	1,175	11	1,129	75	\$25,884	75	23,189	61
Total, . . . . .	\$4,736	06	\$6,778	50	\$25,884	75	\$37,399	31

Total passenger earnings for the year, . . . . .	\$230,419	37
Total freight earnings for the year, . . . . .	416,243	16
Total earnings from all other sources, . . . . .	37,399	31
Rental of road six months, ending October 31, 1879, . . . . .	337,122	00
Total earnings for the year, . . . . .	\$1,021,183	84
Total receipts from all sources on whole length of line, . . . . .	\$1,021,183	84
Proportion of earnings in Pennsylvania to earnings on whole line, All.		

## MISCELLANEOUS.

Taxes, &c., . . . . .	\$34,726	55
Insurance, . . . . .	377	64

**EARNINGS.**

Passenger transportation, local and through, . . . . .		\$230,419	37
Freight transportation, local, . . . . .	\$118,243 09	} Total,	416,243 16
Freight transportation, through, . . . . .	297,980 07		
Mail service, . . . . .		4,736	06
Express service, . . . . .		6,778	50
Rents and sundry receipts, . . . . .		25,884	75
All other sources of income, rental of road six months ending October 31, 1879, . . . . .		337,122	00
<b>Total,</b> . . . . .		<b>\$1,021,183</b>	<b>84</b>
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . .	\$95,954 12		
Maintenance of motive power and cars, . . . . .	153,798 01		
Miscellaneous, . . . . .	210,996 35		
<b>Total operating expenses,</b> . . . . .		<b>460,748</b>	<b>48</b>
<b>Net earnings,</b> . . . . .		<b>560,435</b>	<b>36</b>

This report embraces the earnings and operating expenses of the company for the six months ending April 30, 1879. Its railroad property and plant was leased to the Philadelphia and Reading Railroad Company, on the fourteenth day of May, 1879, for nine hundred and ninety years, from May 1, 1879, since which time the road has been operated by that company.

**Terms.**

The lessees to pay a yearly rent, in four equal quarterly payments, equal to all the interest on the bonds of the company; six per cent. upon the floating debt; and for the first and second years of said term, six per cent.; third and fourth years, seven per cent., and during the fifth and succeeding years, eight per cent. upon the capital stock of the company. Lessees to pay all taxes upon the capital stock, gross receipts, &c., as the same shall fall due, and also the yearly rent of \$12,000, for defraying the expenses of maintaining the corporate organization of the company.

**U. S. MAIL.**

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? No contract; compensation based upon weight of mail matter. Amount received for the six months ending April 30, 1879, \$4,736 06.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . . \$1,397,300 00  
 Amount of stock issued as stock dividends, and dates of issue: November 1, 1878, to October 31, 1879, inclusive, 102,950 00  
 Rate and date of all cash dividends on stock of original and consolidated companies: 1879, August 27, one and a half per cent.

Number and per cent. of dividends: Two; one scrip of two per cent., and one cash of one and a half per cent.	
Amount paid in dividends: scrip, \$85,559; cash, \$85,484; total, . . . . .	\$151,043 00
Cash, . . . . .	66,232 12

## 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	4	1	4	3	8
Others, . . . . .			5	6	5	6
Total, . . . . .	2	4	7	11	9	15

## Statement of each Accident.

November 2, 1878. Jacob Hageman; seriously injured, at Drove-Yard station, trying to drive across the track in front of a passenger train, after being warned by flagman.

November 14, 1878. G. K. Smith; injured, at Poplar street, Philadelphia, climbing on cars while in motion.

November 23, 1878. Frank Weinmiller, aged about nine years; injured, while climbing on the cars at Brown street, Philadelphia.

November 23, 1878. James P. Duff, coal train conductor; fatally injured, at Erie avenue, by being thrown from car while coupling.

December 7, 1878. Benjamin Mortitus; fatally injured, near Drove-Yard, in a cut in the road. His son testified that his father was deaf, and did not hear the whistle.

December 18, 1878. A. Fenney; slightly injured, at Ashbourne, by jumping off train when in motion.

December 18, 1878. Margaret Harch; seriously injured, at Venango street. Testimony showed that she deliberately ran in front of the train. Died January 10, 1879.

December 20, 1878. Henry Hyde; killed, near Bethlehem, accidentally falling from train, while jumping from car to car.

December 24, 1878. George Keiper, brakeman; hand mashed, at Quakertown, while coupling cars.

December 28, 1878. Allen Boorse, baggage-master; finger mashed, at Bethlehem, whilst assisting to make up train.

January 19, 1879. Oliver Queer; foot crushed, at Erie avenue. He was engineer, and had stepped off to attend to engine.

January 22, 1879. M. Neatrou, brakeman; finger crushed, at Bethlehem, while coupling cars.

January 28, 1879. Alexander Dennison, section foreman; killed, at Willett station, stepping from one track, to avoid coal train, was struck by train on the other track.

February 11, 1879. Martin Kane; killed, near Bethlehem; walking on track.

February 20, 1879. Jacob Berkhower and son; injured, at Ambler station, while driving across the track in front of passenger train.

March 15, 1879. Charles Mouser, flagman; fatally injured, at Berks street, whilst coupling cars.

March 18, 1879. Patrick Conway; injured, at Edge Hill, by being struck by engine, whilst walking on the track.

April 1, 1879. William McLaughlin, brakeman; hand mashed coupling cars, at Lansdale.

April 10, 1879. J. B. Shelly, baggage-master; foot injured, at Fisher's Lane, by baggage car brake-wheel falling on it.

April 22, 1879. David Kilso, injured, at Willett station, whilst attempting to jump on hand car.

April 24, 1879. William Hennie, conductor; seriously injured, at Front and Willow streets, whilst shifting cars.

April 25, 1879. John Laufer, a boy about twelve years of age; killed, at Berks street, while jumping from one car to another.

April 26, 1879. Thomas McDermott; found dead on track, near Penllyn station. Supposed to have been riding on the truck of one of the cars in freight train, fell off, and killed.

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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 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. 1879, according to the best of their knowledge and belief.

(Signed)

F. A. COMLY, *President.*

WILLIAM WISTER, *Treasurer.*

Sworn and subscribed before me, this 26th day of January, A. D. 1880.

W. W. DOUGHERTY, *Notary Public.*

# REPORT

OF THE

*North-East Pennsylvania Railroad Company, for the  
year ending October 31, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Franklin A. Comly, President, . . . . .	Philadelphia.
John S. Wise, Secretary and Treasurer, . . . . .	Philadelphia.
General office at 407 Walnut street, Philadelphia.	

<i>Names of Directors.</i>	<i>Residences.</i>
John Jordan, junior, . . . . .	Philadelphia, Pa.
William C. Ludwig, . . . . .	Philadelphia, Pa.
Edward C. Knight, . . . . .	Philadelphia, Pa.
Alfred Hunt, . . . . .	Bethlehem, Pa.
James H. Stevenson, . . . . .	Philadelphia, Pa.
Jacob Riegel, . . . . .	Philadelphia, Pa.
Richard J. Dobbins, . . . . .	Philadelphia, Pa.
Charles A. Sparks, . . . . .	Philadelphia, Pa.
Joshua Comly, . . . . .	Philadelphia, Pa.
G. J. Mitchell, . . . . .	Hatboro', Montgomery county, Pa.
Isaac Warner, junior, . . . . .	Hatboro', Montgomery county, Pa.
George Fulmer, . . . . .	Hatboro', Montgomery county, Pa.

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$400,000	00
Capital stock, amount subscribed, . . . . .	81,550	00
Capital stock paid in by last report, . . . . .	81,550	00
Capital stock, total amount now paid in, . . . . .	81,550	00
Capital stock, number of shares issued, . . . . .	1,631	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

## DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due January 1, 1892, bear interest at seven per cent., which is payable January 1 and July 1,) amount, . . . . .	\$190,000	00
Total amount now of funded debt, . . . . .	\$190,000	00
<i>Floating Debt.</i>		
Unfunded debt incurred for construction, . . . . .	\$73,000	00
Debt incurred for any other purpose, and for what: Operating expenses, interest, &c., . . . . .	67,019	08
The amount now of floating debt, . . . . .	140,019	08
Total amount now of floating and funded debt, . . . . .	\$300,019	08
Funded debt as per last report, . . . . .	\$160,000	00
Floating debt as per last report, . . . . .	131,802	61
Total capital stock and debt, . . . . .	\$331,569	08

**COST.**

Total cost of entire road to date, exclusive of real estate, \$291,881 26

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Abington to Hartsville, . . . . .	9 $\frac{1}{10}$	9 $\frac{1}{10}$
Length of single main track, . . . . .	9 $\frac{1}{10}$	9 $\frac{1}{10}$
Aggregate length of main line and branches, . . . . .	9 $\frac{1}{10}$	9 $\frac{1}{10}$
Aggregate length of sidings and other track not above enumerated, . . . . .	9 $\frac{1}{10}$	9 $\frac{1}{10}$
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 feet 8 $\frac{1}{2}$  inches.

**Track.**

Miles of iron rail in use, . . . . . 10 $\frac{7}{10}$

Weight of rail per yard, iron, . . . . . 50 and 58 lbs.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 5

Wooden bridges, aggregate length, . . . . . 910 feet.

**Stations.**

Number of stations on main road: Passenger and freight, . . . . . 11

Value of real estate held by the company, exclusive of roadway, . . . . . 13,780 87

How is track laid, and on what foundation? Iron rails, spliced joints, oak and chestnut ties, stone, slag, and earth ballast.

Road operated by Philadelphia and Reading Railroad Company, since May 1, 1879; previously by the North Pennsylvania Railroad Company.

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger and freight trains, . . . . . 31,458

Number of passengers (all classes) carried in cars, (all local,) . . . . . 69,582

Number of passengers carried one mile, . . . . . 467,401

Number of passengers carried one mile in Pennsylvania, . . . . . 467,401

Number of tons of 2,000 pounds of through freight for the year on main road, local included, . . . . . 12,237.04

Number of tons of freight carried one mile, . . . . . 91,077

Number of tons of freight carried one mile in Pennsylvania, . . . . . 91,077

Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . . 12,237.04

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

November, 1878, . . . . .	6,021	May, 1879, . . . . .	5,742
December, 1878, . . . . .	5,523	June, 1879, . . . . .	7,177
January, 1879, . . . . .	4,306	July, 1879, . . . . .	6,596
February, 1879, . . . . .	4,173	August, 1879, . . . . .	6,549
March, 1879, . . . . .	4,958	September, 1879, . . . . .	7,360
April, 1879, . . . . .	4,390	October, 1879, . . . . .	6,787

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

Anthracite coal, . . . . .	5,196.18
Merchandise and manufactures, . . . . .	7,040.06
<b>Total, . . . . .</b>	<b>12,237.04</b>

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

For first-class through and way passengers, average, . . . . . 2.28 cents.

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

For local freight and coal, per ton per mile, . . . . . 6.38

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
November, 1878, . . . . .			\$827	08	\$827	08
December, 1878, . . . . .			794	33	794	33
January, 1879, . . . . .			689	12	689	12
February, 1879, . . . . .			595	52	595	52
March, 1879, . . . . .			746	94	746	94
April, 1879, . . . . .			745	82	745	82
May, 1879, . . . . .			1,002	81	1,002	81
June, 1879, . . . . .			855	73	855	73
July, 1879, . . . . .			1,086	44	1,086	44
August, 1879, . . . . .			1,144	70	1,144	70
September, 1879, . . . . .			1,137	99	1,137	99
October, 1879, . . . . .			1,042	20	1,042	20
<b>Total, . . . . .</b>			<b>\$10,668</b>	<b>68</b>	<b>\$10,668</b>	<b>68</b>

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
November, 1878, . . . . .			\$502	15	\$502	15
December, 1878, . . . . .			410	43	410	43
January, 1879, . . . . .			361	23	361	23
February, 1879, . . . . .			401	01	401	01
March, 1879, . . . . .			400	56	400	56
April, 1879, . . . . .			585	76	585	76
May, 1879, . . . . .			495	33	495	33
June, 1879, . . . . .			531	58	531	58
July, 1879, . . . . .			381	94	381	94
August, 1879, . . . . .			444	18	444	18
September, 1879, . . . . .			802	25	802	25
October, 1879, . . . . .			542	81	542	81
<b>Total, . . . . .</b>			<b>\$5,809</b>	<b>23</b>	<b>\$5,809</b>	<b>23</b>



From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
November, 1878, . . . . .		\$2 27		\$2 27
December, 1878, . . . . .	\$120 76	1 83		122 59
January, 1879, . . . . .		1 82		1 82
February, 1879, . . . . .		1 22		1 22
March, 1879, . . . . .	120 77	1 97		122 74
April, 1879, . . . . .		1 65		1 65
May, 1879, . . . . .				
June, 1879, . . . . .	120 77	2 46		123 23
July, 1879, . . . . .		22 33		22 33
August, 1879, . . . . .		52 19		52 19
September, 1879, . . . . .	120 77	34 88		155 65
October, 1879, . . . . .		35 00	\$350 50	385 50
<b>Total, . . . . .</b>	<b>\$483 07</b>	<b>\$187 62</b>	<b>\$350 50</b>	<b>\$971 19</b>
Total passenger earnings for the year, . . . . .				\$10,668 68
Total freight earnings for the year, . . . . .				5,809 23
Total earnings from all other sources, . . . . .				971 19
<b>Total earnings for the year, . . . . .</b>				<b>\$17,449 10</b>
Total receipts from all sources on whole length of line, . . . . .				\$17,449 10
Proportion of earnings in Pennsylvania to earnings of whole line: All.				

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$5,130 09
<b>Total for maintenance of way, . . . . .</b>	<b>\$5,180 09</b>
Cost per mile of road kept in repair, . . . . .	\$479 45
Proportion for Pennsylvania, . . . . .	479 45

EARNINGS.

Passenger transportation, local, . . . . .	\$10,668 68
Freight transportation, local and through, . . . . .	5,809 23
Mail service, . . . . .	483 07
Express service, . . . . .	137 62
Rents, . . . . .	340 50
All other sources of income, . . . . .	10 00
<b>Total, . . . . .</b>	<b>\$17,449 10</b>

Road operated by Philadelphia and Reading Railroad Company, since May 1, 1879; previously by the North Pennsylvania Railroad Company.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? No contract. Compensation based upon weight of mail matter. Amount received for year, \$483 07.

## STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . .	\$81,550 00
Surplus invested as follows:	
Cash on loans, . . . . .	\$316 24

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. 1879, according to the best of their knowledge and belief.

(Signed,)

F. A. COMLY, *President.*

J. S. WISE, *Treasurer.*

Sworn and subscribed before me, this 26th day of January, A. D. 1880.

W. W. DOUGHERTY, *Notary Public.*

## R E P O R T

OF THE

*Northern Central Railway Company, for the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President, . . . . .	Philadelphia.
A. J. Cassatt, Vice President, . . . . .	Philadelphia.
Stephen W. White, Secretary, . . . . .	Philadelphia.
J. S. Leib, Treasurer, . . . . .	Baltimore, Md.
Wayne MacVeagh, General Counsel, . . . . .	Philadelphia.
Frank Thomson, General Manager, . . . . .	Philadelphia.
George C. Wilkins, Division Superintendent, . . . . .	Baltimore, Md.
William A. Baldwin, Division Superintendent, . . . . .	Williamsport, Pa.
Robert Neilson, Division Superintendent, . . . . .	Elmira, N. Y.

<i>Names of Directors.</i>	<i>Residences.</i>
A. J. Cassatt, . . . . .	Philadelphia.
Wistar Morris, . . . . .	Philadelphia.
Samuel C. Huey, . . . . .	Philadelphia.
George B. Roberts, . . . . .	Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Edmund Smith, . . . . .	Philadelphia.
George Small, . . . . .	Baltimore, Md.
B. F. Newcomer, . . . . .	Baltimore, Md.
S. M. Shoemaker, . . . . .	Baltimore, Md.
J. N. Hutchinson, . . . . .	Philadelphia.
Dell Noblit, junior, . . . . .	Philadelphia.
M. B. Sellers, . . . . .	Baltimore, Md.
William Calder, . . . . .	Harrisburg, Pa.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$8,000,000	00
Capital stock authorized by votes of company, . . . . .	5,842,000	00
Capital stock, amount subscribed, . . . . .	5,842,000	00
Capital stock paid in by last report, . . . . .	5,842,000	00
Capital stock, total amount now paid in, . . . . .	5,842,000	00
Capital stock, number of shares issued, . . . . .	116,840	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<b>Funded Debt.</b>			
Mortgage to State of Maryland, to secure annuity of \$90,000, irredeemable, . . . . .		\$1,500,000	00
Mortgage sinking fund six per cent. coupon bonds, due July 1, 1883, . . . . .	\$1,490,000	00	
Mortgage six per cent. coupon bonds, due April 1, 1900, . . . . .	1,126,000	00	
Mortgage six per cent. gold bonds, due July 1, 1900—Coupons, \$2,599,000; registered, \$205,000, . . . . .	2,804,000	00	
Consolidated general mortgage six per cent. gold bonds, due July 1, 1904: Series A and B, dollar or sterling sinking fund, . . . . . \$2,793,000 00 Series C, dollar, . . . . . 1,000,000 00 1,000,000 dollar loan, . . . . . 735,000 00	4,525,000	00	
Second general mortgage five per cent. coupon bonds, series A, due January 1, 1926, . . . . .	3,000,000	00	
Second general mortgage six per cent. coupon convertible bonds, series B, due January 1, 1926, . . . . .	1,000,000	00	
		13,945,000	00
<b>Total amount now of funded debt, . . . . .</b>			<b>\$15,445,000 00</b>
<b>Funded debt as per last report, . . . . .</b>			<b>\$15,393,000 00</b>

**COST.**

Total cost of entire road to date, (including \$1,021,545 43, charged to real estate account,) . . . . .	\$13,206,050	42
Total cost of entire equipment, . . . . .	4,196,107	35

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Baltimore to Sunbury, . . . . .	138	120.4
Length of single main track, . . . . .	58.11	58.11
Length of double main track, . . . . .	79.89	44.29
<b>Branches.</b>		
Green Spring Branch, from Hollins to } Length of branch, . . . . .	8.6	
Green Spring Junction, . . . . . } Length of single track,	8.6	
<b>Leased Roads.</b>		
Shamokin Valley and Pottsville Rail- } Length of road, . . . . .	28	28
road, from Sunbury Pa., to Mt. Car- } Length of single track,	28	28
mel, Pa., . . . . .		
Elmira and Williamsport railroad, from } Length of road, . . . . .	78	70
Williamsport, Pa., to Elmira, N. Y., } Length of single track,	78	70
Chemung railroad, (operated,) from } Length of road, . . . . .	22	
Elmira, N. Y., to Watkins, N. Y., . } Length of single track,	22	
Elmira, Jefferson, and Canandaigua rail- } Length of road, . . . . .	47	
road, (operated,) from Watkins, N. } Length of single track,	47	
Y., to Canandaigua, N. Y., . . . . .		
Aggregate length of main line and branches, . . . . .	146.6	102.4
Aggregate length of leased roads, . . . . .	175	98
Aggregate length of sidings, and other track not above enumer- ated, . . . . .	74.66	35.46
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	396.26	235.50

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . .	83.34
Miles of steel rails in use, . . . . .	217.81
Weight of rail per yard, . . . . .	} Iron, . . . . . 56, 60 and 64 lbs. } Steel, . . . . . 60 and 64 lbs,

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . .	170
Wooden bridges, number of $80\frac{2}{3}$ ; aggregate length, . . . . .	9,239 feet.
Stone bridges, number of, 31; aggregate length, . . . . .	570 feet.
Iron bridges, number of, $58\frac{1}{2}$ ; aggregate length, . . . . .	3,581 feet.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Cumberland Valley railroad, at Bridgeport. Pennsylvania railroad, at Marysville. Summit Branch railroad, at Millersburg. Philadelphia and Reading, at Trevorton Junction. Shamokin Division, Northern Central railway, at Sunbury.

**Stations.**

Number of stations on main road, passenger and freight, . . . . .	54
Number of stations on branches, passenger and freight, . . . . .	7
Number of engine-houses and shops in Pennsylvania, 4 ; total number entire road, . . . . .	5
Number of wood and water stations on main road, . . . . .	22
Number of wood and water stations on branches, . . . . .	1
Number of tunnels, 2 ; aggregate length, . . . . .	338 feet.

How is track laid and on what foundation? T rails, oak cross-ties, angle splices, stone ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight, . . . . .	11	\$10,000	00
Number of locomotives of more than 30 tons weight, . . . . .	109	10,000	00
Number of locomotives of more than 20 tons weight, . . . . .	32	9,000	00
Number of first-class passenger cars, . . . . .	60	4,000	00
Number of second-class passenger cars, . . . . .	9	3,000	00
Number of baggage, mail, and express cars, . . . . .	42	2,500	00
Number of freight cars: House cars, 1013; trucks, 527; total, . . . . .	1,540	413	00
Number of coal, ore, and stone cars, . . . . .	3,006	425	00
Number of caboose cars, . . . . .	83	550	00

Average number of cars in passenger trains, including baggage cars, . . . . .	5.1
Average number of cars in freight trains, . . . . .	40
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	154 tons.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	800 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	2,186
Same in Pennsylvania, . . . . .	797

**DOINGS OF THE YEAR.**

**transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	642,058
Number of miles run by freight and coal trains, . . . . .	2,064,121
Number of through passengers for the year on main road, . . . . .	15,637
Number of passengers (all classes) carried in cars, . . . . .	1,109,061
Number of passengers carried one mile, . . . . .	17,243,144
Number of passengers carried one mile in Pennsylvania, . . . . .	12,744,933
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	335,959
Number of tons of freight carried one mile, . . . . .	272,299,044
Number of tons of freight carried one mile in Pennsylvania, . . . . .	201,264,511

Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	3,964,918
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,) . . . . .	21½
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	10½

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

January, 1879, . . . . .	69,608	July, 1879, . . . . .	124,236
February, 1879, . . . . .	57,465	August, 1879, . . . . .	124,872
March, 1879, . . . . .	62,984	September, 1879, . . . . .	130,199
April, 1879, . . . . .	77,030	October, 1879, . . . . .	109,829
May, 1879, . . . . .	82,282	November, 1879, . . . . .	89,474
June, 1879, . . . . .	92,228	December, 1879, . . . . .	88,854

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

Anthracite and bituminous coal, 1,319,940	Stone and lime, . . . . .	60,234
Petroleum and other oils, . . . . . 325,526	Agricultural products, . . . . .	1,100,320
Pig iron, . . . . . 77,369	Merchandise and manufactures, . . . . .	562,911
Railroad iron, . . . . . 48,706	Live stock, . . . . .	33,777
Other iron or castings, . . . . . 36,416	Lumber, . . . . .	299,832
Iron and other ores, . . . . . 77,897	Other articles, . . . . .	21,990

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

For first-class through and way passengers, . . . . . 2<sup>13</sup>/<sub>1000</sub> 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, . . . . . 8<sup>15</sup>/<sub>1000</sub> cents.

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$29,957 06
February, 1879, . . . . .			27,475 97
March, 1879, . . . . .			29,696 86
April, 1879, . . . . .			34,254 01
May, 1879, . . . . .			35,373 36
June, 1879, . . . . .			34,969 41
July, 1879, . . . . .			41,531 42
August, 1879, . . . . .			40,628 17
September, 1879, . . . . .			39,772 79
October, 1879, . . . . .			41,272 45
November, 1879, . . . . .			33,828 82
December, 1879, . . . . .			32,701 17
<b>Total, . . . . .</b>			<b>\$419,065 99</b>

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.	
January, 1879, . . . . .	. . . . .	. . . . .	\$148,123	47
February, 1879, . . . . .	. . . . .	. . . . .	153,878	41
March, 1879, . . . . .	. . . . .	. . . . .	191,502	34
April, 1879, . . . . .	. . . . .	. . . . .	193,570	55
May, 1879, . . . . .	. . . . .	. . . . .	177,841	60
June, 1879, . . . . .	. . . . .	. . . . .	162,697	20
July, 1879, . . . . .	. . . . .	. . . . .	156,913	87
August, 1879, . . . . .	. . . . .	. . . . .	143,919	81
September, 1879, . . . . .	. . . . .	. . . . .	247,004	86
October, 1879, . . . . .	. . . . .	. . . . .	231,056	86
November, 1879, . . . . .	. . . . .	. . . . .	194,518	53
December, 1879, . . . . .	. . . . .	. . . . .	218,815	76
<b>Total, . . . . .</b>			<b>\$2,219,443</b>	<b>31</b>

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.	
January, 1879, . . . . .	\$2,278 05	\$2,636 34	\$3,968 70	\$8,883	09
February, 1879, . . . . .	2,278 05	2,646 48	4,457 99	9,382	52
March, 1879, . . . . .	2,278 05	2,580 24	12,743 72	17,582	01
April, 1879, . . . . .	2,278 05	283 59	7,207 39	9,769	03
May, 1879, . . . . .	2,278 05	2,883 59	4,246 67	9,408	31
June, 1879, . . . . .	2,278 05	3,217 36	10,874 61	16,370	02
July, 1879, . . . . .	2,278 05	3,408 94	6,015 21	11,702	20
August, 1879, . . . . .	2,278 05	2,967 56	5,323 66	10,569	27
September, 1879, . . . . .	2,278 05	3,257 08	8,944 80	14,479	93
October, 1879, . . . . .	2,278 05	4,322 66	4,686 97	11,287	68
November, 1879, . . . . .	2,278 05	5,864 48	8,559 17	16,701	65
December, 1879, . . . . .	2,278 05	10,092 79	21,942 52	34,312	86
<b>Total, . . . . .</b>	<b>\$27,336 60</b>	<b>\$44,141 06</b>	<b>\$98,971 41</b>	<b>\$170,449</b>	<b>07</b>

Total passenger earnings for the year, . . . . .	\$419,665	99
Total freight earnings for the year, . . . . .	2,219,443	31
Total earnings from all other sources, . . . . .	170,449	07
<b>Total earnings for the year, . . . . .</b>	<b>\$2,809,558</b>	<b>37</b>
Total earnings from all sources on whole length of line, . . . . .	\$2,809,558	37
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	2,076,630	10

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$117,938	78
New iron rails, . . . . .	10,007	18
New steel rails, . . . . .	50,570	27
Repairs of bridges, . . . . .	71,785	58
Repairs of buildings and fixtures, . . . . .	51,481	48
All other expenses for maintenance of way, . . . . .	171,787	60
<b>Total for maintenance of way, . . . . .</b>	<b>\$473,570</b>	<b>89</b>
Cost per mile of road kept in repair, . . . . .	\$3,431	67
Proportion for Pennsylvania, . . . . .	350,030	65

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$113,911	22
Repairs of tools and machinery, . . . . .	15,406	15
Repairs of passenger, baggage, and mail cars, . . . . .	52,817	43
Repairs of freight cars, . . . . .	234,579	77
All other expenses for maintenance of motive power and cars, . . . . .	86,889	33
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$503,603</b>	<b>90</b>
Cost per mile of road operated, . . . . .	\$3,649	30
Proportion for Pennsylvania, . . . . .	372,228	97

## MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$137,603	20
Salaries, wages, and incidentals chargeable to freight department, . . . . .	423,336	52
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	36,421	43
Fuel—wood, . . . . .	5,090	61
Fuel—coal, . . . . .	187,025	07
Oil, waste, and tallow, . . . . .	16,685	88
Damages for injuries to persons, . . . . .	287	70
Damages for loss of goods and baggage, . . . . .	1,804	19
Taxes, . . . . .	13,005	73
Insurance, . . . . .	16,726	41
Telegraph expenses, . . . . .	27,666	47
Amount paid for use of palace and sleeping cars, . . . . .		
Amount paid other corporations or individuals for use of all other cars, . . . . .	13,905	30
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	54,891	49
<b>Total miscellaneous, . . . . .</b>	<b>\$939,450</b>	<b>00</b>
Amount per mile of road operated, . . . . .	\$6,807	61
Proportion for Pennsylvania, . . . . .	694,376	08
Total expenditures for operating the road, . . . . .	1,916,624	79
Expenses per mile of the road operated, . . . . .	13,888	53

## EARNINGS.

Passenger transportation, local and through, . . . . .	\$419,665	99
Freight transportation, local and through, . . . . .	2,219,443	31
Mail service, . . . . .	27,336	60
Express service, . . . . .	44,141	06
Rents and miscellaneous receipts, . . . . .	93,971	41
<b>Total, . . . . .</b>	<b>\$2,809,558</b>	<b>37</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$478,570	89
Maintenance of motive power and cars, . . . . .	503,603	90
Miscellaneous, . . . . .	939,450	00
<b>Total operating expenses, being 68.218 per cent. of earnings, . . . . .</b>	<b>1,916,624</b>	<b>79</b>
<b>Net earnings, . . . . .</b>	<b>\$892,933</b>	<b>58</b>
Earnings per mile of road operated, . . . . .	\$20,359	12
Expenses per mile of road operated, . . . . .	13,888	53
<b>Net earnings, . . . . .</b>	<b>\$6,470</b>	<b>54</b>



## Summary of Income Account.

Net earnings, as above, . . . . .	\$892,933	58
Add amount received from all other sources, . . . . .	308,076	66
<b>Total,</b> . . . . .	<b>\$1,201,010</b>	<b>24</b>
Paid interest on funded debt, . . . . .	\$885,140 00	
Paid losses on leased roads and all charges, . . . . .	141,875 59	
<b>Total,</b> . . . . .	<b>1,027,015</b>	<b>59</b>
<b>Net income for the year,</b> . . . . .	<b>\$163,994</b>	<b>65</b>

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company, and Central Express Company, at a fixed percentage of gross receipts.

## 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.? National Line, Peipher Line, Empire Line, Anchor Line, P. R. R. and A. V. R. R. Oil Line, Canada Southern Line. Conditions are arranged from time to time to meet the competition of other lines.

## 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? Pullman Palace Car Company. Parlor and sleeping cars.

## U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Compensation, \$194 29 per mile, dependent on amount of service performed. No contract made with Post Office Department.

## STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . .	\$5,842,000 00
Balance for the year, or surplus, after payment of interest on funded debt, rental of leased roads, and all charges, .	163,994 65

## 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	2	6	10	5	12
Others, . . . . .		1	3	6	6	7
Total, . . . . .	2	3	9	17	11	20

## Statement of each Accident.

January 14, 1879. Oliver Houghton, brakeman; left hand injured, coupling cars at Sunbury.

January 23. Bernard Bottomweiser, struck by freight train near Shrewsbury; leg broken.

January 23. Mrs. Catharine Miller, struck by passenger train near York; killed.

February 8. George W. Taylor, a tramp, from Greenboro', Vermont, while stealing a ride on a freight train, was overcome with cold, and fell off at Millersburg; his leg was crushed, and back injured.

February 17. Nathan Scholl, residence, Lewisburg, Union county, Pennsylvania; was struck, and instantly killed, while walking on the track, by day express east, near Clark's Ferry.

March 12. Ezra Stieger, employé; two fingers mashed, while coupling cars at New Freedom.

March 17. Charles Delevingne, employé; killed by collision between freight trains, at Haldeman's curve.

March 26. William Halfpenny, brakeman; had nose broken, eye cut, and face bruised; caught between engine-tank and car while jumping from car.

April 6. Lewis Jackson, employé; foot mashed; fell between freight cars at York.

April 23. J. Sheivel, struck by freight train at Shrewsbury; body injured slightly.

May 1. Unknown man, found dead by side of track, near Glen Rock.

May 7. Thomas Cooper, residence, Armstrong Valley, Dauphin county, Pennsylvania; right foot and ankle badly injured, while attempting to get on freight train, at Clark's Ferry.

May 13. George Eisley, residence, Sunbury; while stealing a ride on freight train, had his right leg slightly bruised, at Millersburg.

May 22. E. Smithman, struck by freight engine at Shrewsbury; arm broken, and head cut.

May 26. James Dacy, struck by a pole moved by a freight train, while loading car at York; leg broken.

June 15. J. E. Hendrix, employé; lost from freight train at Conewago, and found injured; fatal.

July 19. William H. Kell, employé; arm bruised, while coupling cars at Marysville.

July 22. William Ellinger, struck by passenger train near York; killed.

July 31. P. H. Bandel, hand mashed, while coupling cars at York.

August 6. N. M. Bortner, employé; struck stand-pipe, while getting on train at York; shoulder bone broken.

August 9. George Mantz, brakeman; left hand injured, coupling cars at Sunbury.

September 10. Jacob Farnsworth, employé; arm mashed, while uncoupling cars at York.

September 16. J. W. Shertzer, employé; arm mashed, while uncoupling cars at York.

September 19. Samuel Hedrick, employé; struck by passenger train, while working on track, at Glen Rock; killed.

October 14. Uriah Foulke, brakeman; was caught, while passing between cars at Sunbury, and crushed; he died about two hours after, from effects of injuries received.

November 1. Edward Frankenstein, run over by freight train, at Bridgeport; fatal.

November 18. Andrew Wilhelm, employé; struck by engine, while working on track, at New Freedom; killed.

November 19. Unknown man, near Shrewsbury; supposed to have been struck by a freight train; found dead on track.

December 1. Daniel St. Clair, a resident of Lower Augusta township, Northumberland county, Pennsylvania; passenger on fast line west; slightly injured in jumping from train.

December 7. Adam Glace, brakeman; foot caught in frog, in Sunbury yard, and was run over; it was badly bruised.

December 15. Richard E. Druckemiller, brakeman; left leg badly bruised, while getting on train, at Harrisburg.

STATE OF MARYLAND, }  
 City of Baltimore, } ss:

Personally appeared before me, J. S. Leib, treasurer, of the Northern Central 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. 1879, according to the best of his knowledge and belief.

(Signed)

J. S. LEIB, *Treasurer.*

Sworn and subscribed to before me, this 19th day of February, A. D. 1880

G. E. SANGSTON, *Notary Public.*

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

Personally appeared before me, A. J. Cassatt, vice president, of the Northern Central 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. 1879, according to the best of his knowledge and belief.

(Signed,)

A. J. CASSATT, *Vice President.*

Sworn and subscribed before me, this 18th day of February, A. D. 1880.

JNO. C. SIMS, Jr., *Notary Public.*

## REPORT

OF THE

*New Castle and Franklin Railroad Company, for the  
 year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Cyrus Clarke, President, . . . . .	New Castle, Pa.
Jeremiah Bonner, Vice President, . . . . .	Stoneboro', Pa.
John M. Power, Secretary, . . . . .	New Castle, Pa.
Jeremiah Brown, Treasurer, . . . . .	Stoneboro', Pa.
A. Vandivort, Chief Engineer, General Manager, and General Superintendent, . . . . .	New Castle, Pa.
General offices at New Castle, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
A. L. Crawford, . . . . .	New Castle, Pa.
R. W. Cunningham, . . . . .	New Castle, Pa.
W. Y. Greer, . . . . .	New Castle, Pa.
A. P. Moore, . . . . .	New Wilmington, Pa.
S. R. Mason, . . . . .	Mercer, Pa.
B. Magoffin, Junior, . . . . .	Mercer, Pa.
George V. Boyles, . . . . .	New Castle, Pa.

### CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$150,000	00
Capital stock authorized by votes of company, increased to, . . . . .	400,000	00
Capital stock, amount subscribed, \$312,050; for construction, \$56,965,	369,015	00
Capital stock paid in by last report, . . . . .	335,150	00
Capital stock, total amount now paid in, . . . . .	339,414	87
Capital stock, number of shares issued, . . . . . 6,635		
Capital stock, amount paid in on each share, . . . . .	45	99
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<b>Funded Debt.</b>		
First mortgage bonds, (due August 1, 1902, bear interest at seven per cent., which is payable semi-annually,) amount, . . . . .	\$554,000	00
Second mortgage bonds, (due January 1, 1877, 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>
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, } \$184,877 40 or purchase of property, . . . . . } 12,192 91		
	\$176,570 81	
Debt incurred for any other purpose, . . . . .	96,941 67	
<b>The amount now of floating debt, . . . . .</b>	<b>273,511</b>	<b>98</b>
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$836,544</b>	<b>78</b>
Funded debt as per last report, . . . . .	\$554,000 00	
Floating debt as per last report, . . . . .	199,303 84	

**COST.**

Total cost of entire equipment, . . . . .	\$56,202	26
Average cost of equipment per mile of road operated by company, . .	1,550	40
Proportion of same for Pennsylvania, . . . . .	All.	

**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 New Castle to Stoneboro', Pa., . . .	36½	36½
Length of single main track, . . . . .	36½	36½
<b>Branches.</b>		
Jackson Coal branch, from Garvin's to } Length of branch, . .	1½	1½
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, . . . . .	1½	1½
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	39½	39½

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 89.8  
Weight of rail per yard, iron, . . . . . 56 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . .	8
Wooden bridges, number of, 7; aggregate length, . . . . .	931 feet.
Wooden trestles, number of, 1; aggregate length, . . . . .	1 20 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 railroad, near Stoneboro'.

**Stations.**

Number of stations on main road, passenger and freight, . . . . .	19
Number of stations on branches, passenger and freight, . . . . .	1
Number of engine-houses and shops in Pennsylvania, 2; total number entire road, . . . . .	2
Number of water stations on main road, . . . . .	3
Value of real estate held by the company, exclusive of road- way: Embraced in construction account.	

How is track laid, and on what foundation? Oak ties, gravel ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, . . . . .	1	
Number of locomotives of more than 20 tons weight, . . . . .	2	
Number of second-class passenger cars, . . . . .	28	
Number of caboose cars, . . . . .	1	

Average number of cars in passenger trains, including bag- gage cars, . . . . .	2
Average number of cars in freight trains, . . . . .	8
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, . . . . .	120 tons.

**Employees.**

Average number of persons regularly employed by com- pany, including officials, . . . . .	53
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**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	23,550
Number of miles run by freight trains, . . . . .	28,150
Number of through passengers for the year on main road, . . . . .	3,469
Number of passengers (all classes) carried in cars, . . . . .	32,791
Number of passenger carried one mile, . . . . .	541,052
Number of passengers carried one mile in Pennsylvania, . . . . .	541,052

Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	24,524
Number of tons of freight carried one mile, . . . . .	1,280,675
Number of tons of freight carried one mile in Pennsylvania, . . . . .	1,280,675
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	68,692
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, 1879, . . . . .	1,941	July, 1879, . . . . .	2,378
February, 1879, . . . . .	1,880	August, 1879, . . . . .	3,107
March, 1879, . . . . .	2,632	September, 1879, . . . . .	3,475
April, 1879, . . . . .	2,742	October, 1879, . . . . .	3,228
May, 1879, . . . . .	2,600	November, 1879, . . . . .	2,472
June, 1879, . . . . .	2,578	December, 1879, . . . . .	3,858

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

Bituminous coal, . . . . .	35,439	Agricultural products, . . . . .	278
Petroleum and other oils, . . . . .	451	Merchandise and manufactures, . . . . .	4,420
Pig iron, . . . . .	46	Live stock, . . . . .	673
Other iron or castings, . . . . .	7,270	Lumber, . . . . .	8,660
Iron and other ores, . . . . .	10,312	Other articles: Flour and grain, . . . . .	1,143

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, . . . . .	1.59 cents.
For through coal, per ton per mile, . . . . .	1 cent.
For local freight, . . . . .	3.61 cents.
For local coal, . . . . .	2 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$261	96	\$785	89	\$1,047	85
February, 1879, . . . . .	253	80	761	40	1,015	20
March, 1879, . . . . .	355	23	1,065	67	1,420	90
April, 1879, . . . . .	370	17	1,110	53	1,480	70
May, 1879, . . . . .	337	59	1,012	76	1,350	35
June, 1879, . . . . .	384	04	1,044	11	1,392	15
July, 1879, . . . . .	380	60	1,091	75	1,472	35
August, 1879, . . . . .	292	60	1,287	22	1,579	82
September, 1879, . . . . .	335	98	1,452	17	1,338	15
October, 1879, . . . . .	365	20	1,447	88	1,313	08
November, 1879, . . . . .	230	41	1,127	89	1,353	30
December 1879, . . . . .	454	74	1,498	45	1,953	19
<b>Total, . . . . .</b>	<b>\$4,036</b>	<b>32</b>	<b>\$13,685</b>	<b>72</b>	<b>\$17,722</b>	<b>04</b>

## From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$336	89	\$1,484	25	\$1,821	14
February, 1879, . . . . .	648	68	1,223	67	1,867	35
March, 1879, . . . . .	741	46	1,373	49	2,114	85
April, 1879, . . . . .	1,019	52	1,748	31	2,767	83
May, 1879, . . . . .	915	42	1,360	15	2,275	57
June, 1879, . . . . .	744	38	1,258	92	2,003	30
July, 1879, . . . . .	1,318	71	1,342	71	2,661	42
August, 1879, . . . . .	1,489	19	1,242	08	2,731	27
September, 1879, . . . . .	1,324	76	1,561	86	3,386	62
October, 1879, . . . . .	1,526	18	1,506	15	3,032	33
November, 1879, . . . . .	1,239	54	1,364	58	2,604	12
December, 1879, . . . . .	914	37	1,804	38	2,718	75
Total, . . . . .	\$12,714	10	\$17,270	55	\$29,984	65

## From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
January, 1879, . . . . .	\$129	99	\$14	50			\$144 99
February, 1879, . . . . .	130	00	10	72	\$7	12	147 84
March, 1879, . . . . .	130	00	13	26	76	00	219 26
April, 1879, . . . . .	130	00	17	98	202	00	349 98
May, 1879, . . . . .	130	00	25	50	137	50	298 00
June, 1879, . . . . .	129	99	30	58	74	50	235 07
July, 1879, . . . . .	129	99	33	75	399	07	562 81
August, 1879, . . . . .	130	00	23	40	463	82	617 22
September, 1879, . . . . .	130	00	48	15	463	17	641 32
October, 1879, . . . . .	130	00	39	60	370	57	540 17
November, 1879, . . . . .	130	00	44	34	668	92	843 26
December, 1879, . . . . .	117	49	76	51	704	55	898 45
Total, . . . . .	\$1,547	46	\$378	29	\$3,567	12	\$5,492 87

Total passenger earnings for the year, . . . . .	\$17,722	04
Total freight earnings for the year, . . . . .	29,984	65
Total earnings from all other sources, . . . . .	5,492	87

Total earnings for the year, . . . . . \$53,199 56

Total receipts from all sources on whole length of line, . . . . . \$53,199 56

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, . . . . .	\$148	22
Engine-houses, car sheds, wood and coal sheds, and water tanks, . . . . .	1,226	16
New freight cars; number, 18, . . . . .	3,900	00
Total, . . . . .	\$5,274	38



EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$6,064	13
Repairs of bridges, . . . . .	88	72
Repairs of buildings and fixtures, . . . . .	24	48
Repairs of fences, . . . . .	51	17
All other expenses for maintenance of way, . . . . .	755	79
<b>Total for maintenance of way, . . . . .</b>	<b>\$6,984</b>	<b>29</b>
<b>Cost per mile of road kept in repair, . . . . .</b>	<b>\$182</b>	<b>48</b>

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$1,256	92
Repairs of machinery, . . . . .	80	96
Repairs of passenger, baggage, and mail cars, . . . . .	266	41
Repairs of freight cars, . . . . .	511	09
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$2,115</b>	<b>38</b>
<b>Cost per mile of road operated, . . . . .</b>	<b>\$55</b>	<b>67</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>55</b>	<b>67</b>

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight departments, . . . . .	{ From January 1 to June 1, per old cash book, . . . . . { From July 1, . . . . .	\$2,574	97
		3,970	87
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .		140	20
Fuel, . . . . .		1,698	84
Oil and waste, . . . . .		243	00
Damages for loss of goods and baggage, . . . . .		16	08
Taxes, . . . . .		522	88
Amount paid other corporations or individuals for use of all other cars, . . . . .		2,687	51
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .		5,026	40
<b>Total miscellaneous, . . . . .</b>		<b>\$16,830</b>	<b>70</b>
<b>Amount per mile of road operated, . . . . .</b>		<b>\$442</b>	<b>91</b>
<b>Total expenditures for operating the road, . . . . .</b>		<b>31,154</b>	<b>75</b>
<b>Total charged to road and equipment, . . . . .</b>		<b>5,274</b>	<b>38</b>
<b>Expenses per mile of the road operated, . . . . .</b>		<b>819</b>	<b>86</b>
<b>Expenses per mile of single track operated, not including sidings, . . . . .</b>		<b>819</b>	<b>86</b>
<b>Expenses per train mile, . . . . .</b>			<b>50</b>
<b>Proportion for Pennsylvania, . . . . . All.</b>			

EARNINGS.

Passenger transportation, local, . . . . .	\$13,685 72	} Total,	\$17,722	04
Passenger transportation, through, . . . . .	4,036 32			
Freight transportation, local, . . . . .	17,270 55	} Total,	29,984	65
Freight transportation, through, . . . . .	12,714 10			
Mail service, . . . . .			1,547	46
Express service, . . . . .			378	29
All other sources of income, . . . . .			3,567	12
<b>Total, . . . . .</b>			<b>\$53,199</b>	<b>56</b>

Operating Expenses.			
Maintenance of way and buildings,	First six months, per old cash book, Last six months, per W. C. Quincy, receiver,	\$15,084	42
Maintenance of motive power and cars,			
Miscellaneous,		16,070	33
Total operating expenses, \$25,880 87, being 48 $\frac{1}{10}$ % per cent. of earnings.			
Net earnings,		22,044	81
Earnings per mile of road operated,		\$1,399	99
Expenses per mile of road operated,		819	86
Net earnings,		580	13

**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 ; fifty per cent. over freight tariff.

**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 ? \$389 99 per quarter.

**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.**

Oliver Irwin, brakeman ; injured at New Castle, September 9 ; coupling freight car to engine ; no bones broken.

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

Personally appeared before me, A. Vandivort, superintendent, of the New Castle and Franklin 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. 1879, according to the best of his knowledge and belief.

(Signed,)

A. VANDIVORT, *Superintendent.*

Sworn and subscribed before me, this 24th day of March, A. D. 1880.

J. HAUS, *Alderman.*

# R E P O R T

OF THE

*Olean, Bradford and Warren Railway Company for  
year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
B. D. Hamlin, President, . . . . .	Smethport, Pa.
George B. Gates, Vice President, . . . . .	Buffalo, N. Y.
C. S. Cary, Secretary, . . . . .	Olean, N. Y.
F. S. Buell, Treasurer, . . . . .	Buffalo, N. Y.
C. S. Cary, General Manager, . . . . .	Olean, N. Y.
J. W. Watson, General Superintendent, . . . . .	Olean, N. Y.

<i>Names of Directors.</i>	<i>Residences.</i>
S. S. Jewett, . . . . .	Buffalo, N. Y.
George B. Gates, . . . . .	Buffalo, N. Y.
W. H. Glenny, . . . . .	Buffalo, N. Y.
W. R. Davenport, . . . . .	Erie, Pa.
C. S. Cary, . . . . .	Olean, N. Y.
B. D. Hamlin, . . . . .	Smethport, Pa.
E. J. Ralph, . . . . .	Emporium, Pa.
W. G. Robarts, . . . . .	Eldred, Pa.
George Bradley, . . . . .	Eldred, Pa.
D. R. Hamlin, . . . . .	Smethport, Pa.

### CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$300,000	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, . . . . .	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

### DEBT.

<i>Floating Debt.</i>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$750	
The amount now of floating debt, . . . . .	\$750	00

### COST.

Total cost of entire road to date, including equipment, . . . . .	\$135,816	62
Average of same per mile of road laid, . . . . .	12,934	92
Proportion of same for Pennsylvania, . . . . .	135,816	62

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from State line to Bradford, Pa., . . . . .		10.43
Aggregate length of main line and branches, . . . . .		10.43

## Gauge.

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

## Track.

Miles of iron rail in use, . . . . . 10.43

Weight of rail per yard, iron, . . . . . 40 pounds.

## Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . . 14

Wooden bridges, number of, 1; aggregate length, . . . . . 72 feet.

Wooden trestles, number of, 13; aggregate length, . . . . . 2,556 feet.

## Stations.

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

Number of engine-houses and shops in Pennsylvania, 1;  
total number entire road, . . . . . 2

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

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 10 tons weight, . . . . .	3	\$5,500
Number of first-class passenger cars, . . . . .	2	
Number of second-class passenger cars, . . . . .	2	
Number of baggage, mail, and express cars, . . . . .	2	
Number of freight cars, { House cars, 10, } . . . . .	50	
{ Trucks, . . . 40, }		
Number of coal, ore, and stone cars, . . . . .	32	
Number of caboose cars, . . . . .	1	

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, . . . . . 30 tons.

Average weight of freight trains, including locomotive and  
tender, in working order, . . . . . 40 tons.

**DOINGS OF THE YEAR.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	33,804
Number of miles run by freight and coal trains, . . . . .	12,520
Number of passengers (all classes) carried in cars, . . . . .	151,838
Number of passengers carried one mile, . . . . .	1,094,064
Number of passengers carried one mile in Pennsylvania, . . . . .	1,094,064
Number of tons of freight carried one mile in Pennsylvania, . . . . .	257,607
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	18,195
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,) . . . . .	8

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

January, 1879, . . . . .	7,186	July, 1879, . . . . .	15,598
February, 1879, . . . . .	7,739	August, 1879, . . . . .	13,881
March, 1879, . . . . .	14,239	September, 1879, . . . . .	11,552
April, 1879, . . . . .	15,266	October, 1879, . . . . .	11,003
May, 1879, . . . . .	16,338	November, 1879, . . . . .	10,966
June, 1879, . . . . .	15,119	December, 1879, . . . . .	12,951

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

Anthracite and bituminous coal, . . . . .	2,125	Merchandise and manufactures, . . . . .	3,868
Other iron or castings, . . . . .	4,539	Lumber, . . . . .	6,340
Stone and lime, . . . . .	73	Other articles, . . . . .	813
Agricultural products, . . . . .	937		

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

For first-class through passengers, . . . . .	8 cents.
For first-class way passengers, . . . . .	5 cents.

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .		\$2,540 70	
February, 1879, . . . . .		2,754 25	
March, 1879, . . . . .		3,857 98	
April, 1879, . . . . .		4,006 44	
May, 1879, . . . . .		4,435 12	
June, 1879, . . . . .		4,044 51	
July, 1879, . . . . .		4,048 61	
August, 1879, . . . . .		3,724 23	
September, 1879, . . . . .		3,061 86	
October, 1879, . . . . .		3,006 98	
November, 1879, . . . . .		2,872 56	
December, 1879, . . . . .		3,496 78	
<b>Total, . . . . .</b>		<b>\$41,849 45</b>	

## From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .		\$2,004 69	
February, 1879, . . . . .		2,055 68	
March, 1879, . . . . .		3,577 35	
April, 1879, . . . . .		4,098 15	
May, 1879, . . . . .		2,955 76	
June, 1879, . . . . .		2,338 74	
July, 1879, . . . . .		1,807 29	
August, 1879, . . . . .		1,759 70	
September, 1879, . . . . .		1,633 33	
October, 1879, . . . . .		1,975 92	
November, 1879, . . . . .		2,016 04	
December 1879, . . . . .		2,823 86	
Total, . . . . .		\$29,046 50	

## From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .		\$108 41	\$29 16	\$137 57
February, 1879, . . . . .		119 24	29 17	148 41
March, 1879, . . . . .		185 84	162 05	347 89
April, 1879, . . . . .		260 59	389 10	649 69
May, 1879, . . . . .		247 00	30 25	277 25
June, 1879, . . . . .		198 86	25 00	223 86
July, 1879, . . . . .		173 94	83 04	256 98
August, 1879, . . . . .		136 36	127 87	264 23
September, 1879, . . . . .	\$201 64	135 07	28 25	362 96
October, 1879, . . . . .		115 64	25 00	140 64
November, 1879, . . . . .	120 52	144 71	782 02	997 25
December, 1879, . . . . .		156 29	986 71	1,143 00
Total, . . . . .	\$322 16	\$1,981 95	\$2,595 62	\$4,899 73

Total passenger earnings for the year, . . . . .	\$41,849 45
Total freight earnings for the year, . . . . .	29,046 50
Total earnings from all other sources, . . . . .	4,899 73
Total earnings for the year, . . . . .	\$75,795 68
Total receipts from all sources on whole length of line, . . . . .	\$75,795 68

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages, . . . . .	\$2,168 00
New machine shops, machinery, and tools, . . . . .	1,045 00
Any other expenditures chargeable to this account, . . . . .	38 50
Total, . . . . .	\$3,251 50
Proportion for Pennsylvania, . . . . .	3,251 50

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

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

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$6,139	87
New iron rails, . . . . .	1,118	10
Repairs of bridges, . . . . .	938	16
Repairs of fences, . . . . .	108	50
All other expenses for maintenance of way, . . . . .	1,159	17
<b>Total for maintenance of way, . . . . .</b>	<b>\$9,458</b>	<b>80</b>

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

Repairs of locomotives, . . . . .	\$1,825	53
Repairs of machinery, . . . . .	252	69
Repairs of passenger, baggage, and mail cars, . . . . .	503	52
Repairs of freight cars, . . . . .	290	89
All other expenses for maintenance of motive power and cars, . . . . .	1,536	36
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$4,408</b>	<b>99</b>

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger departments, . . . . .	\$7,387	87
Salaries, wages, and incidentals chargeable to freight department, . . . . .	9,381	82
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	95	00
Fuel, . . . . .	3,255	44
Oil and waste, . . . . .	525	63
Damages for cattle killed or injured, . . . . .	159	94
Damage for loss of goods and baggage, . . . . .	434	08
Taxes, . . . . .	857	22
Insurance, . . . . .	110	63
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	3,380	21
<b>Total miscellaneous, . . . . .</b>	<b>\$25,587</b>	<b>84</b>
<b>Total expenditures for operating the road, . . . . .</b>	<b>\$39,455</b>	<b>63</b>
<b>Total charge to road and equipment, . . . . .</b>	<b>3,251</b>	<b>50</b>

**EARNINGS.**

Passenger transportation, local and through, . . . . .	\$41,849	45
Freight transportation, local and through, . . . . .	29,046	50
Mail service, . . . . .	322	16
Express service, . . . . .	1,981	95
All other sources of income, . . . . .	2,595	62
<b>Total, . . . . .</b>	<b>\$75,795</b>	<b>68</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$9,458	80
Maintenance of motive power and cars, . . . . .	4,408	99
Miscellaneous, . . . . .	25,587	84
<b>Total operating expenses, being 48 per cent. of earnings, . . . . .</b>	<b>39,455</b>	<b>63</b>
<b>Net earnings over and above operating expenses, . . . . .</b>	<b>\$36,340</b>	<b>05</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.? American Express Company, who pay first-class rates, and fifty per cent. added between stations.

**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? Pay by weight, as per act of Congress and regulations of post office department.

**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: July 3, 1879, two per cent.; August 4, 1879, two per cent.; September 3, 1879, two per cent.; October 3, 1879, two per cent.; November 5, 1879, two per cent.; December 1, 1879, two per cent.

Number and per cent. of dividends: Six of two per cent.		
Amount paid in dividends, . . . . .	\$18,000	00
Balance for the year, or surplus, . . . . .	9,346	67
Total surplus, . . . . .	9,346	67
Surplus invested as follows:		
Cash on hand, . . . . .	9,346	67

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

Personally appeared before me, Charles S. Cary, general manager, of the Olean, Bradford and Warren 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. 1879, according to the best of his knowledge and belief.

(Signed) CHARLES S. CARY, *General Manager.*

Sworn and subscribed before me this 30th day of January, A. D. 1880.

FRANK RUMSEY, *Notary Public.*

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

Personally appeared before me, Franklin S. Buell, treasurer, of the Olean, Bradford and Warren Railway Company, who, being duly sworn, 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 con



dition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed)

FRANKLIN S. BUELL.

Sworn before me this 2d day of February, A. D. 1880.

PHILIP JOYCE,

*Notary Public in and for Erie county, New York.*

**R E P O R T**

OF THE

*Oil City and Ridgway Railroad Company, for the year ending 1879.*

**OFFICERS.**

*Names.*

*Residences.*

Simon Row, Secretary and Treasurer, . . . . . Bethlehem, Pa.

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Oil City to Cranberry mines, . . . . .	6	

**Gauge.**

What is the gauge of your lines? . . . . . 4 feet 10½ in.

**Track.**

Miles of iron rail in use, . . . . . 6½

**Crossings.**

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

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

**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

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 20 tons weight, . . . . .	1	\$11,000
Number of coal, ore, and stone cars, . . . . .	30	00
Number of caboose cars, . . . . .	1	

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	5
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**DOINGS OF THE YEAR.****Transportation and total Miles Run.**

Number of miles run by coal trains, . . . . .	6,000
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	5,490
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	8

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

Bituminous coal, . . . . .	5,490
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The Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers, . . . . .	3 cents.
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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, . . . . .	\$90	00
Repairs of bridges, . . . . .	20	00
Total for maintenance of way, . . . . .	\$100	00
Cost per mile of road kept in repair, . . . . .	\$16	66

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

Repairs of locomotives, . . . . .	\$77	00
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**Miscellaneous.**

Salaries, wages, and incidentals chargeable to freight department, . . . . .	\$450	00
Oil and waste, . . . . .	25	00
Damages for cattle killed or injured, . . . . .	30	00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	50	00

There are a good many items we make no account of, and can give no definite answer.

I am only lessee. The president and treasurer live in Bethlehem, and can give you information in regard to the cost of road, bonds, stock, &c.

JAMES KENNEDY.

# REPORT

OF THE

*Peach Bottom Railway Company, for the year ending  
December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
Charles R. McConkey, President, . . . . .	Peach Bottom, Pa.
Samuel Dickey, Vice President, . . . . .	Oxford, Pa.
William Wallace, Secretary, . . . . .	York, Pa.
A. C. Manifold, Treasurer, . . . . .	Hopewell Center, Pa.
John Blackford, General Solicitor, . . . . .	York, Pa.
Samuel M. Manifold, Middle Division Superintendent, . . . . .	York, Pa.
John A. Alexander, Eastern Division Superintendent, . . . . .	Oxford, Pa.

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. Latimer Small, . . . . .	York, Pa.
Michael Schall, . . . . .	York, Pa.
A. C. Manifold, . . . . .	Hopewell Center, Pa.
John Humphrey, . . . . .	West Bangor, Pa.
William G. Ross, . . . . .	Airville, Pa.
J. P. Ambler, . . . . .	Fulton House, Pa.
R. B. Patterson, . . . . .	Spruce Grove, Pa.
Dr. 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, . . . . .	221,847	87
Capital stock, total amount now paid in, . . . . .	225,914	55
Capital stock, number of shares issued, . . . . .	4,461	
Capital stock, amount paid in on each share, about, . . . . .	88	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<b>Funded Debt.</b>	
First mortgage bonds, (due 1903, bear interest at five per cent., which is payable semi-annually May and November,) Middle division, amount, . . . . .	\$823,600 00
First mortgage bonds, (due 1903, bear interest at seven per cent., which is payable January and July,) Eastern division, amount, . . . . .	127,800 00
Total amount now of funded debt, . . . . .	\$451,400 00
<b>Floating Debt.</b>	
Unfunded debt, incurred for construction, equipment, or purchase of property:	
Middle division, . . . . .	\$77,879 00
Eastern division, . . . . .	13,225 00
The amount now of floating debt, . . . . .	91,104 00
Total amount now of floating and funded debt, . . . . .	\$542,504 00
Funded debt as per last report, . . . . .	\$451,400 00
Floating debt as per last report, . . . . .	103,772 00

**COST.**

Total cost of entire equipment, . . . . .	\$73,040 00
Average cost of equipment per mile of road operated by company, . . . . .	328 00
Proportion of same for Pennsylvania, . . . . .	All.

**CHARACTERISTICS OF ROAD.**

<b>Main Line.</b>	<b>MILES.</b>	
	Whole length.	Length in Penn'a.
Length of main line, from York, Pa., to Oxford, Pa., . . . . .	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 <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	57 <sup>1</sup> / <sub>2</sub>	57 <sup>1</sup> / <sub>2</sub>
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, . . . . . 57.8  
 Weight of rail per yard, iron, . . . . . 30 pounds.

**Bridges and Trestles.**

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, Pennsylvania.

**Stations.**

Number of stations on main road : Passenger, 36 ; freight, 38 ; total, . . . . . 38  
 Number of engine-houses and shops in Pennsylvania, 4 ; total number entire road, . . . . . 4  
 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? Eleven 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, . . . . .	8	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; trucks, 6; total, . . . . .	14	307 00
Number of coal, ore, and stone cars, . . . . .	27	300 00

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, . . . . . 47,670  
 Number of tons of 2,000 pounds of through freight for the year, on main road, . . . . . 22,624  
 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

Amount of Freight, specifying the quantity in tons of 2000 pounds.

Anthracite coal, . . . . .	658 <sup>1</sup> / <sub>10</sub>	Agricultural products, . . . . .	1,991 <sup>1</sup> / <sub>10</sub>
Roofing slate, . . . . .	2,227 <sup>1</sup> / <sub>10</sub>	Merchandise and manufactures, . . . . .	1,775 <sup>1</sup> / <sub>10</sub>
Cross-ties, . . . . .	895	Fertilizers, . . . . .	2,062 <sup>1</sup> / <sub>10</sub>
Wood, . . . . .	4,470	Lumber, . . . . .	811 <sup>1</sup> / <sub>10</sub>
Bark, . . . . .	288 <sup>1</sup> / <sub>10</sub>	Other articles, . . . . .	4,576
Stone and lime, . . . . .	2,854		

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.

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 Div.		Middle Div.		Total.	
January, 1879, . . . . .	\$211	46	\$806	86	\$1,017	82
February, 1879, . . . . .	176	71	648	44	820	15
March, 1879, . . . . .	223	51	935	28	1,158	74
April, 1879, . . . . .	190	63	910	65	1,101	28
May, 1879, . . . . .	190	24	981	51	1,171	75
June, 1879, . . . . .	219	50	1,272	17	1,491	67
July, 1879, . . . . .	220	76	1,329	49	1,550	25
August, 1879, . . . . .	228	49	1,188	22	1,416	71
September, 1879, . . . . .	222	50	789	33	1,011	83
October, 1879, . . . . .	218	11	1,445	19	1,658	30
November, 1879, . . . . .	221	45	648	38	864	78
December, 1879, . . . . .	206	32	796	09	1,002	41
Total, . . . . .	\$2,524	68	\$11,741	01	\$14,265	69

From Transportation of Freight.

MONTHS.	Eastern Div.		Middle Div.		Total.	
January, 1879, . . . . .	\$857	30	\$1,274	59	\$1,631	89
February, 1879, . . . . .	865	07	1,072	40	1,437	47
March, 1879, . . . . .	337	45	1,874	48	1,711	93
April, 1879, . . . . .	418	56	2,077	48	2,491	04
May, 1879, . . . . .	877	99	2,095	69	2,473	68
June, 1879, . . . . .	239	53	1,776	96	2,016	49
July, 1879, . . . . .	272	00	1,834	60	1,606	60
August, 1879, . . . . .	426	77	1,688	45	2,115	22
September, 1879, . . . . .	367	28	2,153	71	2,520	99
October, 1879, . . . . .	331	75	1,604	86	1,936	61
November, 1879, . . . . .	200	04	1,502	22	1,702	26
December, 1879, . . . . .	205	10	1,256	07	1,461	17
Total, . . . . .	\$8,893	64	\$19,211	51	\$23,105	35

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . .	\$199 45	.	.	..
February, 1879, . . .	199 45	.	.	..
March, 1879, . . .	199 45	.	.	..
April, 1879, . . .	199 45	.	.	..
May, 1879, . . .	199 45	.	.	..
June, 1879, . . .	199 45	.	.	..
July, 1879, . . .	199 45	.	.	..
August, 1879, . . .	199 45	.	.	..
September, 1879, . . .	199 45	.	.	..
October, 1879, . . .	199 45	.	.	..
November, 1879, . . .	199 45	.	.	..
December, 1879, . . .	199 45	.	\$210 00	..
<b>Total, . . . . .</b>	<b>\$2,398 40</b>		<b>\$210 00</b>	<b>\$2,608 40</b>

Total passenger earnings for the year, . . . . .	\$14,265 69
Total freight earnings for the year, . . . . .	23,105 35
Total earnings from all other sources, . . . . .	2,608 40
<b>Total earnings for the year, . . . . .</b>	<b>\$39,974 44</b>
Total receipts from all sources on whole length of line, . . . . .	\$39,974 44
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, . . . . .	\$2,734 34
<b>Total, . . . . .</b>	<b>\$2,734 34</b>
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, . . . . .	\$4,806 68
New iron rails, number of tons, 6, . . . . .	342 00
<b>Total for maintenance of way, . . . . .</b>	<b>\$4,648 68</b>
Cost per mille of road kept in repair, . . . . .	\$132 76
Proportion for Pennsylvania, . . . . . All.	

*Cost of Maintenance of Motive Power and Cars.*

<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$1,255 45</b>
Cost per mille of road operated, . . . . .	35 79
Proportion for Pennsylvania, . . . . . All.	

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight departments, . . . . .	\$5,529	78
Fuel—coal and wood, . . . . .	2,197	70
Oil and waste, . . . . .	351	36
Taxes and insurance, . . . . .	189	73
Transfer expenses, . . . . .	95	44
Miscellaneous, . . . . .	347	91
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	2,963	08
Total miscellaneous, . . . . .	\$11,675	00
Amount per mile of road operated, . . . . .	\$336	43
Proportion for Pennsylvania, . . . . . All.		
Total expenditures for operating the road, . . . . .	17,576	08
Total charged to road and equipment, . . . . .	2,734	34

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. 1879, according to the best of their knowledge and belief.

(Signed)

CHARLES R. McCONKEY *President.*

WILLIAM WALLACE *Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1880.

G. BEAVERSON, *Justice of the Peace.*

## R E P O R T

OF THE

*Pennsylvania Railroad Company, for the year ending  
 December, 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President, . . . . .	Philadelphia.
George B. Roberts, First Vice President, . . . . .	Philadelphia.
Edmund Smith, Second Vice President, . . . . .	Philadelphia.
A. J. Cassatt, Third Vice President, . . . . .	Philadelphia.
Joseph Lesley, Secretary, . . . . .	Philadelphia.
John D. Taylor, Treasurer, . . . . .	Philadelphia.
John Scott, General Solicitor, . . . . .	Philadelphia.
William H. Brown, Chief Engineer of Maintenance of Way, . . . . .	Philadelphia.
Frank Thomson, General Manager, . . . . .	Philadelphia.



<i>Names.</i>	<i>Residences.</i>
Charles E. Pugh, General Superintendent, . . . . .	Altoona, Pa.
William F. Lockard, Division Superintendent, . . . . .	West Philadelphia.
S. M. Prevost, Division Superintendent, . . . . .	Harrisburg, Pa.
Robert Pitcairn, Division Superintendent, . . . . .	Pittsburgh, Pa.

General offices at 223 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas A. Scott, . . . . .	Philadelphia
Josiah Bacon, . . . . .	Philadelphia.
Wistar Morris, . . . . .	Philadelphia.
John M. Kennedy, . . . . .	Philadelphia.
Samuel M. Felhn, . . . . .	Philadelphia.
Alexander Biddle, . . . . .	Philadelphia.
N. Parker Shortridge, . . . . .	Philadelphia.
Henry M. Phillips, . . . . .	Philadelphia.
D. B. Cummins, . . . . .	Philadelphia.
Henry D. Welsh, . . . . .	Philadelphia.
Alexander M. Fox, . . . . .	Philadelphia.
John Price Wetherill, . . . . .	Philadelphia.
William L. Elkins, . . . . .	Philadelphia.
George B. Roberts, . . . . .	Philadelphia.
Edmund Smith, . . . . .	Philadelphia.
A. J. Cassatt, . . . . .	Philadelphia

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$151,700,000	00
Capital stock authorized by votes of company, . . . . .	79,243,450	00
Capital stock, amount subscribed, . . . . .	68,870,200	00
Capital stock paid in by last report, . . . . .	68,870,200	00
Capital stock, total amount now paid in, . . . . .	68,870,200	00
Capital stock, number of shares issued, . . . . .	1,377,404	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<i>Funded Debt.</i>		
First mortgage bonds, (due 1880, bear interest at six per cent., which is payable semi-annually,) amount, . . . . .	\$4,970,000	00
General mortgage bonds, (due 1910, bear interest at six per cent., which is payable semi-annually,) amount, . . . . .	19,999,760	00
Consolidated mortgage bonds, (due 1905, bear interest at six per cent., which is payable, coupons semi-annually, registered quarterly,) amount, . . . . .	28,901,540	00
Navy-yard mortgage bonds, (due 1881, bear interest at six per cent., which is payable semi-annually,) amount, . . . . .	1,000,000	00
Total amount now of funded debt, . . . . .	\$54,871,300	00
<i>Floating Debt.</i>		
Bills payable, . . . . .	\$1,040,000	00
The amount now of floating debt, . . . . .	1,040,000	00
Total amount now of floating and funded debt, . . . . .	\$55,911,300	00
Funded debt as per last report, . . . . .	\$55,114,760	00
Floating debt as per last report, . . . . .	950,000	00
Total cash realized from capital stock and debt, . . . . .	\$124,781,500	00
Due the State account, purchase "main line," interest five per cent., . . . . .	4,091,675	70

## COST.

Total cost of entire road to date, . . . . .	\$32,469,544	48
Total cost of entire equipment, . . . . .	17,693,304	49

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Philadelphia to Columbia, and Harrisburg to Pittsburgh, . . . . .	329.05	329.05
Length of double main track, . . . . .	329.05	329.05
<b>Branches.</b>		
Delaware extension branch, from West Philadelphia to Dock street, . . . . .	8.80	8.80
	Length of single track, . . . . .	5.31
	Length of double track, . . . . .	3.49
Port Perry branch, from near Brinton's to Thomson station, P. V. and C., . . . . .	1.34	1.34
	Length of single track, . . . . .	0.26
	Length of double track, . . . . .	1.08
Tyrone branch, from Tyrone junction to Vail station, . . . . .	3.14	3.14
	Length of single track, . . . . .	3.14
Hollidaysburg branch from Altoona to Hollidaysburg, . . . . .	9.80	9.80
	Length of single track, . . . . .	9.80
Morrison's Cove branch, from Hollidaysburg to Henrietta, . . . . .	19.25	19.25
	Length of single track, . . . . .	19.25
Williamsburg branch, from Hollidaysburg to Williamsburg, . . . . .	13.52	13.52
	Length of single track, . . . . .	13.52
Springfield branch, from Springfield junction to ore mines, . . . . .	8.90	8.90
	Length of single track, . . . . .	8.90
Bloomfield branch, from Roaring Springs to Ore Hill, . . . . .	3.00	3.00
	Length of single track, . . . . .	3.00
Indiana branch, from Blairville intersection to Indiana, . . . . .	18.91	18.91
	Length of single track, . . . . .	18.91
York branch, from West end Columbia Bridge to York, . . . . .	12.48	12.48
	Length of single track, . . . . .	12.48
Martinsburg branch, from Martinsburg junction to Martinsburg, . . . . .	0.70	0.70
	Length of single track, . . . . .	0.70
Columbia bridge, over Susquehanna river, at Columbia, . . . . .	1.02	1.02
	Length of single track, . . . . .	1.02
<b>Leased Roads.</b>		
Pittsburgh, Virginia and Charleston railroad, from Birmingham to Monongahela City, . . . . .	30.00	30.00
	Length of single track, . . . . .	27.60
	Length of double track, . . . . .	2.40
West Chester railroad, from Malvern to West Chester, . . . . .	9.24	9.24
	Length of single track, . . . . .	9.24
East Brandywine and Waynesburg railroad, from Downingtown to New Holland, . . . . .	28.11	28.11
	Length of single track, . . . . .	28.11
Mifflin and Centre County railroad, from Lewistown junction to Millroy, . . . . .	12.42	12.42
	Length of single track, . . . . .	12.42
Bedford and Bridgeport railroad, including branch from Mt. Dallas to Maryland State line, . . . . .	49.20	49.20
	Length of single track, . . . . .	49.20
Tyrone and Clearfield railway, from Vail station to Curwensville, . . . . .	60.89	60.89
	Length of single track, . . . . .	60.89
Bald Eagle Valley railroad and branches, from Vail station to Lock Haven, . . . . .	51.19	51.19
	Length of single track, . . . . .	51.19
Newry railroad, from Portage iron works to Newry, . . . . .	1.00	1.00
	Length of single track, . . . . .	1.00
Ebensburg and Cresson railroad, from Cresson to Ebensburg, . . . . .	11.00	11.00
	Length of single track, . . . . .	11.00

Western Pennsylvania railroad and branches, from Blairsville to Butler, and branch to Allegheny, . . . . .	Length of road, . . . . . Length of single track, Length of double track,	84.55 79.35 5.20	84.55 79.35 5.20
South-West Pennsylvania railway, and branches, from Greensburg to Fairchance, . . . . .	Length of road, . . . . . Length of single track,	44.69 44.69	44.69 44.69
Sunbury and Lewistown railroad, from Lewistown to Selinsgrove junction, . . . . .	Length of road, . . . . . Length of single track,	43.33 43.33	43.33 43.33
Harrisburg, Portsmouth, Mt. Joy, and Lancaster railroad, from Dillerville to Harrisburg, with branch to Columbia, . . . . .	Length of road, . . . . . Length of single track, Length of double track,	53.67 25.52 28.15	53.67 25.52 28.15
Littlestown railroad, from Hanover to Maryland State line, . . . . .	Length of road, . . . . . Length of single track,	9.40 9.40	9.40 9.40
Philadelphia and Erie railroad, from Erie to Sunbury, . . . . .	Length of road, . . . . . Length of single track, Length of double track,	287.49 267.49 20.00	287.49 267.49 20.00
Connecting railway, from Mantua junction to Frankford junction, . . . . .	Length of road, Length of double track,	6.75 6.75	6.75 6.75
Philadelphia and Trenton railroad, from Philadelphia to Morrisville, . . . . .	Length of road, Length of double track,	26.44 26.44	26.44 26.44
Frankford and Holmesburg R. R., from Holmesburg junction to Bustleton, . . . . .	Length of road, Length of single track,	4.16 4.16	4.16 4.16
Hanover and York railroad, from York to Hanover, . . . . .	Length of road, Length of single track,	18.60 18.60	18.60 18.60
Sunbury, Hazleton, and Wilkes-Barre railroad, from Sunbury to Tomhicken, . . . . .	Length of road, Length of single track,	43.44 43.44	43.44 43.44
Lewisburg, Centre, and Spruce Creek R. R., from Montandem to Spring Mills, . . . . .	Length of road, Length of single track,	43.42 43.42	43.42 43.42
Columbia and Port Deposit railroad, from Columbia, Pennsylvania, to Port Deposit, Maryland, . . . . .	Length of road, . . . . . Length of single track,	39.26 39.26	39.26 39.26
Aggregate length of main line and branches owned, . . . . .		429.91	429.91
Aggregate length of main line and branches owned, single track, . . . . .		96.29	96.29
Aggregate length of main line and branches owned, double track, . . . . .		333.62	333.62
Aggregate length of leased roads, . . . . .		958.25	947.35
Aggregate length of leased roads, single track, . . . . .		869.31	858.41
Aggregate length of leased roads, double track, . . . . .		88.94	88.94
Aggregate length of sidings and other track not above enumerated, . . . . .		587.73	576.52
Total length of main line, branches, leased roads, sidings, and other track, . . . . .		1,975.89	1,953.78
Equivalent to a single track of 2,398.45 miles in length, of which 2,576.34 miles is in Pennsylvania.			
Length of track laid, if not completed, . . . . . All completed.			

Gauge.

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

Track.

Miles of steel rail in use, all steel, . . . . . 329.05

Weight of rail per yard, iron and steel, . . . . . 60 and 67 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . . 382

Wooden bridges, number of, 115; aggregate length, . . . . . 11,727 feet.

Stone bridges, number of, 81; length, . . . . . 2,734 feet.

Iron bridges, number of, 168; aggregate length, . . . . . 49,418 feet.

Wooden trestles, number of, 20; aggregate length, . . . . . 3,003 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Reading and Columbia railroad, at Columbia. Northern Central railway, at Marysville. Philadelphia, Wilmington, and Baltimore railroad, at Arsenal, Gray's Ferry Road. Philadelphia, Wilmington, and

Baltimore railroad, at Washington street wharf, Philadelphia. Spruce and Pine street passenger railway, at Gray's Ferry road.

What railroads cross your road either over or under your grade, in this Commonwealth, and where? Wilmington and Northern railroad, at Coatesville, (under.) Lancaster and Quarryville railroad, at Lancaster, (over.) Market street passenger railroad, at Philadelphia, Fortieth and Forty-first street, (over.) Chestnut and Walnut street passenger railroad, at Philadelphia, Belmont avenue, (over.) Race and Vine street passenger railroad, at Philadelphia, Spring Garden street, (over.) Race and Vine street passenger railroad, at Philadelphia, Haverford street and Thirty-fifth street, (under.) Race and Vine street passenger railroad, at Philadelphia, Fifty-second street, (under.)

## Stations.

Number of stations on main road: Passenger, 160; freight, 125; total, . . . . .	285
Number of stations on branches: Passenger, 40; freight, 37; total, . . . . .	77
Number of stations on leased roads: Passenger, 386; freight, 327; total, . . . . .	713
Number of engine-houses and shops in Pennsylvania, 26; total number entire road, . . . . .	26
Number of wood and water stations on main road, . . . . .	73
Number of wood and water stations on branches, . . . . .	14
Number of wood and water stations on leased roads, . . . . .	61
Cost of real estate held by the company, exclusive of roadway, . . . . .	\$9,812,290 63
Cost of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . .	\$9,812,290 63
Number of tunnels, 7; aggregate length, . . . . .	7,302 feet.

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

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight, . . . . .	136	\$9,272 91
Number of locomotives of more than 30 tons weight, . . . . .	701	13,035 75
Number of locomotives of more than 20 tons weight, . . . . .	40	7,549 36
Number of first-class passenger cars, . . . . .	399	5,000 00
Number of second-class passenger cars, . . . . .	151	3,000 00
Number of baggage, mail, and express cars, . . . . .	174	2,000 00
Number of freight cars, } House cars, 6,260 } . . . . .	13,845	625 00
Trucks, 7,585 }		
Number of coal, ore, and stone cars, . . . . .	1,973	575 00
Number of caboose cars, . . . . .	380	625 00

Average number of cars in passenger trains, including baggage cars, . . . . .	5.99
Average number of cars in freight trains, . . . . .	25.60

Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	226 tons.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	367½ to 956½ tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	15,092
Same in Pennsylvania, . . . . .	15,092

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	3,715,528
Number of miles run by freight and coal trains, . . . . .	12,395,139
Number of through passengers for the year on main road, . . . . .	156,572
Number of passengers (all classes) carried in cars, . . . . .	5,948,645
Number of passengers carried one mile, . . . . .	155,784,178
Number of passengers carried one mile in Pennsylvania, . . . . .	154,993,705
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	2,076,540
Number of tons of freight carried one mile, . . . . .	2,136,708,887
Number of tons of freight carried one mile in Pennsylvania, . . . . .	2,135,416,138
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	13,684,041
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	25.6
Average rate of speed adopted by express trains, including stops, (miles per hour,) . . . . .	33.4
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	12

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

January, 1879, . . . . .	374,928	July, 1879, . . . . .	545,419
February, 1879, . . . . .	358,003	August, 1879, . . . . .	592,066
March, 1879, . . . . .	431,537	September, 1879, . . . . .	580,572
April, 1879, . . . . .	447,550	October, 1879, . . . . .	577,734
May, 1879, . . . . .	493,745	November, 1879, . . . . .	503,821
June, 1879, . . . . .	482,624	December, 1879, . . . . .	560,646

**Amount of Freight, specifying the quantity in tons of 2,000 pounds.**

Anthracite coal, . . . . .	1,078,146	Stone and lime, . . . . .	451,247
Bituminous coal, . . . . .	5,301,843	Agricultural products, . . . . .	1,894,741
Petroleum and other oils, . . . . .	913,042	Merchandise and manufactures, . . . . .	839,087
Pig iron, . . . . .	641,253	Live stock, . . . . .	371,728
Railroad iron, . . . . .	216,414	Lumber, . . . . .	562,475
Other iron or castings, . . . . .	361,907	Other articles, . . . . .	479,809
Iron and other ores, . . . . .	572,351		

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

For first-class through passengers, . . . . .	2.62 cents.
For first-class way passengers, . . . . .	2.97 cents.

For second-class through passengers, . . . . .	1.96 cents.
For second-class way passengers, . . . . .	1.94 cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through and local freight and coal, per ton per mile, .	$\frac{19.64}{10000}$ cent.
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**MONTHLY EARNINGS FOR THE YEAR.**

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$72,962	69	\$142,387	25	\$215,349	94
February, 1879, . . . . .	67,638	37	137,057	09	204,695	46
March, 1879, . . . . .	87,929	62	176,737	68	264,667	30
April, 1879, . . . . .	98,343	81	186,409	33	284,753	14
May, 1879, . . . . .	112,786	57	187,787	36	300,573	93
June, 1879, . . . . .	106,885	13	177,324	20	284,209	33
July, 1879, . . . . .	108,092	88	217,318	99	325,411	87
August, 1879, . . . . .	87,928	97	248,823	46	336,752	43
September, 1879, . . . . .	130,913	24	246,150	80	377,064	04
October, 1879, . . . . .	119,172	71	230,257	54	349,430	25
November, 1879, . . . . .	102,303	13	187,523	62	290,326	80
December, 1879, . . . . .	100,390	89	219,581	70	319,972	59
Total, . . . . .	\$1,195,848	06	\$2,357,359	02	\$3,553,207	08

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$484,181	60	\$852,814	43	\$1,336,996	03
February, 1879, . . . . .	414,264	45	967,897	97	1,382,162	42
March, 1879, . . . . .	364,758	68	998,291	10	1,363,049	78
April, 1879, . . . . .	372,969	25	914,081	16	1,288,990	41
May, 1879, . . . . .	290,437	14	957,331	15	1,247,768	29
June, 1879, . . . . .	163,798	26	909,750	19	1,073,548	45
July, 1879, . . . . .	306,068	71	966,057	08	1,272,155	79
August, 1879, . . . . .	378,809	60	967,249	44	1,343,059	04
September, 1879, . . . . .	425,368	61	1,158,533	69	1,583,902	30
October, 1879, . . . . .	523,596	77	1,219,885	99	1,743,482	76
November, 1879, . . . . .	471,833	24	1,109,055	40	1,580,888	64
December, 1879, . . . . .	494,779	06	1,806,205	68	1,802,984	74
Total, . . . . .	\$4,687,855	37	\$12,329,133	28	\$17,016,988	65

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . . . .	\$28,624	70	\$22,866	52	\$55,069	78	\$106,581	00
February, 1879, . . . . .	28,141	09	14,947	38	46,491	02	89,579	49
March, 1879, . . . . .	28,105	39	18,220	56	40,063	42	86,399	37
April, 1879, . . . . .	28,213	64	19,075	62	41,238	17	88,527	43
May, 1879, . . . . .	28,105	41	21,372	29	30,353	69	79,831	39
June, 1879, . . . . .	28,480	04	15,091	12	46,258	31	89,829	47
July, 1879, . . . . .	40,813	74	25,102	06	53,688	34	119,604	14
August, 1879, . . . . .	40,813	74	27,163	91	37,323	88	105,301	53
September, 1879, . . . . .	24,887	03	27,335	98	33,016	50	85,239	51
October, 1879, . . . . .	25,722	38	41,772	55	50,040	70	117,535	63
November, 1879, . . . . .	25,036	32	31,425	25	34,637	54	91,099	61
December, 1879, . . . . .	25,208	91	45,425	19	43,279	91	113,914	01
Total, . . . . .	\$352,152	89	\$309,798	43	\$511,481	26	\$1,173,432	58

Total passenger earnings for the year, . . . . .	\$8,558,207	08
Total freight earnings for the year, . . . . .	17,016,988	65
Total earnings from all other sources, . . . . .	1,173,432	58
<b>Total earnings for the year, . . . . .</b>	<b>\$21,743,628</b>	<b>13</b>

**EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE AND EQUIPMENT DURING THE YEAR.**

Extension or alteration of road, . . . . .	\$288,375	55
Land or land damages, . . . . .	688,587	22
Steamboats, . . . . .	76,000	00
New passenger cars, number of, 6, . . . . .	16,850	00
New baggage cars, number of, 3, . . . . .	3,410	00
Car floats, . . . . .	84,000	00
Machinery for shops, . . . . .	247	50
New wharves, . . . . .	74,901	72
<b>Total, . . . . .</b>	<b>\$1,226,871</b>	<b>99</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>\$1,226,871</b>	<b>99</b>

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

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

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$1,247,782	24
New iron rails, . . . . .	18,888	07
New steel rails, . . . . .	136,109	88
Repairs of bridges, . . . . .	131,432	40
Repairs of buildings and fixtures, . . . . .	458,385	87
All other expenses for maintenance of way, . . . . .	192,060	21
<b>Total for maintenance of way, . . . . .</b>	<b>\$2,184,668</b>	<b>67</b>

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

Repairs of locomotives, . . . . .	\$884,237	57
Repairs of machinery, . . . . .	58,624	31
Repairs of passenger, baggage, and mail cars, . . . . .	559,730	89
Repairs of freight cars, . . . . .	792,844	71
All other expenses for maintenance of motive power and cars, . . . . .	242,533	18
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$2,532,969</b>	<b>11</b>

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department, . . .	\$707,914	41
Salaries, wages, and incidentals chargeable to freight department, . . .	2,734,018	14
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	405,034	47
Fuel—wood, . . . . .	40,931	37
Fuel—coal, . . . . .	722,622	04
Oil and waste, . . . . .	172,217	98
Damages for injuries to persons, . . . . .	3,381	82
Damages for loss of goods and baggage, . . . . .	25,825	35
Taxes, . . . . .	309,401	98
Insurance, . . . . .	72,311	84
Telegraph expenses, . . . . .	212,187	06
Tolls paid to other corporations, . . . . .	93,862	34
Amount paid other corporations or individuals for use of all other cars, General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . .	1,052,867	97
	481,361	00
Total miscellaneous, . . . . .	\$7,033,987	77
Total expenditures for operating the road, . . . . .	\$11,751,620	55

**EARNINGS.**

Passenger transportation, local, . . . . .	\$2,357,359 02	} Total,	\$3,553,207 08
Passenger transportation, through, . . . . .	1,195,848 06		
Freight transportation, local, . . . . .	12,829,133 28	} Total,	17,016,958 65
Freight transportation, through, . . . . .	4,687,855 37		
Mail service, . . . . .			352,152 89
Express service, . . . . .			309,798 43
Miscellaneous, . . . . .			511,481 26
Total, . . . . .			\$21,743,628 31
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . .	\$2,184,663 67		
Maintenance of motive power and cars, . . . . .	2,532,969 11		
Miscellaneous, . . . . .	7,033,987 77		
Total operating expenses, . . . . .			11,751,620 55
Net earnings, . . . . .			\$9,992,007 76

**EXPRESS COMPANIES.**

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repair of cars, &c.? Adams Express Company. Pennsylvania Railroad Company furnishes cars and motive power, for which the express company pays a percentage of its gross receipts.

**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.? No transportation companies, except those owned by the Pennsylvania Railroad Company, run on our lines.

**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? Pullman's parlor and sleep-



ing cars are run over our main line, between Philadelphia and Pittsburgh. The Pullman Company collects its fare from the passenger. Our company keeps the cars in running order.

**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? The government fixes a rate, per mile, per annum, regulated according to weight; the Government furnishes the agent.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, shares, . . . . . 1,377,404

Rate and date of all cash dividends on stock of original and consolidated companies: May, six months, two per cent.; November, six months, two and one half per cent.

Number and per cent. of dividends: May, two per cent., \$1,377,404;		
November, two and one half per cent., \$1,721,755; total, . . . . .	\$3,099,159	00
Amount paid in dividends, . . . . .	3,099,159	00
Paid to sinking fund, . . . . .	243,460	00
Surplus at commencement of the year, . . . . .	4,057,815	14
Surplus invested as follows:		
Material, fuel, and stores, . . . . .	1,845,235	69

**ACCIDENTS TO PERSONS.**

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .		1	2	5	2	6
Employés, . . . . .	5	40	46	407	51	447
Others, . . . . .		2	75	133	75	135
Total, . . . . .	5	43	123	545	128	588

**Statement of each Accident.**

Of the two passengers killed from their own carelessness and disobeying the rules of the company:

On January 23, G. W. Blair was found on track; supposed to have jumped off of a Atlantic Express train, while in motion, at Baldwin, contrary to rules, and died from injuries received.

On April 10, Samuel Stein, supposed to have jumped off of passing train, at Harrisburg, while in motion, contrary to rules, and was run over and killed.

The passenger injured from causes beyond control:

On July 9, Miss Emma Key was thrown against mirror in Pullman car, caused by shifting engine jaming cars together at West Philadelphia, and had her face severely injured.

Of the five passengers injured from their own carelessness, the greater proportion of them were injured in consequence of violating the rules of the company, by jumping from trains while in motion.

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

Personally appeared before me, Thomas A. Scott, president, and John D. Taylor, treasurer, of the 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 December 31, A. D. 1879, according to the best of their knowledge and belief, and as full as practicable at this time to make the same.

(Signed)

THOMAS A. SCOTT, *President.*

JOHN D. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1880.

JOHN C. SIMS, Junior, *Notary Public.*

## R E P O R T

OF THE

*Pennsylvania Company, for the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President, . . . . .	Philadelphia.
J. N. McCullough, First Vice President, . . . . .	Pittsburgh.
William Thaw, Second Vice President, . . . . .	Pittsburgh.
Thomas D. Messler, Third Vice President, . . . . .	Pittsburgh.
Clifford S. Sims, Secretary, . . . . .	Philadelphia.
William H. Barnes, Treasurer, . . . . .	Pittsburgh.
J. T. Brooks, General Counsel, . . . . .	Pittsburgh.
Felician Slataper, Chief Engineer, . . . . .	Pittsburgh.
J. D. Layng, General Manager, . . . . .	Pittsburgh.

General offices at corner Penn and Tenth streets, Pittsburgh.

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas A. Scott, . . . . .	Philadelphia.
J. N. McCullough, . . . . .	Pittsburgh.
W. Shaw, . . . . .	Pittsburgh.
Thomas D. Messler, . . . . .	Pittsburgh.
George B. Roberts, . . . . .	Philadelphia.
S. M. Felton, . . . . .	Philadelphia.
Wistar Morris, . . . . .	Philadelphia.
Henry M. Phillips, . . . . .	Philadelphia.
Alexander Biddle, . . . . .	Philadelphia.
J. Price Wetherill, . . . . .	Philadelphia.
J. N. DuBarry, . . . . .	Philadelphia.
H. H. Houston, . . . . .	Philadelphia.

**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, . . . . .	11,000,000	00
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

**DEBT.**

<b>Funded Debt.</b>		
Judgment bonds, (due on demand, bear interest at six per cent.,) amount, . . . . .	\$6,400,000	00
Collateral bonds, (due July 5, 1907, bear interest at six per cent., which is payable January, April, July, and October 1,) amount, . . . . .	2,991,000	00
<b>Total amount now of funded debt, . . . . .</b>	<b>\$9,391,000</b>	<b>00</b>
<b>Floating Debt.</b>		
Debt incurred for any other purpose, and for what:		
Due lessor companies for supplies, etc., . . . . .	\$831,934 72	
Due other companies in current account, . . . . .	855,071 50	
Due for current expenditures in operating leased roads, . . . . .	1,695,235 60	
Due for miscellaneous current liabilities, . . . . .	331,018 49	
<b>The amount now of floating debt, . . . . .</b>	<b>\$3,723,360</b>	<b>31</b>
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$13,114,360</b>	<b>31</b>
Funded debt, as per last report, . . . . .	\$10,087,000 00	
Floating debt, as per last report, . . . . .	3,337,868 42	

**CHARACTERISTICS OF ROAD.**

<b>Equipment.</b>	<b>Number.</b>	<b>Average cost of each.</b>	
Number of locomotives of more than 40 tons weight, } Number of locomotives of more than 30 tons weight, } Number of locomotives of more than 20 tons weight, } Number of locomotives of more than 10 tons weight, }	25	\$12,301	48
Number of first class pas-senger cars, . . . . .	4	3,250	00
Number of baggage, mail, and express cars, . . . . .	1	7,000	00
Number of freight cars: House cars and trucks, . . . . .	4,750	686	00

MONTHLY EARNINGS FOR THE YEAR.

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .			\$147,138	40
February, 1879, . . . . .			76,274	97
March, 1879, . . . . .			85,873	91
April, 1879, . . . . .			121,744	75
May, 1879, . . . . .			72,014	75
June, 1878, . . . . .			63,126	62
July, 1879, . . . . .			128,614	86
August, 1879, . . . . .			85,833	83
September, 1879, . . . . .			88,347	86
October, 1879, . . . . .			172,908	29
November, 1879, . . . . .			96,524	28
December, 1879, . . . . .			273,444	26
Total, . . . . .			\$1,408,846	78

EARNINGS.

* Rents and all other sources of income, . . . . .	\$1,408,846	78
Operating Expenses.		
Total expenses, . . . . .	60,141	11
Net earnings, . . . . .	\$1,348,705	67

\* These earnings are exclusive of the profits and losses in operating leased roads, which are included in reports of this company relating to the operation of such roads.

STOCK AND DIVIDENDS.

Amount of preferred stock, . . . . .	\$8,000,000 00
Amount of common stock now outstanding, . . . . .	3,000,000 00
Paid to sinking fund: Pennsylvania Company registered bonds, \$96,000; leased road bonds, \$193,265, . . . . .	289,265 00
Pennsylvania Company judgment bonds paid, . . . . .	600,000 00

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. 1879, according to the best of their knowledge and belief.

(Signed,) THOMAS D. MESSLER, *Third Vice President.*  
 W. H. BARNES, *Treasurer.*

Sworn and subscribed before me, this 27th day of February, A. D. 1880  
 FRANK SEMPLE, *Notary Public.*

# REPORT

OF THE

*Pennsylvania Coal Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
George A. Hoyt, President, . . . . .	Stamford, Conn.
William E. Street, Secretary, . . . . .	Darien, Conn.
Edwin H. Mead, Treasurer, . . . . .	South Orange, N. J.
Charles F. Southmad, General Solicitor, . . . . .	New York city.
John B. Smith, Chief Engineer, General Manager, General Superintendent, and Division Superintendent, . . . . .	Dunmore, Pa.

General offices at New York, Hawley, Pa., and Dunmore, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
George A. Hoyt, . . . . .	Stamford, Conn.
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.
W. W. Astor, . . . . .	New York city.
George W. Quintard, . . . . .	New York city.
Walton Ferguson, . . . . .	Pittsburgh, Pa.

**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

**DEBT.**

<b>Funded Debt.</b>			
First mortgage bonds, (due August 1, 1881, bear interest at seven per cent., which is payable February 1 and August 1,) amount, . . . . .		\$472,500	00
Total amount now of funded debt, . . . . .		\$472,500	00
<b>Floating Debt.</b>			
Unfunded debt, incurred for purchase of property, . . . \$48,265 83			
Debt incurred for any other purpose, and for current business, (to be paid principally in January, 1880,) partly estimated, . . . . .	255,000 00		
The amount now of floating debt, . . . . .		303,265	83
Total amount now of floating and funded debt, . . . . .		\$775,765	83
Funded debt as per last report, . . . . .	\$472,500 00		
Floating debt as per last report, . . . . .	222,062 10		
		\$694,562	10

**COST.**

Cost of road and equipment to 1860, when the account was closed, . . . . .	\$2,000,000 00
Proportion of same for Pennsylvania, . . . . .	All.

Cost of road and equipment have never been kept separately; the account was closed in 1860. With exception of two pony locomotive switching engines, the road is operated by stationary power and the force of gravity.

**CHARACTERISTICS OF ROAD.**

<b>Main Line.</b>	<b>MILES.</b>	
	Whole length.	Length in Penn'a.
Length of main line, from Hawley, Pa., to Port Griffith, Pa., . . .	47	47
Length of double main track, . . . . .	47	47
<b>Branches.</b>		
Hawley, Pa., branch, from Hawley, Pa., to Lackawaxen, Pa., known as the "Hawley Branch" of the Erie railway; operated by New York, Lake Erie and Western Railroad Company, )	Length of branch, . . .	15 <sup>47</sup> / <sub>100</sub>
	Length of single track,	15 <sup>47</sup> / <sub>100</sub>
<b>Leased Roads.</b>		
The company operates no leased roads. Its own road, from Hawley, Pa., to Port Griffith, Pa., is a "gravity road," worked by stationary engines, for the transportation of the coal mined by the company. No locomotive power used, excepting two pony locomotive switching engines.		
Aggregate length of main line and branches, double track, . . .	47	
Aggregate length of sidings and other track not above enumerated, . . . . .	25	

**Gauge.**

What is the gauge of your lines? . . . . . 4 feet 3 inches.

**Track.**

Miles of iron rail in use, . . . . .	47
Miles of steel rail in use, . . . . .	47
Weight of rail per yard, { Iron, . . . . .	25 lbs.
{ Steel, . . . . .	37 lbs.

**Bridges and Trestles.**

Number of bridges on whole line, . . . . .	5
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 Dunnings, Pa., (under;) Jefferson branch, New York, Lake Erie and Western railroad, at Hawley, Pa., (over;) New Jersey Central Railroad Company, Lehigh and Susquehanna division, Jefferson branch railroad, at Pleasant Valley, (over;) New Jersey Central Railroad Company, Lehigh and Susquehanna division, Jefferson branch railroad, at Pleasant Valley, (under.)

**Stations.**

Number of stations on main road, passenger and freight, . . . . .	6
Number of engine-houses and shops in Pennsylvania: 23 stationary engine-houses; 1 machine shop; 3 car shops; total number entire road, . . . . .	27
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 locomotives of more than 10 tons weight, pony switch engines used at mines, about eleven tons each, . . . . .	2	\$3,000 00
Number of passenger cars, small side seats, . . . . .	11	800 00
Number of freight cars, { House cars, 10, { . . . . .	60	{ 350 00
{ Trucks, . . . 50, { . . . . .		{ 300 00
Number of coal, . . . . .	2,800	230 00

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, including officials, . . . . .	4,000
Same in Pennsylvania, . . . . .	4,000

## DOINGS OF THE YEAR.

## Transportation and total Miles Run.

Number of miles run by passenger trains, . . . . .	41,316
Number of miles run by freight trains, . . . . .	20,658
Number of miles run by each coal train, about, . . . . .	22,000
Number of through passengers for the year on main road, . . . . .	2,992
Number of passengers (all classes) carried in cars, . . . . .	9,415
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	1,233,701
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	1,548,630

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

January, 1879, . . . . .	315	September, 1879, . . . . .	907
February, 1879, . . . . .	318	October, 1879, . . . . .	906
March, 1879, . . . . .	507	November 1879, . . . . .	662
April, 1879, . . . . .	558	December, 1879, . . . . .	786
May, 1879, . . . . .	490	Total, . . . . .	9,415
June, 1879, . . . . .	567		
July, 1879, . . . . .	1,518		
August, 1879, . . . . .	1,871		

## Amount of Freight, specifying the quantity in tons of 2000 pounds.

Anthracite coal, . . . . .	1,546,210
Merchandise and manufactures, . . . . .	893
Lumber, . . . . .	1,527

## 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.

## Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through and local freight, per ton per mile, . . . . .	7 $\frac{1}{2}$ cents.
For car lumber, per ton per mile, . . . . .	4 $\frac{1}{2}$ cents.

## MONTHLY EARNINGS FOR THE YEAR.

## From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
	\$	cts	\$	cts	\$	cts
January, 1879, . . . . .	\$161	25	\$79	87	\$240	62
February, 1879, . . . . .	110	00	97	65	207	65
March, 1879, . . . . .	185	00	163	81	350	81
April, 1879, . . . . .	183	50	170	74	354	24
May, 1879, . . . . .	179	00	169	54	348	54
June, 1879, . . . . .	233	75	188	13	421	88
July, 1879, . . . . .	273	50	609	10	942	60
August, 1879, . . . . .	441	10	737	93	1,179	03
September, 1879, . . . . .	342	00	286	24	628	24
October, 1879, . . . . .	323	50	283	45	606	95
November, 1879, . . . . .	232	00	205	43	437	43
December, 1879, . . . . .	259	50	272	18	531	68
Total, . . . . .	\$2,924	10	\$3,325	57	\$6,249	67



## From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
	\$		\$		\$	
January, 1879, . . . . .	26	27	334	55	340	82
February, 1879, . . . . .	5	31	201	89	207	23
March, 1879, . . . . .	6	69	335	58	342	27
April, 1879, . . . . .	20	42	361	04	331	46
May, 1879, . . . . .	18	08	349	91	362	99
June, 1879, . . . . .	6	44	718	32	724	76
July, 1879, . . . . .	8	32	349	42	357	74
August, 1879, . . . . .	7	95	424	56	482	51
September, 1879, . . . . .	7	35	695	49	702	84
October, 1879, . . . . .	12	49	574	84	587	33
November, 1879, . . . . .	14	19	508	24	522	43
December, 1879, . . . . .	9	96	883	12	893	08
<b>Total, . . . . .</b>	<b>\$118</b>	<b>50</b>	<b>\$5,736</b>	<b>96</b>	<b>\$5,855</b>	<b>46</b>
Total passenger earnings for the year, . . . . .					\$6,249	67
Total freight earnings for the year, . . . . .					5,855	46
<b>Total earnings for the year, as above, . . . . .</b>					<b>\$12,105</b>	<b>13</b>

## Miscellaneous.

Total expenditures for operating the road, including preparing and loading and unloading coal, &c., estimated, . . . . . \$390,000 00

The company's accounts are those of a mining company, solely, to which the operations of its "gravity" road are a mere incident, and no report can be given showing the financial condition of the railroad alone. The term "railroad," for the purposes of this report, as applied to the company's road, is a misnomer; hence the omission to answer many of the specific questions printed herein.

## STOCK AND DIVIDENDS.

Amount of common stock now outstanding : 100,000 shares,  
of \$50 each, . . . . . \$5,000,000 00

Rate and date of all cash dividends on stock of original and consolidated companies : February 1, 1879, three per cent. ; May 1, 1879, three per cent. : August 1, 1879, three per cent. ; November 1, 1879, three per cent.

Number and per cent. of dividends: Four, amounting to twelve per cent.		
Amount paid in dividends during year 1879, . . . . .	\$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, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Employés, . . . . .	. . . . .	. . . . .	2	4	. . . . .	. . . . .
Others, . . . . .	. . . . .	. . . . .	4	1	. . . . .	. . . . .
Total, . . . . .	. . . . .	. . . . .	6	5	6	5

## Statement of each Accident.

Byron Dingy, employé; slightly injured, April 29, at Bunker Hill.

Sidney Shafer; injured July 5, in collision of trucks, on No. 19 level; died January 6, 1880; an employé.

George Van Sickler, school-boy; run over December 26, on No. 11 level, while attempting to jump on cars; not an employé.

James Joice, breaker-boy; killed by trip cars running down plane, with rope connected to them, January 28; killed by the rope catching him under the chin and breaking his neck; an employé.

William Donery and Michael Collins; slightly hurt by same accident, January 28; employés.

Curtis Hodgkiss, run over while trying to jump on cars, at Butler crossing, Pittston, and died from injury, August 16; not an employé.

R. Hiester, run over by cars and killed, on No. 2 plane, October 16; not an employé.

Martha Young, while riding on coal cars, broke her leg; cars ran off the track, November 5; not an employé.

Thomas Swift; jumping on cars, No. 22 plane; run over and killed; not an employé.

Michael Meloon; jumping on cars near Pittston; run over and killed not an 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. 1879, according to the best of their knowledge and belief.

(Signed,)

GEORGE A. HOYT, *President.*

E. H. MEAD, *Treasurer.*

Sworn and subscribed before me this 6th day of February, A. D. 1880.

CHARLES EDGAR WILLS,

*A Commissioner for the State of Pennsylvania in New York.*

# REPORT

OF THE

*Pennsylvania Inland Railroad Company, for the year ending December 31, 1879.*

## OFFICERS.

*Names.*

*Residences.*

Charles P. Waller, President, . . . . .	Honesdale, Pa.
Hon. J. Howard Beach, Vice President, . . . . .	Milanville, Pa.
George F. Bentley, Secretary, . . . . .	Honesdale, Pa.
F. M. Wheeler, Treasurer, . . . . .	Hancock, N. Y.

*Names of Directors.*

*Residences.*

J. Howard Beach, . . . . .	Milanville, Pa.
George G. Waller, . . . . .	Honesdale, Pa.
H. K. Nichols, . . . . .	Pleasant Mount, Pa.
D. E. Culver, . . . . .	Jersey City, N. J.
G. F. Bentley, . . . . .	Honesdale, Pa.
C. P. Waller, . . . . .	Honesdale, Pa.
F. M. Wheeler, . . . . .	Hancock, N. Y.

Honorable A. K. DUNKEL, *Secretary Internal Affairs:*

We have done nothing since last report, and respectfully refer to that as all we can say.

CHAS. P. WALLER,

*President Inland Railroad.*

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$100,000	00
Capital stock, amount subscribed, . . . . .	27,000	00
Capital stock, total amount now paid in, . . . . .	3,000	00
Capital stock, amount paid in on each share, . . . . .	13	00

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

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. 1879, according to the best of his knowledge and belief.

(Signed,)

CHAS. P. WALLER, *President.*

Sworn and subscribed before me this 20th day of February, A. D. 1880.

JAMES B. ELDRÉD, *J. P.*

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## R E P O R T

OF THE

*Pennsylvania and New York Canal and Railroad Company, for the year ending November 30, 1879.*

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### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Robert H. Sayre, President, . . . . .	Bethlehem, Pa.
Charles Hartshorne, Secretary and Treasurer, . . . . .	Philadelphia, Pa.
Robert H. Sayre, Chief Engineer, . . . . .	Bethlehem, Pa.
Robert A. Packer, General Superintendent, . . . . .	Sayre, Pa.
<i>Names of Directors.</i>	<i>Residences.</i>
Charles Hartshorne, . . . . .	Philadelphia, Pa.
Robert A. Packer, . . . . .	Sayre, Pa.
Victor E. Piolet, . . . . .	Wysox, Pa.
G. B. Linderman, . . . . .	Bethlehem, Pa.
Harry E. Packer, . . . . .	Mauch Chunk, Pa.
J. Henry Swoyer, . . . . .	Wilkes-Barre, Pa.
John J. Taylor, . . . . .	Oswego, N. Y.
Robert Lockhart, . . . . .	Bethlehem, Pa.
J. W. Hollenback, . . . . .	Wilkes-Barre, Pa.
William H. Sayre, . . . . .	Bethlehem, Pa.
E. P. Wilbur, . . . . .	Bethlehem, Pa.
James I. Blakslee, . . . . .	Mauch Chunk, Pa.

CAPITAL STOCK.

Capital stock authorized by law, . . . . .	Unlimited.		
Capital stock authorized by votes of company: Common, \$1,061,700; preferred, \$4,000,000; total, . . . . .		\$5,061,700	00
Capital stock, amount subscribed, . . . . .		5,061,700	00
Capital stock paid in by last report, . . . . .		5,061,700	00
Capital stock, total amount now paid in, . . . . .		5,061,700	00
Capital stock, number of shares issued, { Common, . . . . . 21,234 Preferred, . . . . . 40,000			
Capital stock, amount paid in on each share, { Common, . . . . . Preferred, . . . . .		50	00
		100	00
Capital stock, par value of each share, { Common, . . . . . Preferred, . . . . .		50	00
		100	00

DEBT.

<b>Funded Debt.</b>		
First mortgage bonds, (due 1896, \$1,500,000, bear interest at seven per cent., which is payable June and December,) amount, . . . . .	\$1,500,000	00
First mortgage bonds, (due 1906, \$1,500,000, bear interest at seven per cent., which is payable June and December,) amount, . . . . .	1,500,000	00
Total amount now of funded debt, . . . . .	\$3,000,000	00
Funded debt as per last report, . . . . .	\$3,000,000	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Wilkes-Barre, Pa., to Erie railway junction, of which 9 $\frac{1}{2}$ miles are leased to Lehigh Valley Railroad Company, . . . . .	104.55	104.55
Length of single main track, . . . . .	68.92	68.92
Length of double main track, . . . . .	35.63	35.63
<b>Branches.</b>		
Pleasant Valley branch, . . . . . { Length of branch, . . . . .	3.78	3.78
	3.78	3.78
Plainsville branch, . . . . . { Length of branch, . . . . .	.90	.90
	.90	.90
Mill Creek branch, . . . . . { Length of branch, . . . . .	2.61	2.61
	2.61	2.61
Mineral Spring branch, . . . . . { Length of branch, . . . . .	1.06	1.06
	1.06	1.06
Waverly and State Line branch, . . . . . { Length of branch, . . . . .	.25	.25
	.25	.25
Southern Central railroad connection, { Length of branch, . . . . .	2.12	2.12
	2.12	2.12
Geneva, Ithaca and Sayre railroad connection, . . . . . { Length of branch, . . . . .	1.43	1.43
	1.43	1.43
Barclay railroad connection, . . . . . { Length of branch, . . . . .	1.52	1.52
	1.52	1.52
Aggregate length of main line and branches, . . . . .	118.22	118.22
Aggregate length of sidings, and other track not above enumerated, . . . . .	103.80	103.80
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	222.02	222.02

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 30  
 Miles of steel rail in use, in main track, . . . . . 109.93  
 Weight of rail per yard, { Iron, . . . . . 58 pounds.  
                                   { Steel, . . . . . 58 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 28  
 Wooden bridges, number of, 5; aggregate length, . . . . . 380 feet.  
 Iron bridges, number of, 23; aggregate length, . . . . . 4,037 feet.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Delaware, Lackawanna and Western railroad, at L. and B. Junction.

**Stations.**

Number of stations on main road: Passenger and freight, . . . . . 29  
 Number of engine-houses in Pennsylvania, 7; total number entire road, . . . . . 7  
 Number of wood and water stations on main road, . . . . . 15

How is track laid, and on what foundation? Fish plates joints, oak and chestnut ties, stone and gravel ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight, . . . . .	40	\$9,000	00
Number of locomotives of more than 30 tons weight, . . . . .	10	6,000	00
Number of freight cars, { House cars, 403, } . . . . .	670	700	00
{ Trucks, . . . 267, } . . . . .		600	00
Number of coal, ore, and stone cars, . . . . .	950	250	00
Number of caboosé cars, . . . . .	34	500	00

Average number of cars in passenger trains, including baggage cars, . . . . . 5  
 Average number of cars in freight trains, . . . . . 40  
 Average weight of passenger trains, including locomotive and tender, in working order, . . . . . 118 tons.  
 Average weight of freight trains, including locomotive and tender, in working order, . . . . . 706 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . . 950  
 Same in Pennsylvania, . . . . . 850

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	261,154
Number of miles run by freight trains, . . . . .	259,923
Number of miles run by coal trains, . . . . .	280,543
Number of through passengers for the year on main road,	31,247½
Number of passengers (all classes) carried in cars, . . .	140,118
Number of passengers carried one mile, . . . . .	5,339,415
Number of passengers carried one mile in Pennsylvania, .	5,339,415
Number of tons of freight carried one mile, . . . . .	67,457,130.49
Number of tons of freight carried one mile in Pennsylvania,	67,457,130.49
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	2,104,551.45
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	24
Average rate of speed adopted by express trains, including stops, (miles per hour,) . . . . .	30
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	10

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

December, 1878, . . . . .	11,268½	June, 1879, . . . . .	10,510½
January, 1879, . . . . .	8,908½	July, 1879, . . . . .	12,054
February, 1879, . . . . .	8,653½	August, 1879, . . . . .	15,389
March, 1879, . . . . .	10,508	September, 1879, . . . . .	14,447
April, 1879, . . . . .	11,382	October, 1879, . . . . .	13,347
May, 1879, . . . . .	11,107	November, 1879, . . . . .	12,550

**Amount of Freight, specifying the quantity in tons of 2,000 pounds.**

Anthracite coal, . . . . .	963,381 <sup>18</sup> / <sub>100</sub>	Stone and lime, . . . . .	3,304 <sup>88</sup> / <sub>100</sub>
Bituminous coal, . . . . .	329,901 <sup>34</sup> / <sub>100</sub>	Merchandise and manufactures, 666,018 <sup>34</sup> / <sub>100</sub>	
Pig iron, . . . . .	24,423 <sup>48</sup> / <sub>100</sub>	Live stock, . . . . .	27,459 <sup>84</sup> / <sub>100</sub>
Railroad iron, . . . . .	16,235 <sup>33</sup> / <sub>100</sub>	Lumber, . . . . .	32,244 <sup>10</sup> / <sub>100</sub>
Iron and other ores, . . . . .	1,995 <sup>30</sup> / <sub>100</sub>		

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers, Express, and Mail.**

MONTHS.	Passengers.		Express and mail.		Total.	
	Dollars	Cents	Dollars	Cents	Dollars	Cents
December, 1878, . . . . .	\$10,823	96	\$1,518	66	\$12,342	62
January, 1879, . . . . .	7,137	90	1,045	08	8,182	98
February, 1879, . . . . .	7,074	93	1,065	64	8,140	57
March, 1879, . . . . .	7,533	39	1,066	48	8,599	87
April, 1879, . . . . .	9,165	84	1,073	40	10,239	24
May, 1879, . . . . .	8,905	23	1,116	02	10,161	25
June, 1879, . . . . .	8,835	57	1,183	64	10,019	21
July, 1879, . . . . .	10,418	16	1,185	54	11,603	70
August, 1879, . . . . .	12,783	94	1,195	73	13,979	67
September, 1879, . . . . .	13,796	86	1,190	05	13,986	91
October, 1879, . . . . .	12,293	49	1,301	17	13,549	66
November, 1879, . . . . .	10,858	62	1,693	69	12,552	31
<b>Total, . . . . .</b>	<b>\$119,627</b>	<b>89</b>	<b>\$14,635</b>	<b>10</b>	<b>\$134,262</b>	<b>99</b>

## From Transportation of Freight.

MONTHS.	Through.	Total coal receipts.	Total freight receipts
December, 1878, . . . . .		\$39,620	75
January, 1879, . . . . .		56,909	16
February, 1879, . . . . .		74,882	22
March, 1879, . . . . .		89,275	34
April, 1879, . . . . .		46,308	07
May, 1879, . . . . .		55,750	50
June, 1879, . . . . .		30,667	35
July, 1879, . . . . .		24,598	03
August, 1879, . . . . .		46,490	68
September, 1879, . . . . .		60,349	12
October, 1879, . . . . .		50,581	34
November, 1879, . . . . .		66,478	29
Total, . . . . .		\$641,910	85

## From all Sources.

Total receipts:			
Passenger transportation, . . . . .		\$119,627	89
Express and mail transportation, . . . . .		14,635	10
Coal transportation, . . . . .		641,910	85
Freight transportation, . . . . .		511,560	75
Canal receipts, . . . . .		204	25
Interest, . . . . .		17,545	59
Rent, . . . . .		11,242	15
Sundries, . . . . .		6,211	34
Total, . . . . .		\$1,322,937	92
Total earnings for the year, . . . . .		\$1,322,937	92

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Fifty coal dump cars, . . . . .	\$3,750	00
Fifty house cars, . . . . .	25,491	20

## EXPENDITURES FOR OPERATING DURING THE YEAR.

## Cost of Maintenance of Way and Buildings.

All other expenses for maintenance of way, . . . . .	\$191,694	08
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## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$47,462	57
Repairs of coal cars, . . . . .	28,740	50
Repairs of passenger, baggage, and mail cars, . . . . .	8,739	39
Repairs of freight cars, . . . . .	34,556	47
Total for maintenance of motive power and cars, . . . . .	\$119,498	93



Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$7,357	50
Supplies, . . . . .	8,408	31
Canal expense, . . . . .	1,881	52
Fuel, . . . . .	56,889	02
Wages, train hands, &c., . . . . .	259,969	89
Oil, waste, and tallow, . . . . .	15,845	89
Damages for injuries to persons, cattle killed or injured, loss of goods and baggage, to property, including damages by fire, . . . . .	6,758	76
Taxes, . . . . .	25,205	76
Expenses, . . . . .	20,014	40
Telegraph expenses, . . . . .	12,061	57
Railroad ties, . . . . .	23,266	77
<b>Total miscellaneous,</b> . . . . .	<b>\$487,158</b>	<b>89</b>

EARNINGS.

Passenger transportation, local and through, . . . . .	\$119,827	89
Freight transportation, . . . . .	\$511,560 75	} Total, 1,153,471 60
Coal transportation, . . . . .	641,910 85	
Mail and express service, . . . . .	14,635	10
Rents, . . . . .	11,242	15
All other sources of income, . . . . .	23,961	18
<b>Total,</b> . . . . .	<b>\$1,322,937</b>	<b>92</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$191,694 08	
Maintenance of motive power and cars, . . . . .	119,498 93	
Miscellaneous, . . . . .	437,158 89	
<b>Total operating expenses, being 56 <sup>11</sup>/<sub>100</sub> per cent of earnings,</b> . . . . .	<b>748,351</b>	<b>90</b>
<b>Net earnings,</b> . . . . .	<b>\$574,586</b>	<b>02</b>

STOCK AND DIVIDENDS.

Number and per cent. of dividends:			
One three per cent. on \$3,800,000, . . . . .	\$114,000		
One six per cent. on \$1,000,000, . . . . .	240,000		
<b>Amount paid in dividends,</b> . . . . .		<b>\$354,000</b>	<b>00</b>
		<b>354,000</b>	<b>00</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, . . . . .			2	35	2	35
Others, . . . . .			2			
<b>Total,</b> . . . . .			<b>4</b>	<b>35</b>	<b>2</b>	<b>35</b>

## Statement of each Accident.

- January 11, 1879. Ash Ballantine, Waverly, N. Y., brakeman; hand crushed while coupling cars in Coxton yard.
- January 20. Andrew Morrison, Towanda, Pa., brakeman; hand crushed while coupling cars at Wysauking.
- January 27. John Tierney, Pittston, Pa., brakeman; fell from top of freight car, at Tunkhannock, and killed by car passing over body.
- January 29. E. M. Greer, South Waverly, N. Y., brakeman; struck by apron of coal pockets, at Sayre, Pa., while sitting in cab window.
- January 31. DeWitt Benjamin, Towanda, Pa., brakeman; hand bruised while coupling cars at Wyalusing.
- February 5. John Marooney, South Waverly, N. Y., brakeman; foot bruised in Waverly yard; slight.
- February 18. Michael Dority, Sayre, Pa., brakeman; one finger taken off while coupling cars at Sayre.
- March 10. J. H. Stevens, Athens, Pa., car inspector; hip bruised by loose door of freight car on passing train.
- March 14. H. Bellows, Sayre, Pa., brakeman; hand bruised while coupling cars near Towanda.
- April 9. Charles Daniels, Sayre, Pa., brakeman; toe taken off under wheel, while getting on engine at Mehoopany.
- April 15. Mike Cunningham, L. & B. junction, brakeman; water-tank spout fell on him while taking water; not serious.
- April 18. William Kishaugh, Tunkhannock, brakeman; fingers pinched while coupling cars at Coxton.
- May 17. Name unknown. Tramp; run over by train, in the night, near Athens depot, and killed.
- May 16. Tim Conklin, South Waverly, brakeman; arm bruised while coupling cars in Waverly yard.
- May 20. George S. Rogers, Tunkhannock, brakeman; hand pinched while coupling cars at Tunkhannock.
- May 26. Abraham Kocker, White Haven, brakeman; arm bruised coupling cars in Coxton yard; not serious.
- May 29. Stephen Lyon, West Pittston, brakeman; arm bruised coupling cars in Coxton yard.
- June 23. Hugh Hampsey, Black Walnut, track walker; stuck by moving train, and killed; supposed to be asleep.
- June 26. H. C. Warren, Pittston, engineer; fell through bridge at Coxton and broke his leg.
- July 4. Andrew Morrison, Pittston, brakeman; arm bruised; not serious.
- July 12. George DeGaramo, Waverly, N. Y., laborer; run over by shifting engine in Waverly yard and killed.
- July 17. Filmore Ross, Milan, farmer; struck by passenger train while crossing track near Athens and killed.
- August 9. W. H. Benedict, Wysox, brakeman; hand bruised while coupling cars at Coxton.

August 16. Howard Durie, East Waverly, brakeman; finger taken off, at Sayre, while coupling cars.

September 1. John E. Lewis, Waverly, N. Y., brakeman; hand bruised while coupling cars at Waverly yard.

September 9. Charles McCutcheon, Waverly, N. Y., brakeman; hand bruised while coupling cars at Waverly junction.

September 16. S. J. Hyatt, Sayre, Pa., brakeman; cut on head by piece of coal falling from car while coupling cars in Coxton yard.

September 23. Elmer Coreyell, Pittston, brakeman; fell from moving train near Tunkhannock, car wheel passing over finger.

September 23. Charles Graves, Waverly, New York, brakeman; hand bruised while coupling cars in Waverly yards. One finger amputated.

September 25. Isaac Wall, Pittston, brakeman; foot cut with bundle of sheet iron while removing from car at Pittston.

September 29. William Mosier, Waverly, brakeman; hand bruised while coupling cars at Sayre. Three fingers amputated.

October 23. James Galligan, Waverly, brakeman; hand bruised—end of one finger off—while coupling at Tunkhannock.

October 25. Edward Fox, Sayre, Pennsylvania, brakeman; one finger of right hand taken off while coupling at Sayre.

November 3. Frank Farrel, Mauch Chunk, brakeman; hand bruised while coupling cars in Coxton yard.

October 21. George B. Bailey, Waverly, brakeman; hand bruised while coupling cars at Laceyville. Finger amputated.

November 18. William Spangenberg, Waverly, brakeman; left arm injured coupling cars at Waverly junction.

November 20. John Casper, West Pittston, brakeman; left hand bruised while coupling cars in Coxton yard. One finger amputated.

November 22. Edward Dearborn, Waverly, brakeman; thumb of left hand mashed coupling at Waverly junction.

November 25. Ash Ballentine, Waverly, brakeman; second finger of left hand mashed uncoupling cars at Coxton, Pennsylvania.

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

Personally appeared before me, Robert H. Sayre, president, and Charles Hartshorne, treasurer, of the Pennsylvania and New York Canal and Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company,

83 RAILROAD REPORT.

514 PENNSYLVANIA, POUGHKEEPSIE AND NEW ENGLAND. [No. 9,  
for the financial year ending November 30, A. D. 1879, according to the  
best of their knowledge and belief.

(Signed)

ROBT. H. SAYRE, *President.*

CHAS. HARTSHORNE, *Treasurer.*

Sworn and subscribed before me, this 2d day of March, A. D. 1880.

W. C. ALDERSON, *Notary Public.*

## R E P O R T

OF THE

*Pennsylvania, Poughkeepsie and New England Rail-  
road Company, for the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William H. Bell, President, . . . . .	Philadelphia, Pa.
George W. Sylvester, Secretary, . . . . .	New York.

General offices at 290 South Third street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Jacob W. Grove, . . . . .	Fredericksburg, Pa.
Henry Brobst, . . . . .	Rehrersburg, Pa.
John H. Lick, . . . . .	Lebanon, Pa.
Henry Cameron, . . . . .	Ono P. O., Pa.
John H. Urick, . . . . .	East Hanover, Pa.
J. G. Heilman, . . . . .	Jonestown, Pa.
Simon Heilman, . . . . .	Jonestown, Pa.
David M. Rank, . . . . .	East Hanover, Pa.
Samuel Kennedy, . . . . .	Philadelphia, Pa.

### CAPITAL STOCK.

Capital stock authorized by law, \$60,000 per mile.		
Capital stock authorized by votes of company, . . . . .	\$1,100,000	00
Capital stock, amount subscribed, . . . . .	535,000	00
Capital stock, total amount now paid in, ten per cent., . . . . .	53,000	00
Capital stock, amount paid in on each share, ten per cent.		
Capital stock, par value of each share, . . . . .	50	00

### DEBT.

<i>Funded Debt.</i>			
First mortgage bonds, (due June 1, 1909, bear interest at six per cent., which is payable June and December,) amount, . . . . .		\$1,000,000	00
Total amount now of funded debt, . . . . .		\$1,000,000	00
Total amount now of floating and funded debt, . . . . .		1,000,000	00
Total cash realized from capital stock and debt, no bonds sold, stock,		\$53,000	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Harrisburg, Pa., to Poughkeepsie, N. Y., . . . . .	190	107
<b>Branches:</b>		
From Stroustown to Reading branch, (located, . . . . .)	20	
Aggregate length of main line and branches, (in Pennsylvania,)	127	

Gauge.

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

Track.

Weight of rail per yard, iron, . . . . . 56 pounds.

PHILADELPHIA, February 10, 1880.

Honorable A. K. DUNKEL,

*Secretary of Internal Affairs:*

DEAR SIR: The Pennsylvania, Poughkeepsie and New England Railroad Company was organized the 6th of May last, 1879. Work has been commenced on the main line of road in Northampton county, in the way of grading, engineering, and masonry, but no rails are laid. The foregoing answers contain all the information that can be given at present.

Very respectfully,

Your obedient servant,

WILLIAM H. BELL,  
*President.*

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

Personally appeared before me, William H. Bell, president, of the Pennsylvania, Poughkeepsie and New England 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. 1879, according to the best of their knowledge and belief.

(Signed,)

WILLIAM H. BELL, *President.*

Sworn and subscribed before me, this 14th day of February, A. D. 1880.

ANDREW T. KAY, *Notary Public.*

## R E P O R T

OF THE

*Perkiomen Railroad Company, for the year ending  
November 30, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
A. H. Seipt, President, . . . . .	Skeppackville, Montgomery co., Pa.
Philip Super, Secretary, . . . . .	Pennsburg, Montgomery co., Pa.
Wallace J. Boyd, Treasurer, . . . . .	Norristown, Montgomery co., Pa.
James Boyd, General Solicitor, . . . . .	Norristown, Montgomery co., Pa.
George B. Boggs, Chief Engineer, . . . . .	Norristown, Montgomery co., Pa.
D. B. Clack, Superintendent, . . . . .	Rawlings, Montgomery co., Pa.

General offices at No. 33 East Main street, Norristown, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Jesse Ziegler, . . . . .	Salfordville, Montgomery co., Pa.
Jacob Schwenck, . . . . .	Zieglerville, Montgomery co., Pa.
George Graber, . . . . .	Pennsburg, Montgomery co., Pa.
Charles T. Waage, . . . . .	Pennsburg, Montgomery co., Pa.
Thomas B. Hillegass, . . . . .	Red Hill, Montgomery co., Pa.
John S. Rahn, . . . . .	Perkiomenville, Montgomery co., Pa.
James Boyd, . . . . .	Norristown, Montgomery co., Pa.
Noah D. Frank, . . . . .	Red Hill, Montgomery co., Pa.
Jonathan P. Hillegass, . . . . .	Hillegass, Montgomery co., Pa.
D. Morgan Casselberry, . . . . .	Lower Providence, Montgomery co., Pa.
Charles Schoenly, . . . . .	Shimersville, Lehigh co., Pa.
Edwin W. Trexler, . . . . .	Allentown, Lehigh co., Pa.

### CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$50,000	00
Capital stock authorized by votes of company, (January 14, 1878, increased to 16,000 shares,)*	800,000	00
Capital stock, amount subscribed, . . . . .	40,100	00
Capital stock paid in by last report, . . . . .	688,040	00
Capital stock, total amount now paid in, . . . . .	38,040	00
Capital stock, number of shares issued, full paid, . . . . .	750	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

\* The only issue of any of this increase was for 12,000 shares. The subscription and certificate for the same way on the 14th day of May, 1879, annuled and canceled by agreement of all parties interested.

**DEBT.**

<b>Funded Debt.</b>		
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
<b>Floating Debt.</b>		
Liabilities—debts due and wages for November business, . . . . .	773,253	88
Total amount now of floating and funded debt, . . . . .	\$2,697,853	88
Funded debt as per last report, . . . . .	\$1,924,600	00
Floating debt as per last report, . . . . .	123,778	42

**COST.**

Total cost of entire road to date, . . . . .	\$2,057,733	28
Average of same per mile of road laid, . . . . .	53,447	62

**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 Perkiomen Junction to Emaus Junction, . . . . .	38.5	38.5
Length of single main track, . . . . .	38.5	38.5
Aggregate length of main line and branches, . . . . .	38.5	38.5
Aggregate length of sidings and other track not above enumerated, . . . . .	7.9	7.9
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	46.4	

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 46.4  
 Weight of rail per yard, iron, . . . . . 56 and 68 lbs.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 31  
 Wooden bridges, number of, 14; aggregate length, . . . . . 2,095 feet.  
 Iron bridges, number of, 8; aggregate length, . . . . . 188 feet.  
 Wooden trestles, number of, 9; aggregate length, . . . . . 3,997 feet.

**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
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . .	19,591 91
Number of tunnels, 1; aggregate length, . . . . .	1,668 feet.

How is track laid and on what foundation? Cross-ties, broken stone, and cinder ballast.

The equipment used by the Perkiomen Railroad Company is furnished by the Philadelphia and Reading Railroad Company at a certain rate per mile run. This company owning no rolling stock or equipment.

Average number of cars in passenger trains, including baggage cars, . . . . .	2
Average number of cars in freight trains, (four wheeled cars,) . . . . .	60
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	86 tons.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	305 tons.

#### Employees.

Average number of persons regularly employed by company, including officials, . . . . .	160
Same in Pennsylvania, . . . . .	160

#### DOINGS OF THE YEAR.

(From May 14 to November 30, 1879.)

##### Transportation and Total Miles Run.

Number of miles run by passenger trains, . . . . .	131,014
Number of miles run by freight trains, . . . . .	126,550
Number of through passengers on main road, from May 14 to November 30, 1879, . . . . .	1,667½
Number of passengers (all classes,) carried in cars, from May 14 to November 30, 1879, . . . . .	66,458
Number of passengers carried one mile, from May 14 to November 30, 1879, . . . . .	671,658½
Number of passengers carried one mile in Pennsylvania, from May 14 to November 30, 1879, . . . . .	671,658½
Number of tons of 2,000 pounds of through freight on main road, from May 14 to November 30, 1879, . . . . .	263,953.1593
Number of tons of freight carried one mile, from May 14 to November 30, 1879, . . . . .	10,743,897.1103
Gross amount of tonnage, (2,000 pounds per ton,) from May 14 to November 30, 1879, . . . . .	310,729.1111
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	22
Average rate of speed adopted by freight trains, including stops (miles per hour,) . . . . .	15



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

May, 1879, . . . . .	4,562½	September, 1879, . . . . .	11,967
June, 1879, . . . . .	8,245	October, 1879, . . . . .	9,352
July, 1879, . . . . .	13,237½	November, 1879, . . . . .	7,497½
August, 1879, . . . . .	11,586½		

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

Anthracite coal, . . . . .	6,126½	Agricultural products, . . . . .	63,205 <sup>222</sup> / <sub>2000</sub>
Petroleum and other oils, . . . . .	12 <sup>132</sup> / <sub>2000</sub>	Merchandise and manufactures, 22,317 <sup>818</sup> / <sub>2000</sub>	
Pig iron, . . . . .	1,735 <sup>822</sup> / <sub>2000</sub>	Live stock, . . . . .	1,161 <sup>97</sup> / <sub>2000</sub>
Other iron or castings, . . . . .	14 <sup>188</sup> / <sub>2000</sub>	Lumber, . . . . .	4,810 <sup>938</sup> / <sub>2000</sub>
Iron and other ores, . . . . .	6,260 <sup>88</sup> / <sub>2000</sub>	Other articles, . . . . .	203,333 <sup>268</sup> / <sub>2000</sub>
Stone and lime, . . . . .	1,752 <sup>842</sup> / <sub>2000</sub>		

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

For first-class through and way passengers, proximate average, . . . . . 2.83 cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, through coal, local freight, and local coal, per ton per mile, approximate average, . . . . . 1.70 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
December, 1878,*			\$644 47
January, 1879,*			515 21
February, 1879,*			493 05
March, 1879,*			687 98
April, 1879,*			725 97
May, 1879,			1,955 27
June, 1879,			2,792 28
July, 1879,			2,941 77
August, 1879,			3,098 14
September, 1879,			2,984 74
October, 1879,			2,906 70
November, 1879,			2,418 76
Total, . . . . .			\$22,164 84

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
December, 1878,*			\$3,477 47
January, 1879,*			4,871 35
February, 1879,*			5,319 15
March, 1879,*			6,025 49
April, 1879,*			6,843 43
May, 1879,			16,515 94
June, 1879,			21,054 06
July, 1879,			17,135 59
August, 1879,			23,229 84
September, 1879,			21,646 86
October, 1879,			22,700 44
November, 1879,			21,600 99
Total, . . . . .			\$170,420 61

\*Lease account of the Philadelphia and Reading Railroad Company, to May 14, 1879.

## From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1878,*	\$40	85	.	.	\$81	86	\$122	71
January, 1879,*	40	84	.	.	105	73	146	57
February, 1879,*	40	85	.	.	60	26	101	11
March, 1879,*	40	84	.	.	73	33	114	17
April, 1879,*	40	85	.	.	108	44	149	29
May, 1879,	18	45	152	25	31	35	202	05
June, 1879,	.	.	243	77	15	00	258	77
July, 1879,	210	83	127	44	104	00	442	27
August, 1879,	.	.	121	73	6	25	127	98
September, 1879,	.	.	123	65	24	82	148	47
October, 1879,	.	.	209	50	.	.	209	50
November, 1879,	.	.	82	60	.	.	82	60
Total, . . . . .	\$433	51	\$1,060	94	\$611	04	\$2,105	49

Total passenger earnings for the year, . . . . .	\$22,164	34
Total freight earnings for the year, . . . . .	170,420	61
Total earnings from all other sources, . . . . .	2,105	49
Total earnings for the year, . . . . .	\$194,690	44
Total receipts from all sources on whole length of line, . . . . .	\$194,690	44

\*Lease account of the Philadelphia and Reading Railroad Company, to May 14, 1879.

## EXPENDITURES FOR OPERATING DURING THE YEAR.

(From May 14, to November 30, 1879.)

## Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$18,334	27
New iron rails; number of tons, 140 $\frac{1}{2}$ , . . . . .	5,633	94
Repairs of bridges, . . . . .	1,325	95
Repairs of buildings and fixtures, . . . . .	159	50
Total for maintenance of way, . . . . .	\$25,453	66
Cost per mile of road kept in repair, . . . . .	\$661	14

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight departments, . . . . .	\$40,638	14
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	1,123	33
Fuel—number of cords of wood, 24 $\frac{1}{2}$ ; cost, . . . . .	121	25
Fuel—number of tons of coal, 5,165 $\frac{1}{2}$ ; cost, . . . . .	17,322	55
Oil and waste, (including tallow,) . . . . .	2,482	00
Taxes, (including lease account,) . . . . .	427	86
Amount paid other corporations or individuals for use of all other cars, . . . . .	17,583	18
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, (including lease account,) . . . . .	23,667	21
Total miscellaneous, . . . . .	\$108,365	52
Amount per mile of road operated, . . . . .	\$2,684	82
Total expenditures for operating the road, . . . . .	108,365	52
Total charged to road and equipment, . . . . .	25,453	66
Expenses per mile of the road operated, . . . . .	3,345	95
Expenses per mile of single track operated, not including sidings, . . . . .	3,345	95
Expenses per train mile, . . . . .		50 $\frac{1}{10}$

## EARNINGS.

Passenger transportation, local and through, . . . . .	\$22,184	84
Freight transportation, local and through, . . . . .	170,420	61
Mail service, . . . . .	433	51
Express service, . . . . .	1,060	94
Rents, . . . . .	150	07
All other sources of income, . . . . .	460	97
<b>Total, . . . . .</b>	<b>\$194,690</b>	<b>44</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$25,453 66	
Miscellaneous, . . . . .	103,365 52	
<b>Total operating expenses, being .8024 per cent. of earnings, . . . . .</b>	<b>128,819</b>	<b>18</b>
<b>Net earnings, . . . . .</b>	<b>\$65,871</b>	<b>26</b>
Earnings per mile of road operated, . . . . .	\$5,056	89
Expenses per mile of road operated, . . . . .	3,845	95
<b>Net earnings, . . . . .</b>	<b>\$65,871</b>	<b>26</b>

## GENERAL BALANCE SHEET, NOVEMBER 30, 1879.

DR.			
Railroad, . . . . .	\$1,943,344	89	
Depots and offices, . . . . .	50,915	84	
Real estate, . . . . .	19,591	91	
Land damages, . . . . .	43,249	88	
Cash, . . . . .	29,338	37	
Sundry debtors, . . . . .	4,711	38	
Materials, . . . . .	6,078	46	
Bonds received for freight, . . . . .	545	30	
Funded coupons, consolidated mortgage bonds, . . . . .	18,392	50	
Consolidated mortgage bonds, 1873-1913, coupons payable in scrip, . . . . .	165	00	
Profit and loss, income account, . . . . .	739,449	50	
	<b>\$2,855,783</b>	<b>03</b>	
CR.			
Stock subscription, . . . . .	\$38,040	00	
First mortgage bonds, . . . . .	799,800	00	
Consolidated mortgage bonds, . . . . .	1,125,000	00	
Unfunded debt, (liabilities, debts due, and wages for November,) . . . . .	773,253	83	
Coupons unpaid, . . . . .	19,880	70	
Coupons due December 1, 1879, accrued, . . . . .	16,847	50	
Coupons due April 1, 1880, accrued, . . . . .	7,996	00	
Sinking fund bonds purchased and canceled, . . . . .	75,000	00	
Perkiomen Railroad Company, funded coupons, convenience account, . . . . .	165	00	
	<b>\$2,855,783</b>	<b>03</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.? The Perkiomen Railroad Company transacts its own express business since May 14, 1879, at which date its lease with the Philadelphia and Reading Railroad Company was canceled by mutual consent.

## 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? \$433 51 for the last fiscal year.

## STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$38,040 00

## ACCIDENTS TO PERSONS.

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

## Statement of each Accident.

August 15, 1879. Charles Bard, head and face badly cut and arm sprained; struck by overhead bridge between Frederick and Salford stations.

August 31. Charles Bard, fatal, struck by train while shifting cars at Perkiomen junction.

September 29. W. G. Kestler, fatal, cause unknown, supposed to have fallen from train between Frederick and Salford stations.

September 29. Name unknown, hand badly smashed while coupling cars at Palm station.

October 27. James Repp, fatal, caught between bumpers while coupling cars at Allentown.

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

Personally appeared before me, Anthony H. Seipt, president, and Wallace J. Boyd, treasurer, of the Perkiomen 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 November 30, 1879, according to the best of his knowledge and belief.

(Signed)

A. H. SEIPT, *President.*

WALLACE J. BOYD, *Treasurer.*

Affirmed and subscribed to before me, this 31st day of January, A. D. 1880.

HENRY R. BROWN, *Notary Public.*

**R E P O R T**

OF THE

*People's Railway Company, for the year ending October 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
Charles Baber, President, . . . . .	Pottsville, Pa.
William D. Pollard, acting Secretary and Treasurer, . . . . .	_____

<i>Names of Directors.</i>	<i>Residences.</i>
Charles Baber, . . . . .	Pottsville, Pa.
Milton Boone, . . . . .	Pottsville, Pa.
R. F. Lee, . . . . .	Pottsville, Pa.
Mahlon R. Nichols, . . . . .	Pottsville, Pa.
Levi Mattson, . . . . .	Philadelphia.

**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

**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
<b>Total amount now of funded debt, . . . . .</b>	<b>\$15,000</b>	<b>00</b>
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$18,191 55	
<b>The amount now of floating debt, . . . . .</b>	<b>18,191</b>	<b>55</b>
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$33,191</b>	<b>55</b>

**COST.**

Total cost of entire road to date, . . . . .	\$86,517	12
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, . . . . .	6.08	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.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 1  
 Wooden bridges, number of, 1; aggregate length, . . . . . 30

**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.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 10 tons weight, . . . . .	3	\$5,000 00
Number of second-class passenger cars, . . . . .	13	
Number of coal, ore, and stone cars, . . . . .	6	

**Employees.**

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

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
November, 1878, . . . . .			\$542 52
December, 1878, . . . . .			611 78
January, 1879, . . . . .			491 88
February, 1879, . . . . .			482 72
March, 1879, . . . . .			546 28
April, 1879, . . . . .			582 60
May, 1879, . . . . .			616 57
June, 1879, . . . . .			576 02
July, 1879, . . . . .			764 22
August, 1879, . . . . .			866 71
September, 1879, . . . . .			671 43
October, 1879, . . . . .			624 10
<b>Total, . . . . .</b>			<b>\$7,376 83</b>

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
November, 1878, . . . . .			\$8 80
December, 1878, . . . . .			78 05
January, 1879, . . . . .			97 25
February, 1879, . . . . .			16 25
March, 1879, . . . . .			85 20
April, 1879, . . . . .			30 70
May, 1879, . . . . .			15 20
June, 1879, . . . . .			12 45
July, 1879, . . . . .			15 90
August, 1879, . . . . .			9 00
September, 1879, . . . . .			17 05
October, 1879, . . . . .			..
Total, . . . . .			\$335 85

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
November, 1878, . . . . .	\$71 25			\$71 25
December, 1878, . . . . .				..
January, 1879, . . . . .				..
February, 1879, . . . . .	71 25			71 25
March 31, 1879, . . . . .				..
April, 1879, . . . . .				..
May, 1879, . . . . .	71 25			71 25
June 30, 1879, . . . . .				..
July, 1879, . . . . .				..
August, 1879, . . . . .				..
Sept. 30, 1879, . . . . .	71 25			71 25
October, 1879, . . . . .				..
Total, . . . . .				\$285 00

Total passenger earnings for the year, . . . . .	\$7,376 83
Total freight earnings for the year, . . . . .	835 85
Total earnings from all other sources . . . . .	235 00
Total earnings for the year, . . . . .	\$7,997 68

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . \$2,570 76

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$2,941 87
Fuel—wood, . . . . .	823 21
Oil and waste, . . . . .	231 08
Taxes, . . . . .	99 71
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	680 23
Total miscellaneous, . . . . .	\$4,780 55
Amount per mile of road operated, . . . . .	2,570 76
Total, . . . . .	\$7,351 31

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

Personally appeared before me, Charles Baber, president of the People's Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending October 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) CHARLES BABER, *President.*  
 WILLIAM D. POLLARD, *Acting Treasurer.*

Sworn and subscribed before me this 19th day of December A. D. 1879.  
 J. M. CROSLAND, *Justice of the Peace.*

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## R E P O R T

OF THE

*Philadelphia and Reading Railroad Company, for the  
 year ending November 30, 1879.*

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### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Franklin B. Gowen, President, . . . . .	Philadelphia.
D. J. Brown, Secretary, . . . . .	Philadelphia.
Samuel Bradford, Treasurer, . . . . .	Philadelphia.
George deB. Keim, General Solicitor, . . . . .	Philadelphia.
W. Lorens, Chief Engineer, . . . . .	Philadelphia.
J. E. Wooten, General Manager, . . . . .	Philadelphia.
George Eltz, Superintendent Transportation, . . . . .	Reading, Pa.
J. A. Sweigard, Division Superintendent, . . . . .	Philadelphia.
D. C. Reinhart, Division Superintendent, . . . . .	WillamSPORT, Pa.
J. H. Olhausen, Division Superintendent, . . . . .	Mahanoy Plane, Pa.
H. W. Tracy, Division Superintendent, . . . . .	Pine Grove.
A. A. Hesser, Division Superintendent, . . . . .	Cressona.

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. Lippencott, . . . . .	Philadelphia.
John Ashhurst, . . . . .	Philadelphia.
Henry Lewis, . . . . .	Philadelphia.
I. V. Willlamson, . . . . .	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; common, \$32,726,375 28; total, . . . . .		34,278,175	28
Capital stock, number of shares issued, . . . . .	685,563 <sup>6857</sup> / <sub>10000</sub>		
Capital stock, amount paid in on each share, . . . . .		50	00
Capital stock, par value of each share, . . . . .		50	00

**DEBT.**

<b>Funded Debt.</b>			
Mortgage bonds, (bear interest at five, six, and seven per cent.,) amount, . . . . .		\$55,457,500	00
Debenture, (bear interest at six and seven per cent.,) amount, . . . . .		12,241,000	00
Script, (bear interest at six per cent.,) amount, . . . . .		5,305,733	10
Bonds and mortgages on real estate, . . . . .		1,846,377	94
<b>Total amount now of funded debt, . . . . .</b>		<b>\$74,850,611</b>	<b>04</b>
<b>Floating Debt.</b>			
The amount now of floating debt, . . . . .		7,550,079	54
<b>Total amount now of floating and funded debt, . . . . .</b>		<b>\$82,400,690</b>	<b>58</b>
Funded debt as per last report, . . . . .	\$74,070,892 37		
Floating debt as per last report, . . . . .	5,284,173 10		
		<b>\$79,354,565</b>	<b>47</b>

**Capital Accounts.**

5 per cent. £ mortgage loan, 1836-80, coupon, . . . . .	\$182,400	00	
7 per cent. £ mortgage loan, 1836-82, coupon, . . . . .	134,400	00	
6 per cent. £ mortgage loan, 1843-80, coupon, . . . . .	194,400	00	
6 per cent. £ mortgage loan, 1843-1910, coupon, . . . . .	772,800	00	
6 per cent. \$ mortgage loan, 1843-80, coupon, . . . . .	337,000	00	
6 per cent. \$ mortgage loan, 1843-1910, coupon, . . . . .	208,800	00	
6 per cent. \$ mortgage loan, 1844-80, coupon, . . . . .	449,000	00	
6 per cent. \$ mortgage loan, 1844-1910, coupon, . . . . .	351,000	00	
6 per cent. \$ mortgage loan, 1848-60, coupon, . . . . .	64,000	00	
6 per cent. \$ mortgage loan, 1848-1910, coupon, . . . . .	34,000	00	
6 per cent. \$ mortgage loan, 1849-80, coupon, . . . . .	44,000	00	
6 per cent. \$ mortgage loan, 1849-1910, coupon, . . . . .	23,000	00	
6 per cent. \$ mortgage conv. loan, 1857-86, coupon, . . . . .	79,000	00	
7 per cent. \$ mortgage loan, 1863-83, coupon, . . . . .	2,700,000	00	
<b>Consolidated Mortgage Loan, 1871-1911 :</b>			
6 per cent. gold \$ or £ coupon, . . . . .	\$6,999,000	00	
6 per cent. gold \$, coupon, . . . . .	306,000	00	
6 per cent. gold \$, registered, . . . . .	693,000	00	
7 per cent. \$, registered, . . . . .	3,339,000	00	
7 per cent. \$, coupon, . . . . .	7,310,000	00	
		18,616,000	00
<b>Improvement Mortgage Loan, 1873-87 :</b>			
6 per cent. gold \$ or £, coupon, . . . . .		9,364,000	00
		\$23,558,500	00
<b>General Mortgage Loan, 1874-1908 :</b>			
6 per cent. gold \$ or £, coupon, . . . . .		19,698,000	00
<b>Income Mortgage Loan, 1876-96 :</b>			
7 per cent. \$, coupon, . . . . .		2,213,000	00
		\$55,457,500	00
Bonds and mortgages on real estate, . . . . .		1,846,377	94
<b>Total mortgage loans, . . . . .</b>		<b>\$57,303,877</b>	<b>94</b>
6 per cent. \$ debenture loan, 1868-83, coupon, . . . . .	\$1,126,500	00	
7 per cent. \$ debenture conv. loan, 1870-90, coupon, . . . . .	28,000	00	
7 per cent. \$ debenture conv. loan, 1873-93, coupon, . . . . .	10,469,800	00	
4 per cent. \$ debenture loan, 1873-88, coupon, . . . . .	588,600	00	

\$5,773,000 of this loan held to meet above \$5,573,500.

\$35,000,000 of this loan held to meet above \$32,558,500.

Scrip, 1877-82 :					
6 per cent. debenture and guaran., . . . . .	\$3,470,025 00				
6 per cent. deb. and guaran., fractional, . . . . .	2,948 00				
6 per cent. general mortgage, gold § of £, 1,733,580 00					
6 per cent. Perkiomen mortgage, guaranteed gold § of £, . . . . .	99,180 00				
	<b>\$5,305,733</b>	<b>10</b>			
Loan of Schuylkill Navigation Co., maturing 1895, . . . . .	\$1,200,000 00		\$17,546,733	10	
Loan of Schuylkill Navigation Co., maturing 1915, . . . . .	766,650 00				
Loan of Schuylkill Navigation Co., maturing 1915, . . . . .	621,800 00				
	<b>\$2,578,250</b>	<b>00</b>			
Loan of East Penn'a Railroad Co., maturing 1888, . . . . .	493,900 00		3,074,180	00	
Common stock, . . . . .			\$32,728,875	25	\$77,924,761 04
Preferred stock, . . . . .			1,551,800	00	34,278,175 28
<b>LIABILITIES.</b>					
Floating debt, . . . . .			\$7,550,079	54	
Debts due by the company, including rentals, and principally for current business, . . . . .			1,572,685	48	
Wages, materials, drawbacks, and connecting roads for November business, . . . . .			870,911	13	
Coupons and interest on registered loans to Decem- 1, 1879, inclusive, . . . . .			806,240	96	
State tax on capital stock and gross receipts, . . . . .			98,165	71	
Sinking fund loan, 1880-82, . . . . .			186,070	45	
Sinking fund Schuylkill Navigation Company im- provement bonds, . . . . .			233,000	00	
Credit balance of insurance funds, . . . . .			247,293	65	
Credit balance of renewal fund, . . . . .			11,847	67	
					11,630,279 48
					<b>\$123,553,215 80</b>

**COST.**

Total cost of entire road to date, including all real estate owned by the company, all depots, machine shops, and tools, . . . . .	\$38,201,433	17
Average of same per mile of road laid, . . . . .	116,823	95
Average of same per mile of single track, . . . . .	48,819	72
Proportion of same for Pennsylvania, . . . . .	All.	
Total cost of entire equipment, . . . . .	9,355,442	24
Average cost of equipment per mile of road operated by company, . . . . .	12,591	44
Average cost of equipment per mile of road owned by company, . . . . .	28,609	91
Proportion of same for Pennsylvania, . . . . .	All.	
Cost of road and equipment per mile of road owned by company, . . . . .	145,433	86
Proportion of same for Pennsylvania, . . . . .	All.	

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Philadelphia to Mt. Carbon, . . . . .	102.9	All.
Length of double main track, . . . . .	102.9	All.
<b>Branches.</b>		
Northern Liberties and Penn Township branch, from Broad street, Philadelphia, to Delaware river, Philadelphia, . . . . .	Length of branch, . . . . . 1.4	All.
	Length of double track, . . . . . 1.4	All.
Port Kennedy branch, from Port Kennedy to Lime Kilns, . . . . .	Length of branch, . . . . . 1.2	All.
	Length of single track, . . . . . 1.2	All.
Lebanon Valley branch, from Lebanon to Harrisburg, . . . . .	Length of branch, . . . . . 53.7	All.
	Length of single track, . . . . . 9.2	All.
	Length of double track, . . . . . 44.5	All.

Lebanon and Tremont branch, from Lebanon to Brookside, . . . . .	Length of branch, . . . . .	42.2	All.
	Length of single track, . . . . .	42.2	All.
Schuylkill and Susquehanna branch, from Rockville to Auburn, . . . . .	Length of branch, . . . . .	53.4	All.
	Length of single track, . . . . .	53.4	All.
Mt. Carbon branch, from Mt. Carbon to Wadesville and Mt. Laffy, . . . . .	Length of branch, . . . . .	8.5	All.
	Length of single track, . . . . .	8.5	All.
Mahanoy and Shamokin branch, from Mahanoy City to Herndon, . . . . .	Length of branch, . . . . .	64.6	All.
	Length of single track, . . . . .	53.8	All.
	Length of double track, . . . . .	10.8	All.
Moselem branch, from Leesport to Quarry, . . . . .	Length of branch, . . . . .	1.7	All.
	Length of single track, . . . . .	1.7	All.
West Reading branch, from Reading to Reading, . . . . .	Length of road, . . . . .	1.9	All.
	Length of single track, . . . . .	1.9	All.
<i>Leased Roads.</i>			
Chester Valley railroad branch, from Bridgeport to Downingtown, . . . . .	Length of road, . . . . .	21.5	All.
	Length of single track, . . . . .	21.5	All.
Colebrookdale railroad branch, from Pottstown to Barto, . . . . .	Length of road, . . . . .	12.8	All.
	Length of single track, . . . . .	12.8	All.
Pickering Valley railroad branch, from Phoenixville to Byers, . . . . .	Length of road, . . . . .	11.3	All.
	Length of single track, . . . . .	11.3	All.
East Pennsylvania branch, from Reading to Allentown, . . . . .	Length of road, . . . . .	33.0	All.
	Length of single track, . . . . .	17.7	All.
	Length of double track, . . . . .	13.3	All.
Allentown railroad branch, from Topperton to Kutztown, . . . . .	Length of road, . . . . .	4.5	All.
	Length of single track, . . . . .	4.5	All.
Little Schuylkill railroad branch, from Port Clinton to Tamaqua, . . . . .	Length of road, . . . . .	28.1	All.
	Length of single track, . . . . .	28.1	All.
Mine Hill railroad branch, from Schuylkill Haven to Tremont and Locust Gap, . . . . .	Length of road, . . . . .	53.7	All.
	Length of single track, . . . . .	31.9	All.
	Length of double track, . . . . .	21.8	All.
Mt. Carbon and Port Carbon railroad, from Mt. Carbon to Palo Alto, . . . . .	Length of road, . . . . .	2.5	All.
	Length of double track, . . . . .	2.5	All.
Mill Creek railroad branch, from Palo Alto to New Castle, . . . . .	Length of road, . . . . .	3.8	All.
	Length of double track, . . . . .	3.8	All.
Schuylkill Valley railroad branch, from Palo Alto to Tuscarora, . . . . .	Length of road, . . . . .	11.0	All.
	Length of single track, . . . . .	5.7	All.
	Length of double track, . . . . .	5.3	All.
East Mahanoy railroad branch, from East Mahanoy Junction to Mahanoy City, . . . . .	Length of road, . . . . .	10.7	All.
	Length of single track, . . . . .	10.7	All.
Philadelphia, Germantown and Norristown railroad branch, from Philadelphia to Norristown and Chestnut Hill, . . . . .	Length of road, . . . . .	33.7	All.
	Length of single track, . . . . .	13.5	All.
	Length of double track, . . . . .	20.2	All.
Catawissa and Williamsport branch, from Tamaqua to Williamsport, . . . . .	Length of road, . . . . .	92.6	All.
	Length of single track, . . . . .	92.6	All.
Philadelphia and Chester branch, from Philadelphia to Chester, . . . . .	Length of road, . . . . .	14.0	All.
	Length of single track, . . . . .	9.3	All.
	Length of double track, . . . . .	4.7	All.
Berks and Lehigh branch, from Reading to Slatifington, . . . . .	Length of road, . . . . .	41.2	All.
	Length of single track, . . . . .	41.2	All.
North Pennsylvania railroad branch, from Philadelphia to Bethlehem, . . . . .	Length of road, . . . . .	36.4	All.
	Length of single track, . . . . .	39.6	All.
	Length of double track, . . . . .	46.8	All.
Delaware and Bound Brook railroad, branch, from Delaware river to Bound Brook, . . . . .	Length of road, . . . . .	30.7	
	Length of single track, . . . . .	3.7	
	Length of double track, . . . . .	27.0	
Aggregate length of main line and branches, . . . . .		331.5	
Aggregate length of leased roads, . . . . .		494.5	
Aggregate length of sidings and other track not above enumerated, . . . . .		553.8	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .		1,379.8	
Length of track laid, main line and branches owned and leased, . . . . .		1,689.8	

Gauge.

What is the gauge of your lines? . . . . . 4 feet 8 } inches.

**Track.**

Miles of iron rail in use, <i>i. e.</i> , miles of track, . . . . .	1,445.9
Miles of steel rail in use, <i>i. e.</i> , miles of track, . . . . .	243.9
Weight of rail per yard, { Iron, . . . . .	56 & 68 pounds.
{ Steel, . . . . .	68 & 66 pounds

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . .	692
Wooden bridges, number of, 205; aggregate length, . . . . .	20,915 feet.
Stone bridges, number of, 112; aggregate length, . . . . .	9,258 feet.
Iron bridges, number of, 118; aggregate length, . . . . .	10,162 feet.
Wooden trestles, number of, 257; aggregate length, . . . . .	39,023 feet.

**Crossings.**

What steam railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Trenton railroad, at Richmond, Philadelphia. Lehigh Valley railroad, at Ashland. Northern Central railroad, at Herndon. Mine Hill and Schuylkill Haven railroad, at Schuylkill Haven. Philadelphia and Erie railroad, at Milton, Montgomery, and Williamsport. Sunbury, Hazleton, and Wilkes-Barre railroad, at Catawissa.

What steam railroads cross your road, either over or under your grade, in this Commonwealth, and where? Connecting railroad, at Philadelphia and Fairmount Park, (over.) Germantown and Norristown railroad, at Falls, and Nicetown, Philadelphia, (over.) North Pennsylvania railroad, at Fairhill Junction, Philadelphia, (over.) Lehigh Valley railroad, at Shenandoah, (over;) Conner Colliery, (under;) and Ashland, (under.) Berks and Lehigh railroad, at one half mile south of Tuckerton, (over.) Lackawanna and Bloomsburg railroad, at Rupert, (under.)

**Stations.**

Number of stations at which there are agents on main road, . . . . .	45
Number of stations at which there are agents on branches, . . . . .	51
Number of stations at which there are agents on leased roads, . . . . .	176
Number of engine-houses and shops in Pennsylvania 70; total number entire road, . . . . .	71
Number of wood and water stations on main road, . . . . .	18
Number of wood and water stations on branches, . . . . .	42
Number of water stations on leased roads, . . . . .	59
Value of real estate held by the company, including cost of road, . . . . .	\$7,688,344 25
Number of tunnels, 10; aggregate length, . . . . .	13,066 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 40 tons weight, . . . . .	283	\$10,000	00
Number of locomotives of more than 30 tons weight, . . . . .	151	9,250	00
Number of locomotives of more than 20 tons weight, . . . . .	42	7,000	00
Number of locomotives of more than 10 tons weight, . . . . .	2	6,800	00
Number of first-class passenger cars, . . . . .	340	4,000	00
Number of second-class passenger cars, . . . . .	88	2,600	00
Number of baggage, mail, and express cars, . . . . .	76	1,650	00
House cars, . . . . .	1,737	500	00
Truck cars, . . . . .	2,535	419	00
Number of freight cars, { Coal cars, . . . . .	15,927	450	00
{ Ore cars, . . . . .	95	440	00
{ Stone cars, . . . . .	1,054	440	00
Number of caboose cars, . . . . .	182	528	00

The average cost of cars, as stated, is that of eight-wheeled cars of the several classes.

Average number of cars in passenger trains, including baggage cars, . . . . .	5
Average number of cars in coal trains, four wheel cars, . . . . .	130
Average number of cars in freight trains, four wheel cars, . . . . .	85
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	173 tons.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	406 tons.
Average weight of coal trains, including locomotive and tender, in working order, . . . . .	938 tons.

**Employees.**

Average number of persons regularly employed by company, not including canals, . . . . .	11,525
Same in Pennsylvania, (this includes persons who work partly in the State,) . . . . .	11,337

**DOINGS OF THE YEAR.**

**Transportation and total Miles run.**

Number of miles run by passenger trains, . . . . .	2,101,392
Number of miles run by freight trains, . . . . .	2,326,192
Number of miles run by coal trains, . . . . .	5,875,171
Number of passengers averaged as through for the year on main road, . . . . .	1,064,332
Number of passengers (all classes) carried in cars, . . . . .	7,908,648
Number of miles traveled by same, . . . . .	98,982,902
Number of miles traveled in Pennsylvania, . . . . .	95,282,333
Number of tons of 2,000 pounds of merchandise and coal averaged as through for the year on main road, . . . . .	9,560,624
Number of tons of merchandise and coal carried one mile on main line and branches, . . . . .	889,138,076
Number of tons of merchandise and coal carried one mile in Pennsylvania, . . . . .	886,520,447

Gross amount of tonnage for the year, (2,000 pounds per ton,) including materials for use of road and weight of passengers, . . . . .	14,673,159
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,) . . . . .	42
Average rate of speed adopted by freight trains, } Freight, . . . . .	14
including stops, (miles per hour,) . . . . . } Coal, . . . . .	9

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

December, 1878, . . . . .	475,604	July, 1879, . . . . .	830,527
January, 1879, . . . . .	582,858	August, 1879, . . . . .	820,270
February, 1879, . . . . .	418,656	September, 1879, . . . . .	893,314
March, 1879, . . . . .	510,762	October, 1879, . . . . .	784,429
April, 1879, . . . . .	558,135	November, 1879, . . . . .	675,099
May, 1879, . . . . .	649,941		
June, 1879, . . . . .	761,063	Total, . . . . .	<u>7,908,648</u>

**Amount of Freight, specifying the quantity in tons of 2,000 pounds.**

Anthracite coal, . . . . .	8,856,741	Merchandise and manufactures, . . . . .	296,896
Bituminous coal, . . . . .	268,549	Live stock, . . . . .	47,237
Petroleum and other oils, . . . . .	89,966	Lumber, . . . . .	302,160
Pig iron, . . . . .	389,174	Other articles and express goods, company's merchandise, materials, passengers' baggage, &c., . . . . .	1,712,343
Railroad iron, . . . . .	110,456		
Other iron or castings, . . . . .	340,854	Total, . . . . .	<u>14,673,159</u>
Iron and other ores, . . . . .	741,459		
Stone and lime, . . . . .	394,358		
Agricultural products, . . . . .	1,122,976		

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

Passengers, proximate average per mile, . . . . .	2 <sup>1</sup> / <sub>100</sub> cents.
<b>Rate per ton per Mile charged for Merchandise and Coal.</b>	
For freight and tolls on merchandise, (2,000 pounds,) per ton per mile, proximate average, . . . . .	1 <sup>67</sup> / <sub>100</sub> cents.
For freight and tolls on coal, (2,240 pounds,) per ton per mile, proximate average, . . . . .	1 <sup>22</sup> / <sub>100</sub> cents.

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
December, 1878, . . . . .			\$115,168 54
January, 1879, . . . . .			106,562 42
February, 1879, . . . . .			92,098 74
March, 1879, . . . . .			114,729 58
April, 1879, . . . . .			122,533 88
May, 1879, . . . . .			171,675 28
June, 1879, . . . . .			195,997 61
July, 1879, . . . . .			218,511 11
August, 1879, . . . . .			224,120 96
September, 1879, . . . . .			226,035 33
October, 1879, . . . . .			215,836 58
November, 1879, . . . . .			190,868 71
Total, . . . . .			<u>\$1,994,158 74</u>

From Transportation of Freight.

MONTHS.	Merchandise.		Coal.		Total.	
December, 1878, . . . . .	\$214,040	88	\$472,829	45		
January, 1879, . . . . .	231,609	77	552,959	49		
February, 1879, . . . . .	184,983	46	539,619	13		
March, 1879, . . . . .	218,578	90	546,940	14		
April, 1879, . . . . .	277,712	29	579,247	44		
May, 1879, . . . . .	379,999	52	576,031	84		
June, 1879, . . . . .	359,380	77	617,891	99		
July, 1879, . . . . .	335,266	21	583,230	19		
August, 1879, . . . . .	401,187	48	674,417	27		
September, 1879, . . . . .	335,112	82	580,167	00		
October, 1879, . . . . .	418,408	60	767,983	67		
November, 1879, . . . . .	421,215	35	690,104	40		
<b>Total, . . . . .</b>	<b>\$3,827,496</b>	<b>05</b>	<b>\$7,186,222</b>	<b>01</b>	<b>\$11,013,718</b>	<b>06</b>

From all other Sources.

MONTHS.	Mails.		Steam Colliers and Coal Barges.		Miscellaneous.		Total.	
December, 1878, . . . . .	\$3,370	65	\$60,403	75	\$5,681	19		
January, 1879, . . . . .	3,370	67	59,312	16	5,980	68		
February, 1879, . . . . .	3,458	18	51,487	76	4,994	72		
March, 1879, . . . . .	3,395	67	75,708	56	5,925	10		
April, 1879, . . . . .	3,395	66	74,907	52	6,145	21		
May, 1879, . . . . .	4,056	40	86,630	34	12,287	71		
June, 1879, . . . . .	4,012	54	70,796	93	1,857	43		
July, 1879, . . . . .	4,012	55	55,210	38	1,747	04		
August, 1879, . . . . .	4,012	54	55,774	07	1,676	13		
September, 1879, . . . . .	4,012	54	71,829	48	1,814	05		
October, 1879, . . . . .	3,870	10	82,418	79	2,929	51		
November, 1879, . . . . .	3,976	93	100,011	03	2,492	87		
<b>Total, . . . . .</b>	<b>\$44,944</b>	<b>43</b>	<b>\$643,995</b>	<b>77</b>	<b>\$53,531</b>	<b>04</b>	<b>\$942,471</b>	<b>24</b>
<b>Other sources, . . . . .</b>							<b>41,891</b>	<b>54</b>
							<b>\$984,362</b>	<b>78</b>

Total passenger earnings for the year, . . . . .	\$1,994,158	74
Total merchandise and coal earnings for the year, . . . . .	11,013,718	06
Total receipts from all other sources, . . . . .	984,362	78
<b>Total receipts for the year, . . . . .</b>	<b>\$13,992,239</b>	<b>58</b>
* Proportion of receipts in Pennsylvania, . . . . .	\$13,815,156	93

\* This includes receipts from steam colliers 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, . . . . .	\$748,191	87
Railroad iron, . . . . .	\$145,416 18	
Add balance of renewal of years 1878-79, . . . . .	11,482 18	
	156,898	26
Repairs of bridges, . . . . .	145,163	61
Repairs of buildings and fixtures, . . . . .	102,805	46
All other expenses for maintenance of way, . . . . .	210,920	40
Total for maintenance of way, . . . . .	\$1,368,979	60
Cost per mile of road kept in repair, . . . . .	\$1,714	45
Proportion for Pennsylvania, . . . . .	1,344,423	94

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$478,816	81
Repairs of machinery, . . . . .	29,009	64
Repairs of passenger, baggage, and mail cars, . . . . .	107,142	25
Repairs of merchandise and coal cars, . . . . .	702,897	20
Total for maintenance of motive power and cars, . . . . .	\$1,312,865	90
Cost per mile of road operated, . . . . .	\$1,654	13
Proportion for Pennsylvania, . . . . .	1,288,111	90

## Miscellaneous.

Salaries of officers, agents, &c., on the road, wages of engineers, firemen, conductors, and other train hands, . . . . .	\$2,068,390	35
Wages of switchmen, signal-men, gate-keepers, watchmen, and depot hands, . . . . .	330,633	01
Fuel—number of cords of wood, and preparing for use, \$1,302; cost, . . . . .	18,310	61
Fuel—number of tons of coal, and preparing for use, \$387,297; cost, . . . . .	697,747	13
Oil and waste, . . . . .	113,283	50
Telegraph, water rents, &c., . . . . .	117,020	87
Hauling and assorting cars in coal region, and at Port Richmond, and shipping expenses, . . . . .	458,921	15
Damages for loss of goods and baggage, . . . . .	5,011	61
Labor at depots, stationary engines, fuel, materials, &c., . . . . .	79,823	94
Taxes, . . . . .	211,998	65
Insurance, profit and loss, damages, premium on gold, &c., . . . . .	42,249	85
Rents of laterals, &c., . . . . .	1,776,194	05
New tracks and sidings charged to expenses, . . . . .	20,584	50
Steam colliers and coal barges, . . . . .	484,272	00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	367,326	52
Total miscellaneous, . . . . .	\$6,794,767	74
Amount per mile of road operated, . . . . .	\$7,954	60
Proportion for Pennsylvania, . . . . .	6,750,401	45
Total expenditures for operating the road, steam colliers and coal barges, . . . . .	9,471,613	24
Expenses per mile of the road operated, not including steam colliers and coal barges, . . . . .	11,323	18
Expenses per train mile, not including steam colliers and coal barges, . . . . .		87 23
Proportion for Pennsylvania, . . . . .	9,377,937	29



**EARNINGS.**

Passenger transportation, . . . . .		\$1,994,158	74
Merchandise transportation, . . . . .	\$3,827,496 05	} Total,	11,013,718
Coal transportation, . . . . .	7,183,222 01		
Mail service, . . . . .		44,944	48
Steam colliers and coal barges, . . . . .		843,995	77
All other sources of income, . . . . .		95,422	58
<b>Total, . . . . .</b>		<b>\$13,922,239</b>	<b>58</b>
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . .	\$1,803,979 60		
Maintenance of motive power and cars, . . . . .	1,312,865 90		
Miscellaneous, . . . . .	6,791,767 74		
Total operating expenses, including steam colliers and coal barges, being 67 <sup>7</sup> / <sub>8</sub> per cent. of earnings, . . . . .		9,471,613	24
<b>Net earnings, not including loss on canals, . . . . .</b>		<b>\$4,520,626</b>	<b>34</b>
Receipts per mile of road operated, not including steam colliers and coal barges, . . . . .		\$16,481	52
Expenses per mile of road operated, not including steam colliers and coal barges, . . . . .		11,323	18
<b>Net earnings, not including loss on canals, . . . . .</b>		<b>\$4,520,626</b>	<b>34</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.? Philadelphia and Reading Railroad Company transacts its own express business.

**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? Sleeping cars are run, the charges for use of the berths being collected by Pullman's Palace Car Company, who are the owners of the cars.

**U. S. MAIL.**

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$44,944 43. No contracts. Terms vary on the different branches.

**STOCK AND DIVIDENDS.**

Amount of preferred stock, . . . . . \$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, . . . . .		2		2		4
Employees, . . . . .	10	47	13	16	23	68
Others, . . . . .	2	3	46	45	48	48
<b>Total, . . . . .</b>	<b>12</b>	<b>52</b>	<b>59</b>	<b>63</b>	<b>71</b>	<b>115</b>

## Statement of each Accident.

December 5, 1878. Eugene Helmbold, head injured ; struck by train while driving across track, at Philadelphia.

December 7. Martin Zebley, fatal ; attempting to get on shifting engine, at Philadelphia.

December 11. William P. Noll, fatal ; run over by coal train, at Reading.

December 11. Patrick Barnet, arm injured ; caught between bumpers, at Mount Carbon.

December 11. William T. Bray, (boy,) arm broken ; struck by engine while walking alongside of track, at Wingohocking.

December 13. John Kulp, ribs broken ; repair truck struck by engine, near Dornsife.

December 27. Thomas J. Ward, (boy,) fatal ; attempting to get off coal car, at Philadelphia.

December 27. Thomas Kleckner, hand injured ; caught between bumpers, at Mahanoy Plane.

December 31. John Kohlas, hand injured ; caught between bumpers, at Philadelphia.

January 4, 1879. William J. Miller, arm injured ; caught between bumpers, at Reading.

January 6. Augustus Barlot, fatal ; run over while lying on track, near Blandon.

January 7. William R. Brayson, head and hand injured ; struck by train while walking on track, near Shawmont.

January 10. Eli Ehrig, arm bruised ; caught between bumpers, at Allentown.

January 17. John Lawton, fatal ; struck by train while crossing track, at Manayunk.

January 21. Philip Mohan, fatal ; run over while walking on track, near Port Clinton.

January 22. Edwin Devine, hand injured ; caught between bumpers, at Philadelphia.

January 26. Daniel Moore, fatal ; circumstances of accident unknown ; body found alongside of track, near Reading.

January 28. Mary A. Werts, fatal ; struck by engine while standing on track, near Reading.

January 29. Zadoc Moel, hip injured ; struck by engine, at Phoenixville.

January 30. Hugh E. Loughery, hand injured ; caught between bumpers, at Limerick.

February 10. Frank Repp, hand injured ; caught between bumpers, at Perkiomen Junction.

February 10. James McDonald, fatal ; attempting to get on coal train, at Philadelphia.

February 11. John Montgomery, leg broken; struck by train while walking on track, near Manayunk.

February 12. Charles K. Auge, head and shoulder injured; struck by engine, at Reading.

February 15. Ross Wilson, foot injured; run over while coupling cars, at Manayunk.

February 20. Michael Kerns, fatal; struck by engine while standing on track, near Cumbola.

February 25. A. F. Berdaneer, head and back injured; falling off coal car, at Mahanoy plane.

February 27. Frederick Baumgard, (boy,) fatal; attempting to get on coal train, at West Conshohocken.

February 28. Calvin Fryer, foot injured; attempting to get on freight train, at Reading.

March 3. James Costello, hand injured; caught between bumpers, at Philadelphia.

March 6. John H. Noble, and William Bailey, (boys,) badly cut and bruised; struck by car, while playing on track, at Pottstown.

March 6. George Kershner, fatal; run over, while coupling cars, at Phœnixville.

March 8. Charles Gessley, (boy,) fatal; jumping off coal train, at Hamburg.

March 8. B. F. Jacoby, foot injured; run over, while coupling cars, at Bridgeport.

March 11. John Deter, arm broken; jumping off coal train, near Port Clinton.

March 13. George Devow, (boy,) foot injured; playing about coal train, at Reading.

March 15. Jacob Hunter, foot injured; struck by engine, while walking on track, at Reading.

March 20. Justus Sherer, arm injured; caught between bumpers, at Schuylkill Haven.

March 22. Arthur L. Myers, hand injured; attempting to get on freight train, near Norristown.

March 24. George Brewster, fatal; run over, while walking on track, at Richmond.

March 25. John McCurdy, fatal; run over, while lying on track, at Philadelphia.

March 25. Patrick J. Nolan, injured about body; caught between cars, at Port Clinton.

March 27. Robert Beadencup, hand injured; caught between bumpers, at Reading.

March 27. George Shadle, fatal; run over, while walking on track, at Lincoln colliery.

April 1. William Agen, fatal; circumstances of accident unknown; body found lying on track, at Leesport.

April 1. John S. Lenhart, head injured ; striking over-head bridge, near West Falls.

April 3. Charles Carter, hand injured ; caught between bumpers, at Birdsboro'.

April 8. Henry Wolf, (boy,) fatally injured ; and Samuel Rheibold, (boy,) arm and leg broken ; struck by train, while crossing track, near Swatara Gap.

April 11. John Wentzel, head cut ; struck by engine, while walking on track, at Reading.

April 11. Dennis Daily, fatal ; struck by train, while walking alongside of track, near Wingohocking.

April 11. John Young, fatal ; caught between cars, at Reading.

April 14. John D. Miller, fatal ; striking over-head bridge, near Salford.

April 17. Daniel Orth, arm injured ; jumping off train, near Rutherford.

April 23. Michael Blake and Hugh Boyle, (boys,) badly bruised ; gate knocked down by engine, which had run off track, at Philadelphia.

April 30. Amos Amole, arms broken ; struck by car, while standing on track, at Phoenixville.

April 30. Daniel Clouser, arm bruised ; caught between bumpers, at Bridgeport.

May 1. Samuel Schlear, foot injured ; run over, while coupling cars, at Birdsboro'.

May 10. William H. Lewis, fatal ; run over, while coupling cars, at Reading.

May 10. Owen P. Malone, (boy,) foot injured ; attempting to get on train, at Philadelphia.

May 13. Mark Mitzkase, foot injured ; attempting to get on coal train, at Locust Dale.

May 15. John A. Matts, arm and leg broken ; struck by train, while crossing track, at Sinking Spring.

May 17. John Broadbent, ribs broken ; struck by train, while sitting on track, near Falls.

May 19. John Cahill, arm broken ; fell from freight car, at Topton.

May 20. Charles Bell, hand injured ; caught between bumpers, at Reading.

May 26. Edward Todd, fatal ; attempting to get on freight train, at Sanatoga.

May 31. Elizabeth Strassburger, rib broken, and hip injured ; collision of passenger train and coal train, at Perkiomen Junction.

May 31. Charles Skean, hand injured ; caught between bumpers, at Belmont.

June 2. Albert Strecker, boy, leg injured ; run over by coal train, at Philadelphia.

June 5. John Bahrt, arm injured ; caught between bumpers, at Richmond.

- June 5. George Dubree, foot injured ; caught between bumpers, at Bethlehem.
- June 9. Henry Heffner, hand injured ; caught between bumpers, at Reading.
- June 9. Kiernan Breunan, fatal ; attempting to get on coal train, near Girardville.
- June 9. George Buckingham, fatal ; run over while standing on track, at Richmond.
- June 10. Alfred Toole, arm broken ; struck by train while standing close to track, at Philadelphia.
- June 11. Thomas H. Sherwood, junior, boy, fatal ; struck by train while crossing track, near Wayne.
- June 12. John Kerns, elbow dislocated ; falling between cars, at Rupert.
- June 13. Charles Baker, fatal ; run over while lying on track, at Danville.
- June 17. Reuben Bredbender, fatal ; fell from trestle bridge, near McAuley.
- June 18. Mrs. Clay, collar bone broken ; struck by engine while walking on track, at Reading.
- June 20. Daniel Wentzel, both legs badly injured ; run over while walking on track, at Reading.
- June 23. Benjamin Hacker, foot injured ; attempting to get on coal train, near Shamokin.
- June 26. John Flemming, leg broken ; caught between cars, at Phoenixville.
- July 3. Henry Geiger, boy, arm broken ; struck by train while crossing track, at Reading.
- July 3. Edward R. Reeves, injured about head and internally ; struck by train while driving across track, near Tioga.
- July 4. Henry Rexrath, leg cut off ; jumping off train, at Philadelphia.
- July 4. Thomas Miller, fatal ; run over while walking on track, near Gilderton.
- July 12. Louisa Krouse, hip dislocated ; jumping off train, near Douglassville.
- July 12. Stephen Hawand, fatal ; circumstances of accident unknown ; body found lying alongside of track, at Reading.
- July 13. Thomas Comley, fatal ; run over while lying on track, at Excelsior.
- July 15. John Cunningham, head injured ; playing about cars, at Philadelphia.
- July 15. Unknown man, fatal ; struck by train while walking on track, at Philadelphia.
- July 16. James Caveston, foot injured ; attempted to get on coal train, at West Manayunk.

July 16. Thomas Conway, head injured ; caught between cars, at Palo Alto.

July 16. Unknown man, fatal ; run over while lying on track, near Pencoyd.

July 19. Robert Wallack, arm broken and hand injured ; caught between bumpers, at Philadelphia.

July 21. Amos A. Sellers, fatal ; attempting to get on freight train, near Beaver.

July 21. John Jones, hip dislocated ; caught between cars, at Tamaqua.

July 24. E. M. Whetstone, hand injured ; caught between bumpers, at Ashland.

July 25. Philip S. Machamer, fatal ; run over while gathering coal on track, at Reading.

July 26. Henry Channing, arm broken ; caught between cars, at West Spring Mill.

July 26. Amos Neifert, hand injured ; caught between bumpers, at Bridgeport.

John Haldeman, foot injured by collision of trains, at Sandy Run.

August 2. James McElree, fatal ; run over by coal cars, near Richmond.

August 3. Henry Bertolette, leg broken ; fell in jumping off engine, at Reading.

August 3. John Boyd, (boy,) foot injured ; attempting to get on train, at Lebanon.

August 9. John Reichert, leg broken ; jumping off coal train, near Leesport.

August 9. Lawrence Humm, fatal ; jumping off freight train, at Wissahickon.

August 9. John Patterson, fatal ; struck by engine while sitting on track, near McAuley.

August 11. John Staib, leg injured ; struck by engine while standing on track, at Philadelphia.

August 12. Benjamin Norman, ribs broken and hand injured ; attempting to get on coal train, at Reading.

August 15. Edward F. Miller, fatal ; circumstances of accident unknown ; body found lying on track, near West Manayunk.

August 16. Gabriel Bossler, fatal ; attempting to get on coal train, at Tuckerton.

August 16. Moses Noar, fatal ; struck by engine while driving across track, at Philadelphia.

August 16. William Flanigan, (boy,) legs injured ; attempting to get on coal train, at Locust Dale.

August 19. Kain O'Connor, hand injured ; caught between bumpers, at Pottstown.

August 21. William Steinecke, (boy,) fatal ; struck by engine while standing on track, at Philadelphia.

August 24. Arndt. Frantz, foot injured ; knocked off train by striking against bridge, near Heilman Dale.

August 27. Edward Cummiskey, boy, fatal ; run over while gathering coal on track, at Phoenixville.

August 28. Jane Carley, fatal ; run over while walking on track, near Richmond.

August 28. Franklin J. Cook, fatal ; run over while crossing track, at Philadelphia.

August 30. Lewis Lewis, boy, foot injured ; foot caught between cars, at Philadelphia.

August 30. William A. Garrett, hand injured ; caught between bumpers, at Reading.

September 1. G. A. Steele, collar bone broken ; caught between cars, at Catawissa.

September 3. Mark Randall, fatal ; fell from cars and was run over, at Merion.

September 4. Albert Howe, leg injured ; attempting to get on coal train, at Reading.

September 9. James Taylor, arm injured ; caught between bumpers, at Pottsgrove.

September 10. James Moran, foot injured ; run over while coupling cars, at Rambo's.

September 10. Washington Hall, fatal ; struck by train while crossing track, at Perkasio.

September 11. Albert Sheaffer, arm and leg injured ; attempting to get on engine, at Emaus.

September 13. George Gould, fatal ; caught between cars, near Richmond.

September 13. Joanna Hagerty, fatal ; run over while walking on track, near Schuylkill Haven.

September 13. Frank Trout, arm broken ; falling from coal car, at St. Nicholas.

September 14. John B. Gormley, arm injured ; run over while lying alongside of track, at Philadelphia.

September 20. John Gardner, badly bruised ; run over while coupling cars at Danville.

September 22. William Dolan, fatal ; run over while lying on track, near Girardville.

September 23. Joseph H. Huffer, internal injuries ; struck by engine, at Gray's Ferry.

September 27. Isaac Prizer and Alexander Young, fatally injured ; by collision of ballast train and freight train, near Douglassville.

September 27. Henry Benner, (boy,) foot injured ; caught between bumpers while riding on coal train, at West Falls..

October 1. John Shore, fatal; fell from car and was run over, at West Falls.

October 4. John Glover, fatal; struck by train while walking on track, at Falls.

October 7. Joseph Evans, (boy,) fatal; caught between cars at Philadelphia.

October 8. Nicholas Stroble, fatal; hand caught between bumpers, at Philadelphia.

October 8. John Wootten, hand injured; caught between bumpers, at Reading.

October 10. John E. Rooney, head injured; jumping off coal train, at Richmond.

October 10. Albert J. Hanck, (boy,) fatal; run over while crossing track, at Philadelphia.

October 11. J. F. Hedden, foot injured; run over while crossing track, at Catawissa.

October 13. Patrick Martin, collar bone broken; caught between bumpers, at Shamokin.

October 15. George Hare, injured about hips; caught between cars, at Reading.

October 15. John M. Bader, (boy,) leg injured; jumping off train, at Philadelphia.

October 16. Henry Reimenchneider, (boy,) leg broken; while riding on freight train, at Philadelphia.

October 16. David McAllister, hand injured; fell between cars and was run over, at Pine Grove.

October 17. Peter Smith, hands injured; fell into culvert and was run over, at Perkiomen Junction.

October 17. Albert Anthony, hand injured; caught between bumpers, at Reading.

October 18. James McKnight, fatal; attempting to get on coal train, at West Falls.

October 23. Milton N. Stout, fatal; fell from coal train and was run over, at Lansdale.

October 24. Patrick Cannon, (boy,) foot cut off; fell from coal train and was run over, at Mahanoy City.

October 26. Peter Aiken, fatal; struck by engine while standing alongside of track, at Richmond.

October 26. Cyrus Wentzel, legs broken, and Timothy Hynetman, fatally injured; run over while gathering coal on track, at Reading.

October 27. John McGovern, internal injuries; falling from tank of engine, at Cressona.

October 27. James Repp, fatal; caught between cars, at Allentown.

October 28. Augustus Mengle, hand injured; caught between bumpers, at Reading.



October 28. John Riley, fatal; struck by train while lying on track; near Norristown.

October 29. William Moore, fatal; run over while standing on track, near Thomaston.

October 30. Samuel Fredericks, injured about body; caught between cars, at East Mahanoy junction.

October 31. Simon Lord, leg broken; struck by engine while walking on track, near Cressona.

November 4. John Boyle, thigh broken and internal injuries; collision of engine with freight cars, at Hatfield.

November 7. Anthony Grusch, foot injured; caught between bumpers, at Mahanoy Plane.

November 12. John Collins, (boy;) fatal, attempting to get on train, at Bethlehem.

November 13. David Noesch, ribs broken; struck by train while crossing track, at Philadelphia.

November 14. William Henry, fatal; freight cars running off track, near Shuman's.

November 14. Patrick F. Ward, fatal; striking against over-head bridge, near Reading.

November 14. Charles H. Runkle, head injured; lump of coal falling from car, at St. Clair.

November 14. William Eaches, hand injured; caught between bumpers, at Reading.

November 15. Alfred D. Laing, fatal; attempting to get on coal train, at Brookside.

November 15. Charles Smith, fatal; attempting to get on coal train, at Locust Gap.

November 19. Frank P. Moyer, hand injured; caught between bumpers, at Reading.

November 22. Andrew McBride, fatal; fell from coal car, and was run over, at Philadelphia.

November 27. Frank C. Benjamin, rib broken; striking against water column, at Hamburg.

November 27. William Springer, (boy,) leg injured; run over while walking on track, near Royer's Ford.

November 28. Frank Schaffer, fatal; struck by engine while standing on track, near Wayne junction.

November 29. Weimer Snyder, (boy,) leg injured; jumping off coal train, near Shamokin.

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

Personally appeared before me, F. B. Gowen, president, and Samuel Bradford, treasurer, of the Philadelphia and Reading 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. 1879, according to the best of their knowledge and belief.

(Signed,)

F. B. GOWEN, *President.*

S. BRADFORD, *Treasurer.*

Sworn and subscribed before me, this 7th day of February, A. D. 1880.

J. Y. HUMPHREY, *Notary Public.*

## R E P O R T

OF THE

*Philadelphia, Germantown and Norristown Railroad  
 Company, for the year ending September 30, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Coffin Colket, President, . . . . .	Philadelphia.
Alexander E. Dougherty, Secretary and Treasurer, . . . . .	Philadelphia.
William W. Stephens, Assistant Treasurer, . . . . .	Philadelphia.

General office, No. 12 Philadelphia Exchange, Philadelphia.

<i>Names of Managers.</i>	<i>Residences.</i>
Coffin Colket, . . . . .	Philadelphia.
William Musser, . . . . .	Philadelphia.
William H. Slingluff, . . . . .	Norristown, Pa.
I. V. Williamson, . . . . .	Philadelphia.
Winfield S. Wilson, . . . . .	Tredyffrin, Chester county, Pa.
Daniel Longaker, . . . . .	Norristown, Pa.
Richard Dale, . . . . .	Philadelphia.
John F. Gilpin, . . . . .	Philadelphia.
Henry M. Phillips, . . . . .	Philadelphia.
John A. Brown, junior, . . . . .	Philadelphia.
Edwin N. Benson, . . . . .	Philadelphia.
Lewis Elkin, . . . . .	Philadelphia.

**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, . . . . .	2,246,900	00
Capital stock paid in by last report, . . . . .	2,246,900	00
Capital stock, total amount now paid in, . . . . .	2,246,900	00
Capital stock, number of shares issued, . . . . .	44,938	
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, . . . . .	\$1,139,078	84
Average of same per mile of road laid, . . . . .	56,953	94
Total cost of entire equipment, . . . . .	367,988	09
Average cost of equipment per mile of road operated by company, . . . . .	18,399	40
Cost of road and equipment per mile, . . . . .	75,353	84

**CHARACTERISTICS OF ROAD.**

Main Line.	MILS.	
	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, . . . . .	3	
Plymouth branch, from Conshohocken to Oreland, . . . . .	9 <sup>25</sup> / <sub>100</sub>	
Aggregate length of main line and branches, . . . . .	29 <sup>25</sup> / <sub>100</sub>	
Aggregate length of sidings and other track above enumerated, . . . . .	7 <sup>05</sup> / <sub>100</sub>	
Aggregate length of main line, branches, sidings, and other track, . . . . .	36 <sup>30</sup> / <sub>100</sub>	

**Gauge.**

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

**Track.**

Miles of iron rail in use, (exclusive of sidings,) . . . . . 16½  
 Miles of steel rail in use, . . . . . 3½  
 Weight of rail per yard, iron and steel, . . . . . 50,57,58,67 lbs.

**Bridges and Trestles.**

Number of bridges on whole line, . . . . . 25  
 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.**

What railroads cross your road at grade in this Commonwealth, and at what locality? 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 Germantown 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 road-way, . . . . .	\$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, trucks, ore, and stone cars, (equal to 192 eight wheeled cars,) . . . . .	192	469 00

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.

**Receipts from all Sources.**

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
December, 1878, . . . . .			\$69,543 51	\$69,543 51
March, 1879, . . . . .			69,067 50	69,067 50
April, 1879, . . . . .			405 83	405 83
June, 1879, . . . . .			69,473 34	69,473 34
August, 1879, . . . . .			69,473 33	69,473 33
Total, . . . . .			\$277,963 51	\$277,963 51

Summary of Payments.

Number and per cent. of dividends: Four dividends of three per cent. each—twelve per cent. on capital of \$2,246,900.		
Amount paid in dividends, including unpaid dividends due in 1878, .	\$268,200	00
Other items, including salaries, office rent, and incidental office expenses, . . . . .	7,030	19
	<b>\$275,230</b>	<b>19</b>

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 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. 1879, according to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*

A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this 10th day of November, A. D. 1879.

W. W. DOUGHERTY, *Notary Public.*

**R E P O R T**

OF THE

*Philadelphia and Chester County Railroad Company  
 for the year ending December 31, 1879.*

**OFFICERS.**

*Names.*

*Residences.*

Thomas S. Cox, President, . . . . . Sugartown, Chester county, Pa.  
 J. G. Allen, Secretary and Treasurer, . . . . . 1237 Spruce street, Philadelphia.

General offices at No. 119 South Fourth street, Philadelphia.

*Names of Directors.*

*Residences.*

Thomas S. Cox, . . . . . Sugartown, Chester co., Pa.  
 J. Clemson Sharpless, . . . . . Radnor, Delaware co., Pa.  
 J. T. Williams, . . . . . Philadelphia.  
 D. J. Stevenson, . . . . . Philadelphia.  
 R. D. Allen, . . . . . Philadelphia.  
 J. G. Allen, . . . . . Philadelphia.  
 Levi Lukens, . . . . . Upper Darby P. O., Delaware co., Pa.

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$500,000	00
Capital stock authorized by votes of company, (preferred,) . . . . .	500,000	00
Capital stock, amount subscribed, (of old company,) . . . . .	84,450	00
Capital stock paid in to old company, . . . . .	35,220	00
Capital stock, number of shares issued for purchase of road, . . 10,000		
Capital stock, par value of each share, . . . . .	50	00

## DEBT.

<b>Funded Debt.</b>		
<i>(At end of financial year ending August 31, 1879.)</i>		
First mortgage bonds, (due August, 1898, bear interest at seven per cent., which is payable semi-annually,) amount, . . . . .	\$7,500	00
Additional to December 31, 1879, . . . . .	5,000	00
Special mortgage on real estate, (bearing interest at six per cent., which is payable September 15, 1880,) amount, . . . . .	2,000	00
<b>Total amount now of funded debt, . . . . .</b>	<b>\$14,500</b>	<b>00</b>
<b>Floating Debt.</b>		
Unfunded debt incurred for construction, equipment, or purchase of property, about, . . . . .	\$1,155	00
<b>The amount now of floating debt, . . . . .</b>	<b>1,155</b>	<b>00</b>
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$15,655</b>	<b>00</b>
Funded debt of old company as per last report, but now merged with present funded debt, . . . . .	\$13,375	00
<b>Total cash realized from capital stock and debt, . . . . .</b>	<b>\$154,650</b>	<b>00</b>

## COST.

Total cost of entire road to December 31, 1879, . . . . . \$153,398 25

## CHARACTERISTICS OF ROAD.

## Main Line.

Proposed length of main line, from Philadelphia, via West Chester, to Downingtown, . . . . . 35 miles.

## Gauge.

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

## Stations.

Value of real estate held by the company, exclusive of roadway, all in Pennsylvania, . . . . . \$5,500 00

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Construction and rights of way accounts during financial year ending August 31, 1879, . . . . .	\$3,443	24
Approximate of same to December 31, 1879, . . . . .	6,248	31
Any other expenditures chargeable to purchase of road, and including merging of old debts, . . . . .	14,864	35
<b>Total, . . . . .</b>	<b>\$24,555</b>	<b>90</b>
<b>All in Pennsylvania.</b>		

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

Personally appeared before me, Thomas S. Cox, president, and J. G. Allen, treasurer, of the Philadelphia and Chester County Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending August 31, A. D. 1879, and approximate to December 31, 1879, according to the best of their knowledge and belief.

(Signed,)

THOMAS S. COX, *President.*

J. E. ALLEN, *Treasurer.*

Affirmed and subscribed before me, this 30th day of January, A. D. 1880.

WALTER S. GIBSON, *Notary Public.*

**R E P O R T**

OF THE

*Philadelphia and Trenton Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
Strickland Kneass, President, . . . . .	Philadelphia.
James R. McClure, Secretary, . . . . .	Philadelphia.
William Taylor, Treasurer, . . . . .	Cambridge, New Jersey.
General offices at 233 South Fourth street, Philadelphia, Pennsylvania.	

<i>Names of Directors.</i>	<i>Residences.</i>
Strickland Kneass, . . . . .	Philadelphia.
N. Parker Shortridge, . . . . .	Philadelphia.
Josiah Bacon, . . . . .	Philadelphia.
Wistar Morris, . . . . .	Philadelphia.
A. J. Derbyshire, . . . . .	Philadelphia.
John M. Kennedy, . . . . .	Philadelphia.
Alexander Biddle, . . . . .	Philadelphia.
Henry M. Phillips, . . . . .	Philadelphia.
Thomas A. Scott, . . . . .	Philadelphia.
J. N. Du Barry, . . . . .	Philadelphia.
George B. Roberts, . . . . .	Philadelphia.
George M. Dorrance, . . . . .	Bristol, Pa.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$2,662,900	00
Capital stock authorized by votes of company, . . . . .	1,259,100	00
Capital stock, amount subscribed, . . . . .	1,259,100	00
Capital stock paid in by last report, . . . . .	1,259,100	00
Capital stock, total amount now paid in, . . . . .	1,259,100	00
Capital stock, number of shares issued, . . . . .	12,591	
Capital stock, amount paid in on each share, . . . . .	100	00
Capital stock, par value of each share, . . . . .	100	00

**DEBT.**

<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$21,742	72
Total amount now of floating debt, . . . . .	\$21,742	72
Total cash realized from capital stock and debt, . . . . .	\$1,280,842	72

**COST.**

Total cost of entire road to date, . . . . . \$1,799,295 19

**CHARACTERISTICS OF ROAD.**

<b>Main Line.</b>	<b>MILES.</b>	
	Whole length.	Length in Penn'a.
Length of main line, from Philadelphia to Morrisville, Pa., . . .	26.44	26.44
Length of double main track, . . . . .	23.66	23.66
<b>Leased Roads.</b>		
Connecting railway, from Mantua junction to Frankford junction, . . . . .	6.75	6.75
Frankford and Holmesburg railroad, from Holmesburg junction to Bustleton, . . . . .	4.16	4.16
Aggregate length of main line and branches, . . . . .	26.44	26.44
Aggregate length of sidings and other track not above enumerated, . . . . .	20.41	20.41
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	73.29	73.29

**Gauge.**

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

**Track.**

Miles of steel rail track in use, . . . . . 23.85  
 Weight of rail per yard, iron and steel, . . . . . 67 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 35  
 Wooden bridges, number of 12; aggregate length, . . . . . 455 feet.  
 Stone bridges, number of, 12; aggregate length, . . . . . 106 feet.



Iron bridges, number of, 7; aggregate length, . . . . .	1,804 feet.
Wooden trestles, number of, 4; aggregate length, . . . . .	1,250 feet.

**Crossings.**

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

**Stations.**

Number of stations on main road: Passenger, 21; freight, 19; total, . . . . .	40
Number of stations on leased roads: Passenger, 8; freight, 7; total, . . . . .	15
Number of engine-houses and shops in Pennsylvania, . . . . .	2
Cost of real estate held by the company, exclusive of roadway, . . . . .	\$70,532 71
Cost of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . .	70,532 71

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

**Equipment.**

Average number of cars in passenger trains, including baggage cars, . . . . .	6
Average number of cars in freight trains, . . . . .	38
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	160 tons.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	728 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	1,535
Same in Pennsylvania, . . . . .	1,535

**DOINGS OF THE YEAR.****Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	428,500
Number of miles run by freight trains, . . . . .	228,000
Number of miles run by coal trains, . . . . .	72,300
Number of through passengers for the year on main road, . . . . .	819,894
Number of passengers (all classes) carried in cars, . . . . .	1,745,977
Number of passengers carried one mile, . . . . .	34,101,000
Number of passengers carried one mile in Pennsylvania, . . . . .	34,101,000
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	2,885,275
Number of tons of freight carried one mile, . . . . .	92,928,622
Number of tons of freight carried one mile in Pennsylvania, . . . . .	92,928,622

Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	3,156,040
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,) . . . . .	40
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	15

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

January, 1879, . . . . .	121,119	July, 1879, . . . . .	173,694
February, 1879, . . . . .	114,641	August, 1879, . . . . .	166,793
March, 1879, . . . . .	124,958	September, 1879, . . . . .	170,571
April, 1879, . . . . .	127,115	October, 1879, . . . . .	160,963
May, 1879, . . . . .	141,235	November, 1879, . . . . .	141,193
June, 1879, . . . . .	152,523	December, 1879, . . . . .	151,152

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

Total amount of freight, . . . . .	3,156,040
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Rate of Fare for Passengers charged for the respective classes per Mile, as follows:

For first-class through passengers, . . . . .	2.9 cents.
For first-class way passengers, . . . . .	2.9 cents.
For second-class through passengers, . . . . .	2.0 cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through and local freight and coal, per ton per mile, . . . . .	1 <sup>0111</sup> / <sub>10000</sub> cents.
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MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$46,007	63	\$12,596	76	\$58,604	39
February, 1879, . . . . .	42,483	47	12,453	66	54,937	13
March, 1879, . . . . .	47,883	00	13,076	36	60,959	36
April, 1879, . . . . .	51,315	67	12,652	70	63,968	37
May, 1879, . . . . .	57,235	09	13,754	34	70,989	43
June, 1879, . . . . .	54,512	33	14,381	79	68,894	12
July, 1879, . . . . .	60,565	99	18,310	06	78,876	05
August, 1879, . . . . .	63,671	99	15,263	76	78,935	75
September, 1879, . . . . .	66,567	59	17,093	57	83,660	16
October, 1879, . . . . .	62,439	03	14,603	40	77,042	43
November, 1879, . . . . .	52,949	63	13,037	96	65,987	59
December, 1879, . . . . .	54,296	87	14,637	47	68,933	34
Total, . . . . .	\$659,928	29	\$171,868	83	\$831,797	12

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
Total, . . . . .	\$860,013	57	\$79,666	12	\$939,679	69

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$3,510	49	\$5,489	01	\$588	11	\$9,537	61
February, 1879, . . .	3,480	69	3,456	46	363	72	7,300	87
March, 1879, . . . .	3,480	69	4,666	34	690	01	8,837	04
April, 1879, . . . .	3,480	71	5,256	32	445	79	9,182	82
May, 1879, . . . . .	3,480	69	5,104	60	649	26	9,234	55
June, 1879, . . . . .	3,480	69	3,889	58	815	80	8,186	07
July, 1879, . . . . .	5,087	24	4,637	60	526	75	10,251	59
August, 1879, . . . .	5,087	24	5,291	38	684	50	11,063	12
September, 1879, . .	3,069	80	15,009	73	1,261	09	19,330	62
October, 1879, . . . .	3,069	80	8,809	14	814	22	12,683	16
November, 1879, . .	3,059	80	7,653	33	629	05	11,342	18
December, 1879, . .	3,059	80	9,782	36	467	50	13,309	66
Total, . . . . .	\$43,327	64	\$78,995	85	\$7,985	80	\$130,259	29

Total passenger earnings for the year, . . . . .	\$831,797	12
Total freight earnings for the year, . . . . .	939,679	69
Total earnings from all other sources, . . . . .	130,259	29
Total earnings for the year, . . . . .	\$1,901,736	10

**EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE, AND EQUIPMENT DURING THE YEAR.**

Land or land damages, . . . . .	\$3,147	93
Passenger and freight-houses, . . . . .	2,820	18
Total, . . . . .	\$5,968	01
Proportion for Pennsylvania, . . . . .	\$5,968	01

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

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

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$88,733	63
New iron rails, . . . . .	175	00
New steel rails, . . . . .	12,279	85
Repairs of bridges, . . . . .	27,864	70
Repairs of buildings and fixtures, . . . . .	15,368	16
All other expenses for maintenance of way, . . . . .	6,770	35
Total for maintenance of way, . . . . .	\$151,191	69

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

Repairs of locomotives, . . . . .	\$52,148	65
Repairs of machinery, . . . . .	76,594	71
Repairs of passenger, baggage, and mail cars, . . . . .	34,811	14
All other expenses for maintenance of motive power and cars, . . . . .	17,761	60
Total for maintenance of motive power and cars, . . . . .	\$181,316	10

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department, . . .	\$118,764	11
Salaries, wages, and incidentals chargeable to freight department, . . .	252,760	95
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	39,620	11
Fuel, wood, . . . . .	2,797	24
Fuel, coal, . . . . .	100,461	81
Oil and waste, . . . . .	10,232	37
Damages for loss of goods and baggage, . . . . .	30	71
Taxes, . . . . .	17,275	62
Insurance, . . . . .	-3,355	52
Telegraph expenses, . . . . .	22,983	76
Expenses of steamboats, barges, and car floats, . . . . .	16,064	09
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . .	16,628	54
<b>Total miscellaneous, . . . . .</b>	<b>\$600,974</b>	<b>83</b>
<b>Total expenditures for operating the road, . . . . .</b>	<b>\$933,482</b>	<b>62</b>

**EARNINGS.**

Passenger transportation, local, . . . . .	\$171,868 83	} Total,	\$831,797	12
Passenger transportation, through, . . . . .	659,928 29			
Freight transportation, local, . . . . .	79,666 12	} Total,	939,679	69
Freight transportation, through, . . . . .	860,013 57			
Mail service, . . . . .			43,327	64
Express service, . . . . .			78,985	85
Miscellaneous, . . . . .			7,985	80
<b>Total, . . . . .</b>			<b>\$1,901,736</b>	<b>10</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$151,191 69			
Maintenance of motive power and cars, . . . . .	181,316 10			
Miscellaneous, . . . . .	600,974 83			
<b>Total operating expenses, . . . . .</b>			<b>933,482</b>	<b>62</b>
<b>Net earnings, . . . . .</b>			<b>\$968,253</b>	<b>48</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. Pennsylvania Railroad Company furnishes cars and motive power, for which the express company pays a percentage of its gross receipts.

**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 except those owned by the Pennsylvania Railroad Company run on our lines.

**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? Pullman's parlor and sleeping cars are run over our main line, between Philadelphia and Morrisville.

The Pullman Company collects its fare from the passenger. Our company keeps the cars in running order.

**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? The Government fixes a rate per mile per annum, regulated according to weight. The Government furnishes the agent.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, 12,591 shares,  
 at \$100 per share, . . . . . \$1,259,100 00  
 Rate and date of all cash dividends on stock held by individuals: January, two and a half per cent.; April, two and a half per cent.; July, two and a half per cent.; October, two and a half per cent.; in all ten per cent. on 4,941 shares. On 7,650 shares no dividend is paid, the stock being owned by the United Companies of New Jersey, and the provisions of the lease state that no dividend is to be paid by the lessee on these shares.

Number and per cent. of dividends: Four dividends, two and a half per cent. each, . . . . . Ten per cent.	
Amount paid in dividends, . . . . .	\$49,410 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		2
Employés, . . . . .			5	17	5	17
Others, . . . . .			16	11	16	11
<b>Total, . . . . .</b>			<b>21</b>	<b>30</b>	<b>21</b>	<b>30</b>

**Statement of each Accident.**

Of the two passengers injured, one had his right arm broken, so that amputation was afterwards necessary; one had her right arm broken.

The above passengers, while train was passing switch-house at Tullytown, had their elbows out of the car window, (contrary to the rules of the company,) and were struck by roof of building and sustained the above injuries.

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

Personally appeared before me, Strickland Kneass, president, and W. Taylor, treasurer, of the Philadelphia and Trenton 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. 1879, according to the best of their knowledge and belief.

(Signed,)

STRICKLAND KNEASS, *President.*

W. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1880.

JNO. C. SIMS, Jr., *Notary Public.*

## REPORT

OF THE

*Philadelphia and Erie Railroad Company, for the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Robert Thompson, President, . . . . .	Philadelphia.
J. S. Vanzandt, Secretary and Treasurer, . . . . .	Philadelphia.
W. F. Patterson, Engineer, . . . . .	Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Robert Thompson, . . . . .	Philadelphia.
Wistar Morris, . . . . .	Philadelphia.
John P. Wetherill, . . . . .	Philadelphia.
Strickland Kneass, . . . . .	Philadelphia.
John Noblit, . . . . .	Philadelphia.
J. N. DuBarry, . . . . .	Philadelphia.
N. Parker Shortridge, . . . . .	Philadelphia.
Alexander Biddle, . . . . .	Philadelphia.
Samuel Gustine Thompson, . . . . .	Philadelphia.
J. Alexander Simpson, . . . . .	Philadelphia.
Ferdinand Doebley, . . . . .	Philadelphia.
Edwin A. Gaskill, . . . . .	Philadelphia.
Francis Maybin, . . . . .	Philadelphia.

### CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$10,000,000	00
Capital stock, amount subscribed, common, . . . . .	6,500,000	00
Capital stock paid in by last report: Common, \$6,058,700; preferred, \$2,400,000, . . . . .	8,458,700	00
Capital stock, total amount now paid in, . . . . .	8,458,700	00
Capital stock, number of shares issued: Common, 121,074 preferred, 48,000, . . . . .	169 074	
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 1897, bear interest at seven per cent., which is payable April and October,) amount, . . . . .	\$976,000	00
First mortgage bonds, (due 1881, bear interest at six per cent., which is payable April and October,) amount, . . . . .	5,000,000	00
Second mortgage bonds, (due 1888, bear interest at seven per cent., which is payable January and July,) amount, . . . . .	3,000,000	00
Consolidated mortgage bonds, (due 1920, bear interest at six per cent., gold, which is payable, January and July,) amount, . . . . .	8,880,000	00
<b>Total amount now of funded debt, . . . . .</b>	<b>\$17,656,000</b>	<b>00</b>
<b>Floating Debt.</b>		
Amount of outstanding coupons of consolidated mortgage gold loan, . . . . .	1,508,459	52
Funded debt as per last report, . . . . .	\$17,656,000	00
Debt as per last report, for outstanding coupons of consolidated mortgage, . . . . .	1,211,673	52

**COST.**

Total cost of entire road to date, . . . . .	\$26,176,101	35
Average of same per mile of road laid, . . . . .	90,889	24
Proportion of same for Pennsylvania, . . . . .	90,889	24
Equipment furnished by Pennsylvania Railroad Company, lessee.		

**CHARACTERISTICS OF ROAD.**

<b>Main Line.</b>	<b>MILES.</b>	
	Whole Length.	Length in Penn'a.
Length of main line, from Sunbury to Erie, . . . . .	287.49	287.49
Length of single main track, . . . . .	298.85	268.85
Length of double main track, . . . . .	20.00	20.00
Aggregate length of main line and branches, . . . . .	287.49	287.49
Aggregate length of sidings and other track, not above enumerated, . . . . .	126.16	126.16
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	488.65	488.65

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 15.32  
 Miles of steel rail in use, . . . . . 292.17  
 Weight of rail per yard, iron and steel, . . . . . 60 & 67 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 151  
 Wooden bridges, number of, 180; aggregate length, . . . . . 16,159 feet.  
 Iron bridges, number of, 14; aggregate length, . . . . . 816 feet.  
 Wooden trestles, number of, 7; aggregate length, . . . . . 613 feet.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Lake Shore railroad, at Erie; Buffalo, Corry and Pittsburgh railroad, at Corry; Atlantic and Great Western railroad, at Corry; Catawissa railroad, at Williamsport; Catawissa railroad, at Montgomery; Catawissa railroad, at Milton.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Dunkirk, Allegheny Valley and Pittsburgh railroad, at Youngsville, (over.)

**Stations.**

Number of stations on main road : Passenger, 77 ; freight, 76 ; total, . . . . .	153
Number of engine-houses and shops in Pennsylvania, . . . . .	11
Number of wood and water stations on main road, . . . . .	46
How is track laid, and on what foundation? White oak cross-ties and gravel ballast.	
Average number of cars in passenger trains, including baggage cars, . . . . .	4.3
Average number of cars in freight trains, . . . . .	32.9
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	130 tons.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	710 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	3,392
Same in Pennsylvania, . . . . .	3,392

**DOINGS OF THE YEAR.****Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	364,963
Number of miles run by freight and coal trains, . . . . .	2,167,002
Number of through passengers for the year on main road, . . . . .	2,987
Number of passengers (all classes) carried in cars, . . . . .	449,103
Number of passengers carried one mile, . . . . .	11,562,653
Number of passengers carried one mile in Pennsylvania, . . . . .	11,562,653
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	830,101
Number of tons of freight carried one mile, . . . . .	505,918,017
Number of tons of freight carried one mile in Pennsylvania, . . . . .	505,918,017
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	4,130,126
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)	10

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

January, 1879, . . . . .	27,127	July, 1879, . . . . .	44,467
February, 1879, . . . . .	25,845	August, 1879, . . . . .	44,931
March, 1879, . . . . .	36,777	September, 1879, . . . . .	41,408
April, 1879, . . . . .	38,737	October, 1879, . . . . .	38,248
May, 1879, . . . . .	38,434	November, 1879, . . . . .	35,493
June, 1879, . . . . .	34,524	December, 1879, . . . . .	43,111

**Amount of Freight, specifying the quantity in tons of 2,000 pounds.**

Anthracite coal, . . . . .	1,004,707	Stone and lime, . . . . .	28,285
Bituminous coal, . . . . .	549,174	Agricultural products, . . . . .	933,505
Petroleum and other oils, . . . . .	708,397	Merchandise and manufactures, . . . . .	194,609
Pig iron, . . . . .	81,858	Live stock, . . . . .	18,833
Railroad iron, . . . . .	57,857	Lumber, . . . . .	415,133
Other iron or castings, . . . . .	67,763	Other articles, . . . . .	101,402
Iron and other ores, . . . . .	18,603		

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

For first-class through passengers, . . . . .	2.68 cents.
For first-class way passengers, . . . . .	3.3 cents.
For second-class through passengers, . . . . .	1.94 cents.
For second-class way passengers, . . . . .	2 cents.

**Rate per ton (of 2,000 pounds) per Mile charged for Freight.**

For through and local freight and coal, per ton per mile, . . . . .	$\frac{5.117}{10000}$ cents.
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**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.		Local.		Total.	
	Dollars	Cents	Dollars	Cents	Dollars	Cents
January, 1879, . . . . .	\$1,299	24	\$19,126	57	\$20,425	81
February, 1879, . . . . .	902	00	18,371	25	19,273	25
March, 1879, . . . . .	1,080	35	24,964	64	26,044	99
April, 1879, . . . . .	957	70	28,663	14	29,620	84
May, 1879, . . . . .	1,514	14	27,889	59	29,403	73
June, 1879, . . . . .	1,426	36	25,403	54	26,829	90
July, 1879, . . . . .	2,505	48	29,959	46	32,464	94
August, 1879, . . . . .	1,885	60	32,535	90	34,421	50
September, 1879, . . . . .	1,521	21	29,923	45	31,449	66
October, 1879, . . . . .	1,705	80	28,845	42	30,551	22
November, 1879, . . . . .	1,073	87	27,064	31	28,138	18
December, 1879, . . . . .	2,425	93	29,316	83	31,742	76
<b>Total, . . . . .</b>	<b>\$18,237</b>	<b>68</b>	<b>\$322,069</b>	<b>10</b>	<b>\$340,366</b>	<b>78</b>

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$31,847	82	\$145,429	10	\$176,776	92
February, 1879, . . . . .	57,470	18	147,559	17	205,029	35
March, 1879, . . . . .	40,869	67	136,208	76	177,078	43
April, 1879, . . . . .	42,649	47	125,748	75	168,393	22
May, 1879, . . . . .	67,564	42	154,540	43	222,104	85
June, 1879, . . . . .	69,880	29	112,602	06	172,482	35
July, 1879, . . . . .	68,819	31	122,876	66	191,695	97
August, 1879, . . . . .	89,625	73	138,224	32	227,850	05
September, 1879, . . . . .	124,638	51	151,185	20	275,823	71
October, 1879, . . . . .	106,941	12	172,336	94	279,278	06
November, 1879, . . . . .	80,749	86	153,461	11	234,210	97
December, 1879, . . . . .	111,057	04	147,248	78	258,305	77
Total, . . . . .	\$881,613	42	\$1,707,416	23	\$2,589,029	65

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . . . .	\$2,210	61	\$2,570	16	\$10,764	76	\$15,545	53
February, 1879, . . . . .	2,210	63	2,289	76	8,196	66	12,697	05
March, 1879, . . . . .	2,210	63	2,585	90	4,855	94	9,652	47
April, 1879, . . . . .	2,190	50	2,450	54	12,951	94	17,592	98
May, 1879, . . . . .	2,210	63	2,354	85	7,834	90	12,900	33
June, 1879, . . . . .	2,210	63	2,429	18	7,593	19	12,232	96
July, 1879, . . . . .	2,210	69	3,101	81	11,545	03	16,857	53
August, 1879, . . . . .	2,210	69	3,106	77	8,318	35	13,635	81
September, 1879, . . . . .	2,210	63	1,580	37	8,705	34	12,496	34
October, 1879, . . . . .	2,210	63	2,626	68	9,136	37	13,974	18
November, 1879, . . . . .	2,210	63	2,150	00	6,458	20	10,818	83
December, 1879, . . . . .	2,210	69	3,530	29	8,266	32	14,007	30
Total, . . . . .	\$26,507	59	\$31,276	29	\$104,627	50	\$162,411	38

Total passenger earnings for the year, . . . . .	\$340,366	78
Total freight earnings for the year, . . . . .	2,589,029	65
Total earnings from all other sources, . . . . .	162,411	38
Total earnings for the year, . . . . .	\$3,091,807	81

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, . . . . .	\$25,047	51
Passenger and freight houses, . . . . .	840	92
Engine-houses, car-sheds, wood and coal-sheds, and water-tanks, . . . . .	108	00
Total, . . . . .	\$25,991	43
Proportion for Pennsylvania, . . . . .	\$25,991	43

## EXPENDITURES FOR OPERATING DURING THE YEAR.

## Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$331,664	38
New iron rails, . . . . .	4,448	95
New steel rails, . . . . .	120,872	87
Repairs of bridges, . . . . .	30,663	73
Repairs of buildings and fixtures, . . . . .	78,061	84
All other expenses for maintenance of way, . . . . .	58,938	59
<b>Total for maintenance of way, . . . . .</b>	<b>\$622,650</b>	<b>31</b>

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$183,107	63
Repairs of machinery, . . . . .	16,717	60
Repairs of passenger, baggage, and mail cars, . . . . .	66,317	75
Repairs of freight cars, . . . . .	187,110	75
All other expenses for maintenance of motive power and cars, . . . . .	38,573	14
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$441,826</b>	<b>87</b>

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$75,226	98
Salaries, wages, and incidentals chargeable to freight department, . . . . .	478,397	72
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	89,212	02
Fuel, wood, . . . . .	9,237	60
Fuel, coal, . . . . .	162,478	70
Oil and waste, . . . . .	27,786	13
Damages for injuries to persons, . . . . .	483	15
Damage for loss of goods and baggage, . . . . .	9,427	89
Taxes, . . . . .	35,561	01
Insurance, . . . . .	10,300	08
Telegraph expenses, . . . . .	59,536	90
Tolls paid other corporations, . . . . .	665	97
Amount paid other corporations or individuals for use of all other cars, . . . . .	78,353	09
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	29,113	65
<b>Total miscellaneous, . . . . .</b>	<b>\$1,065,780</b>	<b>89</b>
<b>Total expenditures for operating the road, . . . . .</b>	<b>\$2,130,258</b>	<b>07</b>

## EARNINGS.

Passenger transportation, local, . . . . .	\$322,069 10	} Total,	\$340,366	78
Passenger transportation, through, . . . . .	18,297 68			
Freight transportation, local, . . . . .	1,707,416 23	} Total,	2,589,029	66
Freight transportation, through, . . . . .	881,613 42			
Mail service, . . . . .			26,507	59
All other sources of income, . . . . .			31,276	29
Miscellaneous, . . . . .			104,627	50
<b>Total, . . . . .</b>			<b>\$3,091,807</b>	<b>81</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$622,650 31			
Maintenance of motive power and cars, . . . . .	441,826 87			
Miscellaneous, . . . . .	1,065,780 89			
<b>Total operating expenses, . . . . .</b>			<b>2,130,258</b>	<b>07</b>
<b>Net earnings, . . . . .</b>			<b>\$961,549</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.? Adams Express Company. Pennsylvania Railroad Company furnishes cars and motive power, for which the express company pays a percentage of its gross receipts.

**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, except those owned by the Pennsylvania Railroad Company, run on our line.

**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? Pullman's parlor and sleeping cars are run over our main line, between Sunbury and Erie. The Pullman Company collects its fare from the passenger. Our company keeps the cars in running order.

**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? The Government fixes a rate, per mile, per annum, regulated according to weight; the Government furnishes the agent.

**STOCK AND DIVIDENDS.**

Amount of preferred stock, . . . . . \$2,400,000 00  
 Amount of common stock now outstanding, . . . . . 6,053,700 00

**ACCIDENTS TO PERSONS.**

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .				3		3
Employees, . . . . .	7	67	2	53	9	120
Others, . . . . .			18	18	18	18
Total, . . . . .	7	67	18	74	25	141

**Statement of each Accident.**

Of the three passengers injured:  
 One was stightly bruised, being struck by cattle-guard in getting on train, at Belle Valley, through carelessness.

One had his ribs (left side) fractured and head cut ; fell of train at mile post 11 ; disobeying rules of the company.

One had fingers of right hand taken off ; wheel passed over it, at West Point ; carelessness.

This road is leased to the Pennsylvania Railroad Company for the period of nine hundred and ninety-nine years, from the 6th day of January, 1862, and is operated by that company under said lease, as modified January 1, 1870. All information as to characteristics and operations of the road is furnished by said lessee.

ROBERT THOMPSON, *President.*

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

Personally appeared before me, Robert Thompson, president, and J. S. Vanzandt, treasurer, of the Philadelphia and Erie 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. 1879, according to the best of their knowledge and belief, and as full as practicable to make the same at this time.

(Signed)

ROBERT THOMPSON, *President.*

J. S. VANSANDT, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1880.

JOHN A. GLENN, *Notary Public.*

## R E P O R T

OF THE

*Philadelphia and Merion Railroad Company, for the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
G. B. Roberts, President, . . . . .	Philadelphia.
Albert Hewson, Secretary and Treasurer, . . . . .	Philadelphia.

General office at 233 South Fourth street, Philadelphia, Pa.

5

<i>Names of Directors.</i>	<i>Residences.</i>
Josiah Bacon, . . . . .	Philadelphia.
R. D. Barclay, . . . . .	Philadelphia.
J. N. DuBarry, . . . . .	Philadelphia.
John P. Green, . . . . .	Philadelphia.
Strickland Kneass, . . . . .	Philadelphia.
Joseph Lesley, . . . . .	Philadelphia.
Wistar Morris, . . . . .	Philadelphia.
Henry M. Phillips, . . . . .	Philadelphia.
Thomas A. Scott, . . . . .	Philadelphia.
N. P. Shortridge, . . . . .	Philadelphia.
Edmund Smith, . . . . .	Philadelphia.
William M. Spackman, . . . . .	Philadelphia.

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$100,000	00
Capital stock, amount subscribed, . . . . .	12,500	00
Capital stock paid in by last report, . . . . .	1,250	00
Capital stock, total amount now paid in, . . . . .	1,250	00
Capital stock, amount paid in on each share, . . . . .	5	00
Capital stock, par value of each share, . . . . .	50	00

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

Personally appeared before me, G. B. Roberts, president, and Albert Hewson, treasurer, of the Philadelphia and Merion 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 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,)

G. B. ROBERTS, *President.*

ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this 6th day of February, A. D. 1880.

JNO. C. SIMS, Jr., *Notary Public.*

# REPORT

OF THE

## *Philadelphia and Baltimore Central Railroad Company, for the year ending October 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Henry Wood, President, . . . . .	Broad and Washington avenue, Philadelphia.
John J. Pinkerton, Secretary, . . . . .	West Chester, Chester county, Pa.
Henry Wood, General Superintendent, Philadelphia.	

General offices at Broad and Washington avenue, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
David Woelpper, . . . . .	Chadd's Ford, Delaware county, Pa.
Samuel Dickey, . . . . .	Oxford, Chester county, Pa.
Job H. Jackson, . . . . .	West Grove, Chester county, Pa.
Edwin Haines, . . . . .	Rising Sun, Cecil county, Md.
William Ward, . . . . .	Chester, Delaware county, Pa.

### 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, . . . . .	220,806	11
Capital stock, total amount now paid in, . . . . .	220,806	11
Capital stock, number of shares issued: common, 4,338; preferred, 4,860; . . . . .	9,198	
Capital stock, amount paid in on each share, . . . . .	All.	
Capital stock, par value of each share, . . . . .	50	00

### DEBT.

<i>Funded Debt.</i>		
First State of Pennsylvania mortgage bonds, (due January 1, 1879, bear interest at seven per cent.,) amount, . . . . .	\$800,000	00
First State of Maryland mortgage bonds, (due October 1, 1879, bear interest at seven 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
Total amount now of floating and funded debt, . . . . .	\$1,500,000	00
Funded debt as per last report, . . . . .	\$1,500,000	00

### COST.

Total cost of entire road to date, . . . . .	\$1,864,756	21
Average of same per mile of road laid, . . . . .	40,538	18
Total cost of entire equipment, . . . . .	259,820	74
Average cost of equipment per mile of road operated by company, . . . . .	4,558	28
Cost of road and equipment per mile, . . . . .	46,186	45

## 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
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, . . . . .	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, . . . . .	46½				
Miles of steel rails in use, . . . . .	17½				
Weight of rail per yard, . . . . .	<table> <tbody> <tr> <td>} Iron, . . . . .</td> <td>50, 56, 57, 60</td> </tr> <tr> <td>} Steel, . . . . .</td> <td>52½, 55, 58</td> </tr> </tbody> </table>	} Iron, . . . . .	50, 56, 57, 60	} Steel, . . . . .	52½, 55, 58
} Iron, . . . . .	50, 56, 57, 60				
} Steel, . . . . .	52½, 55, 58				

**Bridges and Trestles.**

Wooden bridges, number of, 28; aggregate length, . . . . .	2,600 feet.
Iron bridges, number of, 3; aggregate length, . . . . .	490 feet.
Wooden trestles, number of, 5; aggregate length, . . . . .	2,700 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, Pennsylvania.

**Stations.**

Number of stations on main road: Passenger and freight, . . . . .	23
Number of stations on leased roads: Passenger and freight, . . . . .	12
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, . . . . .	\$25,000 00

How is track laid, and on what foundation? On stone ballast about fifty-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 30 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, . . . . .	73	675 00
Trucks, . . . . .	35	500 00
Number of coal, ore, and stone cars, . . . . .	13	250 00

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . . 200

**DOINGS OF THE YEAR.**

*Transportation and total Miles Run.*

Number of miles run by passenger trains, . . . . .	104,082
Number of miles run by freight trains, . . . . .	52,111
Number of miles run by ballast trains, . . . . .	2,034
Number of through passengers for the year on main road, . . . . .	87,535
Number of passengers (all classes) carried in cars, . . . . .	202,124
Number of passengers carried one mile, . . . . .	2,977,584
Number of passengers carried one mile in Pennsylvania, supposed, . . . . .	2,679,825
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	66,904
Number of tons of freight carried one mile, . . . . .	2,844,266
Number of tons of freight carried one mile in Pennsylvania, supposed, . . . . .	2,559,839
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	146,350
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,) . . . . .	8

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

November, 1878, . . . . .	14,750	May, 1879, . . . . .	15,076
December, 1878, . . . . .	14,579	June, 1879, . . . . .	15,857
January, 1879, . . . . .	17,409	July, 1879, . . . . .	23,907
February, 1879, . . . . .	11,412	August, 1879, . . . . .	21,593
March, 1879, . . . . .	14,273	September, 1879, . . . . .	18,181
April, 1879, . . . . .	14,187	October, 1879, . . . . .	15,500

**Amount of Freight, specifying the quantity in tons of 2,000 pounds.**

Anthracite coal, . . . . .	26,856	Agricultural products, . . . . .	38,709
Bituminous coal, . . . . .	506	Merchandise and manufactures, . . . . .	34,907
Petroleum and other oils, . . . . .	276	Live stock, . . . . .	1,907
Iron manufactures, . . . . .	4,369	Lumber, . . . . .	10,965
Ores, . . . . .	8,490	Other articles, . . . . .	17,025
Stone and lime, . . . . .	4,840		

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.

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

For local coal, per ton per mile, . . . . . 3 cents.

It is impossible to give a rate for local freight per ton per mile, as it varies according to distance and kind of freight carried.

**MONTHLY EARNINGS FOR THE YEAR.**

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.	
November, 1878, . . . . .			\$7,043	74
December, 1878, . . . . .			6,980	68
January, 1879, . . . . .			6,215	26
February, 1879, . . . . .			5,117	35
March, 1879, . . . . .			6,736	88
April, 1879, . . . . .			6,515	31
May, 1879, . . . . .			6,943	61
June, 1879, . . . . .			7,804	55
July, 1879, . . . . .			10,038	46
August, 1879, . . . . .			10,152	24
September, 1879, . . . . .			9,319	38
October, 1879, . . . . .			7,160	37
Total, . . . . .			\$90,027	78

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.	
November, 1878, . . . . .			\$13,079	30
December 1878, . . . . .			11,019	37
January, 1879, . . . . .			11,325	46
February, 1879, . . . . .			12,186	81
March, 1879, . . . . .			12,837	92
April, 1879, . . . . .			14,167	79
May, 1879, . . . . .			12,094	33
June, 1879, . . . . .			11,259	07
July, 1879, . . . . .			12,204	60
August, 1879, . . . . .			15,168	06
September, 1879, . . . . .			15,779	12
October, 1879, . . . . .			14,385	08
Total, . . . . .			\$155,506	91

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
November, 1878, . . . . .	\$413	27	\$192	04	\$185	70	\$791	01
December, 1878, . . . . .	413	27	243	88	151	44	808	09
January, 1879, . . . . .	413	27	158	83	173	97	746	07
February, 1879, . . . . .	413	27	148	00	106	74	668	01
March, 1879, . . . . .	413	26	198	80	122	26	724	32
April, 1879, . . . . .	413	27	236	35	195	43	845	05
May, 1879, . . . . .	413	27	256	84	195	63	865	74
June, 1879, . . . . .	413	27	223	23	151	57	787	07
July, 1879, . . . . .	413	27	201	49	198	50	813	26
August, 1879, . . . . .	413	25	182	35	137	35	732	95
September, 1879, . . . . .	413	27	229	36	155	58	798	21
October, 1879, . . . . .	413	28	207	19	1,037	87	1,658	34
Total, . . . . .	\$4,959	22	\$2,466	86	\$2,812	04	\$10,238	12

Total passenger earnings for the year, . . . . .	\$90,027	78
Total freight earnings for the year, . . . . .	155,506	91
Total earnings from all other sources, . . . . .	10,238	12
Total earnings for the year, . . . . .	\$255,772	81
Total receipts from all sources on whole length of line, . . . . .	\$255,772	81

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Extension or alteration of road, . . . . .	\$1,980	41
Any other expenditures chargeable to this account, . . . . .	1,225	25
Total, . . . . .	\$3,205	66

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

*Cost of Maintenance of Way and Buildings.*

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$42,588	14
New iron and steel rails, . . . . .	26,423	10
Repairs of bridges, . . . . .	3,433	07
Repairs of buildings and fixtures, . . . . .	3,365	74
All other expenses for maintenance of way, . . . . .	759	27
Total for maintenance of way, . . . . .	\$76,569	32
Cost per mile of road kept in repair, . . . . .	\$1,343	32

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

Repairs of locomotives, . . . . .	\$5,918	54
Repairs of machinery, . . . . .	464	16
Repairs of passenger, baggage, and mail cars, . . . . .	3,414	99
Repairs of freight cars, . . . . .	5,894	92
All other expenses for maintenance of motive power and cars, . . . . .	7,623	26
Total for maintenance of motive power and cars, . . . . .	\$23,313	87
Cost per mile of road operated, . . . . .	409	57

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$17,756	61
Salaries, wages, and incidentals chargeable to freight department, . . . . .	23,488	38
Fuel—wood and coal, . . . . .	12,637	03
Oil and waste, . . . . .	1,817	30
Damages for injuries to persons, . . . . .	1,275	00
Damages for loss of goods and baggage, . . . . .	65	93
Damages to property, . . . . .	475	00
Taxes and insurance, . . . . .	2,884	18
Telegraph expenses, . . . . .	2,235	75
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, including rent of leased lines and property, . . . . .	261	00
	45,164	35
Total miscellaneous, . . . . .	\$108,060	53
Amount per mile of road operated, . . . . .	\$1,895	79
Total expenditures for operating the road, . . . . .	175,767	65
Total charged to road and equipment, . . . . .	3,205	66
Expenses per mile of the road operated, . . . . .	3,013	46
Expenses per mile of single track operated, not including sidings, . . . . .	3,013	46
Expenses per train mile, . . . . .	1	06½

## EARNINGS.

Passenger transportation, local and through, . . . . .	\$90,027	78
Freight transportation, local and through, . . . . .	155,506	91
Mail service, . . . . .	4,959	22
Express service, . . . . .	2,466	86
Rents, &c., . . . . .	2,812	04
Total, . . . . .	\$255,772	81
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$76,569	32
Maintenance of motive power and cars, . . . . .	23,345	87
Miscellaneous, . . . . .	71,852	46
Total operating expenses, being 67 <sup>3</sup> / <sub>10</sub> per cent. of earnings, . . . . .	\$171,767	65
Net earnings, . . . . .	\$84,005	16
Earnings per mile of road operated, . . . . .	\$4,487	94
Expenses per mile of road operated, . . . . .	3,013	46
Net earnings per mile of road operated, . . . . .	\$1,473	78

## 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.

## U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$4,959 22 per annum.

**STOCK AND DIVIDENDS.**

Amount of preferred stock: 4,860 shares, of \$50 each, issued in exchange for coupons on first mortgage bonds.

Amount of common stock now outstanding: 4,338 shares, of \$50 each.

**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	1	1
<b>Total, . . . . .</b>			<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>

**Statement of each Accident.**

December 24, 1878. Harvey Barben, freight conductor, killed while switching cars, at Avondale Quarry.

February 26, 1879. Henry Taylor, killed by train at private crossing south of Avondale; drove on track directly in front of train.

September 24. Thomas Gray jumped from train in motion, at Port Deposit, and badly bruised.

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, 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. 1879, according to the best of his knowledge and belief.

(Signed)

H. WOOD,

*President, and for the Treasurer.*

Affirmed and subscribed before me this 24th day of January, A. D. 1880.

ALBERT HAVERSTICK, *Notary Public.*

# R E P O R T

OF THE

## *Philadelphia, Wilmington and Baltimore Railroad Company, for the year ending October 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Isaac Hinckley, President, . . . . .	Philadelphia.
Enoch Pratt, Vice President, . . . . .	Baltimore, Md.
A. Horner, Secretary and Treasurer, . . . . .	Philadelphia.
Robert Craven, Assistant Secretary and Assistant Treasurer, . . . . .	Ridley Park, Pa.
S. T. Fuller, Chief Engineer, . . . . .	Ridley Park, Pa.
H. F. Kenney, General Superintendent, . . . . .	Ridley Park, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Samuel M. Felton, . . . . .	Thurlow, Pa.
William Sellers, . . . . .	Philadelphia.
Isaac Hinckley, . . . . .	Philadelphia.
Joseph Bringham, . . . . .	Wilmington, Del.
Samuel Harlan, junior, . . . . .	Wilmington, Del.
Charles Warner, . . . . .	Wilmington, Del.
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.
Richard Olney, . . . . .	Boston, Mass.

### CAPITAL STOCK.

Capital stock authorized by law, . . . . .	Unlimited.	
Capital stock paid in by last report, . . . . .	\$11,567,750	00
Capital stock, total amount now paid in, . . . . .	11,572,750	00
Capital stock, number of shares issued, . . . . .	231,455	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

DEBT.

<b>Funded Debt.</b>		
Mortgage loan, convertible, (due July 1, 1884, bear interest at six per cent., which is payable January 1 and July 1,) amount, . . . . .	\$253,500	00
Registered bonds, (due April 1, 1887, bear interest at six per cent., which is payable April 1 and October 1,) amount, . . . . .	1,000,000	00
Registered bonds, (due October 1, 1892, bear interest at six per cent., which is payable April 1 and October 1,) amount, . . . . .	700,000	00
Registered bonds, (due April 1, 1900, bear interest at six per cent. which is payable April 1 and October 1,) amount, . . . . .	800,000	00
<b>Total amount now of funded debt, . . . . .</b>	<b>\$2,768,500</b>	<b>00</b>
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, or equipment, purchase of property, . . . . .	\$160,000	00
<b>The amount now of floating debt, . . . . .</b>	<b>160,000</b>	<b>00</b>
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$2,918,500</b>	<b>00</b>
Funded debt as per last report, . . . . .	\$2,758,500	00
Floating debt, as per last report, . . . . .	160,000	00

COST.

Total cost of entire road to date, including for roads owned and leased, . . . . .	\$13,029,265	96
Advances on new purchases for road, . . . . .	23,625	78
Average of same per mile of road laid, for 112.18 miles, . . . . .	116,357	00
Proportion of same for Pennsylvania as compared with whole line, . . . . .	16.813 per cent.	

CHARACTERISTICS OF ROAD.

<b>Main Line.</b>	<b>MILES.</b>	
	Whole length.	Length in Penn'a.
Length of main line, from Philadelphia to Baltimore, . . . . .	96.82	18.86
Length of single main track, . . . . .	1.94	
Length of double main track, . . . . .	94.88	18.86
<b>Branches.</b>		
Port Deposit branch, from Perryville to {	Length of branch, . . . . .	3.76
Port Deposit, . . . . .	Length of single track, . . . . .	3.76
Southern Division branch, from Dela- {	Length of branch, . . . . .	12.10
ware Junction to Rodney, . . . . .	Length of single track, . . . . .	12.10
<b>Leased Roads.</b>		
Delaware railroad and branches, . . . . .	Length of road, . . . . .	100.50
	Length of single track, . . . . .	100.50
Aggregate length of main line and branches, . . . . .	112.18	18.86
Aggregate length of leased roads and branches, . . . . .	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, . . . . .	267.88	

Gauge.

What is the guage of your lines? 4 feet 8½ inches and 4 feet 9 inches.

Track.

Miles of steel-top rail in use, . . . . .	4.90
Miles of iron rail in use, . . . . .	5.64
Miles of steel rail in use, . . . . .	194.58
Weight of rail per yard, { Iron, . . . . .	52 to 60 pounds
{ Steel, . . . . .	51 to 60 pounds.

Bridges and Trestles.

Number of bridges on whole line, . . . . .	88
Wooden bridges, number of, 18; aggregate length, . . .	10,661.93 feet.
Stone bridges, number of, 32; aggregate length, . . . .	915 feet.
Iron bridges, number of, 38; aggregate length, . . . . .	4,929.35 feet.

Crossings.

What railroads cross your road at grade, in this Commonwealth, and at what locality? Pennsylvania railroad, at Arsenal; Junction railroad, at Gray's Ferry.

Stations.

Number of stations on main road: Passenger, 59; freight, 41.	
Number of stations on Port Deposit branch: Passenger, 2; freight 1.	
Number of stations on leased road: Passenger, 20; freight, 20.	
Number of engine-houses and shops in Pennsylvania: Engine-houses, 3; shops, 1. Total number entire road: Engine-houses, 9; shops, 3.	
Number of wood and water stations on main road, . . . .	16
Number of wood and water stations on leased road, . . . .	7
Value of real estate held by the company, exclusive of roadway, at its cost, . . . . .	\$394,972 94
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, . . . . .	52	
Number of locomotives of more than 20 tons weight, . . . . .	23	
Number of locomotives of more than 10 tons weight, . . . . .	1	
Number of first-class passenger cars: 63 twelve-wheel; 71 eight-wheel; total, . . . . .	134	\$4,000 00
Number of baggage, mail, and express cars, . . . . .	37	1,800 00
Number of freight cars, . . . . .	1,248	690 00
Number of miscellaneous cars, . . . . .	15	



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, . . . . .	162.50 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, . . . . .	1,900
Same in Pennsylvania, . . . . .	700

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	909,708
Number of miles run by freight trains, . . . . .	756,566
Number of miles run by construction trains, . . . . .	47,560
Number of through passengers for the year on main road, . . . . .	317,686
Number of passengers (all classes) carried in cars, . . . . .	2,371,114
Number of passengers carried one mile, . . . . .	62,102,597
Number of passengers carried one mile in Pennsylvania, . . . . .	22,900,007
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	642,707
Number of tons of freight carried one mile, . . . . .	58,146,546
Number of tons of freight carried one mile in Pennsylvania, . . . . .	13,649,670
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	1,095,142
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, 33½ and 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, 1878, . . . . .	173,840	June, 1879, . . . . .	184,874
December, 1878, . . . . .	169,119	July, 1879, . . . . .	196,839
January, 1879, . . . . .	222,419	August, 1879, . . . . .	192,464
February, 1879, . . . . .	133,371	September, 1879, . . . . .	193,614
March, 1879, . . . . .	169,757	October, 1879, . . . . .	231,849
April, 1879, . . . . .	155,432	Southern division, (for year,) . . . . .	168,569
May, 1879, . . . . .	189,967		

**Amount of Freight, specifying the quantity in tons of 2,000 pounds.**

Anthracite coal, . . . . .	85,056	Stone and lime, . . . . .	49,207
Bituminous coal, . . . . .	28,473	Agricultural products, . . . . .	118,511
Petroleum and other oils, . . . . .	18,468	Merchandise and manufactures, . . . . .	374,846
Pig iron, . . . . .	14,527	Live stock, . . . . .	79,323
Railroad iron, . . . . .	3,764	Lumber, . . . . .	50,660
Other iron or castings, . . . . .	96,424	Other articles, . . . . .	173,283
Iron and other ores, . . . . .	2,596		

## 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.

## Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile, . . . . .	1.683 cents.
For through coal, per ton per mile, . . . . .	1.716 cents.
For local freight, per ton per mile, . . . . .	3.118 cents.

## MONTHLY EARNINGS FOR THE YEAR.—(MAIN LINE AND BRANCHES.)

## From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.	
November, 1878, . . . . .			\$123,132	75
December, 1878, . . . . .			119,550	13
January, 1879, . . . . .			121,496	89
February, 1879, . . . . .			105,208	23
March, 1879, . . . . .			120,685	82
April, 1879, . . . . .			122,135	72
May, 1879, . . . . .			132,612	72
June, 1879, . . . . .			123,643	67
July, 1879, . . . . .			132,042	70
August, 1879, . . . . .			141,450	83
September, 1879, . . . . .			146,684	45
October, 1879, . . . . .			152,406	04
Total, . . . . .			\$1,541,049	95

## From Transportation of Freight.

MONTHS.	Through.	Local.	Total.	
November, 1878, . . . . .			\$81,669	72
December, 1878, . . . . .			73,216	31
January, 1879, . . . . .			102,697	77
February, 1879, . . . . .			75,364	39
March, 1879, . . . . .			83,700	20
April, 1879, . . . . .			82,981	35
May, 1879, . . . . .			80,973	90
June, 1879, . . . . .			78,940	00
July, 1879, . . . . .			93,465	71
August, 1879, . . . . .			164,281	05
September, 1879, . . . . .			139,247	17
October, 1879, . . . . .			119,593	58
Total, . . . . .			\$1,176,081	15

From all other Sources.

MONTHS.	Mails.		Express.		Rents.		Total.	
November, 1878, . . .	\$3,819	63	\$6,597	84	\$1,109	04	\$11,926	51
December, 1878, . . .	3,819	63	7,329	47	1,418	92	12,568	02
January, 1879, . . .	3,819	63	5,811	70	1,310	26	10,441	59
February, 1879, . . .	3,819	63	4,482	32	804	16	9,106	11
March, 1879, . . .	3,819	63	5,037	83	2,358	41	11,215	87
April, 1879, . . .	4,779	63	5,486	57	1,487	95	11,854	15
May, 1879, . . .	3,979	63	6,587	99	1,484	69	12,052	31
June, 1879, . . .	3,979	63	4,396	76	2,208	85	10,584	74
July, 1879, . . .	3,979	63	3,672	51	1,804	39	9,456	58
August, 1879, . . .	3,979	63	4,230	32	1,610	60	9,820	55
September, 1879, . . .	3,979	63	5,435	90	1,398	85	10,814	38
October, 1879, . . .	5,267	40	6,265	48	1,915	09	13,447	92
Total, . . . . .	\$49,043	33	\$64,834	64	\$18,910	71	\$132,788	68
Gain from Delaware railroad for year, . . . . .							2,169	83
							\$134,958	04

Total passenger earnings for the year, . . . . .	\$1,541,049	95
Total freight earnings for the year, . . . . .	1,176,081	15
Total earnings from all other sources, . . . . .	134,958	04

Total earnings for the year, main line and branches, . . . . . \$2,852,089 14

Total receipts from all sources on whole length of line, . . . . . \$2,852,089 14  
 Proportion of earnings in Pennsylvania to earnings of whole line, 16.812 per cent.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road and land or land damages, . . . . .	\$2,729	25
Advances on new road property, . . . . .	23,625	73

Renewal Fund.

Passenger and freight houses, . . . . .	\$9,806	83
Renewals to bridges, . . . . .	18,630	53
Ballasting roadway, &c., . . . . .	35,665	66
Legal expenses, and allowances for former years, . . . . .	7,379	32
	\$71,482	34
Less credits, . . . . .	8,637	69
	\$62,844	65

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, including new rails, . . . . .	\$166,500	79
Repairs of bridges, . . . . .	19,187	15
Repairs of buildings and fixtures, . . . . .	74,149	33
Repairs of fences, . . . . .	5,271	85
All other expenses for maintenance of way, . . . . .	17,291	62
Total for maintenance of way, . . . . .	\$232,400	74
Miles of road kept in repair, . . . . .	112.18	
Proportion for Pennsylvania, . . . . .	16.812 per cent. or 18.86 miles.	

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$88,304	92
Repairs of machinery, . . . . .	4,863	74
Repairs of passenger, baggage, and mail cars, . . . . .	61,967	29
Repairs of freight cars, . . . . .	100,016	66
Total for maintenance of motive power and cars, . . . . .	\$255,252	61
Miles of road operated, . . . . .	112.18	
Proportion for Pennsylvania, . . . . .	18.86	

## Miscellaneous

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$336,617	57
Salaries, wages, and incidentals chargeable to freight department, . . . . .	815,063	37
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	61,721	00
Fuel—wood, . . . . .	\$16,407	78
Fuel—coal, . . . . .	89,532	98
Oil and waste, . . . . .	105,940	76
Casualties, gratuities, and damages, . . . . .	19,952	18
Taxes, . . . . .	10,760	01
Insurance, . . . . .	94,567	58
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	1,721	95
Total miscellaneous, . . . . .	\$1,030,089	06
Miles of road operated, . . . . .	112.18	
Proportion for Pennsylvania, miles, . . . . .	18.86	
Total expenditures for operating the road, including taxes, . . . . .	1,567,742	41
Total charged to road and equipment, . . . . .	2,729	25
Advances on road account, . . . . .	23,625	78
Miles of the road operated, . . . . .	112.18	
Miles of single track operated, not including sidings, . . . . .	206.56	
Proportion for Pennsylvania, miles, 18.86 or 16.812 per cent.		

## EARNINGS.

Passenger transportation, local and through, . . . . .	\$1,541,049	95
Freight transportation, local and through, . . . . .	1,176,081	15
Mail service, . . . . .	49,043	33
Express service, . . . . .	64,884	64
Rents, . . . . .	18,910	71
All other sources of income, . . . . .	2,169	36
Total, . . . . .	\$2,862,089	14
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$282,400	74
Maintenance of motive power and cars, . . . . .	255,252	61
Miscellaneous, including taxes, . . . . .	1,030,089	06
Total operating expenses, being about 55 per cent of earnings, . . . . .	1,567,742	41
Net earnings, interest not considered, . . . . .	1,284,346	73
Earnings per mile of road operated, proportioned to 112.18 miles.		
Expenses per mile of road operated, proportioned to 112.18 miles.		
Net earnings, proportioned to 112.18 miles.		

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repair of cars, &c.? Adams Express 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? 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 makes 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? On main line, service on ninety-six miles, at \$476 47½ per mile per annum.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, 231,455 shares, \$11,572,750 00  
 Rate and date of all cash dividends on stock of original and consolidated companies:

Payable January 2, 1879, . . . . . 4 per cent.  
 Payable July 1, 1879, . . . . . 4 per cent.

Number and per cent. of dividends: Two dividends, four per cent.		
Amount paid in dividends, . . . . .	\$925,600	00
Paid to sinking fund, . . . . .	16,000	00
Balance for the year, or surplus, . . . . .	163,746	00
Surplus at the commencement of the year, . . . . .	722,320	64
Total surplus, . . . . .	886,066	80
Surplus invested as follows:		
Cash, . . . . .	226,678	58
Balance of accounts due company, . . . . .	5,751	18
Material, fuel, and stores, . . . . .	206,480	75
Other stores, . . . . .	447,156	29

**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	
Others, . . . . .			14	4	14	4
Total, . . . . .			16	4	16	4

**Statement of each Accident.**

December 7, 1878. Unknown man, walking on track near North-East, was struck by passenger train, and had skull fractured.

December 21. Thomas Martin, in attempting to cross track in Philadelphia, as a passenger train was being shifted, was run over and killed.

January 27. W. Vaughan, while passing from one car to another on an express train, near Linwood, was blown from the platform, by the wind, and killed.

January 31. Howard Maris, while walking on the track near Chester, was struck by a passenger train and killed.

March 15. A boy, named Edward Brown, in attempting to get on a freight train at Havre de Grace, was run over and killed.

April 8. H. Friel, while walking on track at Eddystone, was struck by a passenger train and killed.

April 14. Handy Watson, while walking on the track at Shellpot bridge, was struck by a passenger train and killed.

April 21. Doctor Brinton, while on track near North-East, was run over by a passenger train and had foot and leg crushed.

April 22. A tramp, named James Coming, while riding on a freight train without authority, fell between two cars, as train was crossing Susquehanna bridge, and was killed.

May 6. Unknown man, walking on Bush river bridge, was struck by limited express and killed.

June 11. Unknown man, found on track at Perryville, supposed to have been killed by a freight train.

July 19. William Crossin, was run over at Chester, by a passenger train, and killed.

August 6. Daniel Powers, in attempting to get on a freight train south of Gray's Ferry, fell and had his right leg cut off.

August 9. Edward V. Soran, in attempting to pass between two freight cars in Baltimore, was crushed by the bumpers and killed.

August 23. Dennis Sheridan, a trackman, was struck by the limited express near Edge Moor and killed.

August 30. Charles Sanchez, while walking across Brandywine bridge, was struck by a shifting engine and killed.

September 9. Charles Parker, riding on roof of freight car without authority, was killed by striking bridge at Delaware junction.

September 11. A two-horse wagon, crossing the track at Newport, was struck by a passenger train. John Klair, the driver, was injured, and his son, Aaron Klair, was killed.

October 28. John Crowe, riding on freight train without authority, was run over, near Perryville, and killed.

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

Personally appeared before me, Isaac Hinckley, president, and Alfred Horner, 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. 1879, according to the best of their knowledge and belief.

(Signed,)

ISAAC HINCKLEY, *President.*

ALFRED HORNER, *Treasurer.*

Sworn and subscribed before me this 13th day of February, A. D. 1880.

J. B. JARDELLA, *Notary Public.*

**R E P O R T**

OF THE

*Philadelphia, Newtown and New York Railroad Company, for the year ending November 21, 1879.*

**OFFICERS.**

*Names.*

*Residences.*

H. G. Sickel, President, . . . . .	Philadelphia.
George A. Rohm, Secretary, . . . . .	Philadelphia.
Smith Harper, Treasurer, . . . . .	Fox Chase.
George L. Crawford, General Solicitor, . . . . .	Philadelphia.
L. S. Berch, General Superintendent, . . . . .	Bird-in-Hand.

General offices at Norristown, Pa.

*Names of Directors.*

*Residences.*

H. G. Sickel, . . . . .	Philadelphia.
John H. Knouse, . . . . .	Philadelphia.
Smith Harper, . . . . .	Fox Chase.
J. Howard Jacobs, . . . . .	Reading.
Franklin Dundon, . . . . .	Philadelphia.
Silas Carey, . . . . .	Newtown.
Alfred Bleaker, . . . . .	Newtown.

(After November 21, 1879.)

James Boyd, President, . . . . .	Norristown.
Wallace J. Boyd, Treasurer, . . . . .	Norristown.
Franklin Dundon, . . . . .	Philadelphia.
S. Henry Morris, . . . . .	Philadelphia.
C. H. Stinson, . . . . .	Norristown.
A. H. Slingluff, . . . . .	Norristown.
Alexander D. Campbell, . . . . .	Philadelphia.
E. D. Seipt, . . . . .	Norristown.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$1,200,000	00
Capital stock authorized by votes of company, . . . . .	1,200,000	00
Capital stock, amount subscribed, . . . . .	1,200,000	00
Capital stock paid in by last report, . . . . .	1,200,000	00
Capital stock, total amount now paid in, . . . . .	1,200,000	00
Capital stock, number of shares issued, . . . . .	24,000	
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 1898, bear interest at six per cent., which is payable, April and October,) amount, . . . . .	\$700,000	00
Total amount now of funded debt, . . . . .	\$700,000	00
Total cash realized from capital stock and debt, . . . . .	\$1,900,000	00

**COST.**

Total cost of entire road to date, . . . . .	\$1,878,500	00
Average of same per mile of road laid, . . . . .	85,359	00

**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 Philadelphia to Newtown, . . . . .	22	22
Length of single main track, . . . . .	22	22
Aggregate length of sidings and other track not above enumerated, . . . . .	3	3
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, . . . . . 56 pounds-

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 8

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Bound Brook division, Philadelphia and Reading railroad, at Bethayres.

**Stations.**

Number of stations on main road: Passenger, 22; freight, 22; total, . . . . . 22  
 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, . . . . . \$52,500



Value of real estate held by the company, exclusive of road-way in Pennsylvania, . . . . . \$52,500

How is track laid, and on what foundation? Oak and chestnut cross-ties, gravel foundation.

Pennsylvania railroad operated the road by special contract to November 21, 1879. On November 21, 1879, the road passed into the hands and control of the Philadelphia and Reading Railroad Company.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, shares, . . . . . 24,000

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

Personally appeared before me, H. G. Sickel, late, president and Smith Harper, late treasurer, of the Philadelphia, Newtown and New York Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 21, A. D. 1879, according to the best of their knowledge and belief.

(Signed) H. G. SICKEL, *President.*  
SMITH HARPER, *Treasurer.*

Sworn and subscribed before me, this 9th day of March, A. D. 1880.  
ROBERT R. SMITH,  
*Magistrate Court No. 8.*

R E P O R T

OF THE

*Pickering Valley Railroad Company, for the year ending November 30, 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Franklin B. Gowen, President, . . . . .	Philadelphia
Howard Hancock, Secretary, . . . . .	Philadelphia.
John Welch, Treasurer, . . . . .	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Harman Pennypacker, . . . . .	_____
Levi Oberholtzer, . . . . .	_____
John Oberholtzer, . . . . .	_____
Daniel Keeley, . . . . .	_____
H. K. Brownback, . . . . .	_____
Jacob Beerbrower, . . . . .	_____
Joseph J. Tustin, . . . . .	_____
Samuel Butler, . . . . .	_____
Samuel Holman, . . . . .	_____
Samuel Kreamer, . . . . .	_____
Levi B. Kaler, . . . . .	_____
Francis Hallman, . . . . .	_____
James Boyd, . . . . .	_____

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$100,000	00
Capital stock paid in by last report, . . . . .	95,655	00
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, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<b>Funded Debt.</b>		
First mortgage bonds, (due April 1, 1900, bear interest at seven per cent., which is payable April and October,) amount, . . . . .	\$332,300	00
Total amount now of funded debt, . . . . .	\$332,300	00
<b>Floating Debt.</b>		
The amount now of floating debt, . . . . .	301,891	67
Total amount now of floating and funded debt, . . . . .	\$634,191	67
Funded debt as per last report, . . . . .	\$332,300	00
Floating debt, as per last report, . . . . .	281,567	81
Total cash realized from capital stock and debt, . . . . .	\$613,867	81

**COST.**

Total cost of entire road to date, . . . . .	\$476,342	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 and branches, . . . . .	11.3	
Aggregate length of sidings and other track not above enumerated, . . . . .	.6	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	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 pounds.

Bridges and Trestles.

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.

Stations.

Number of stations on main road, passenger and freight, . . . . . 9  
 Number of engine-houses and shops in Pennsylvania, 1;  
 total number 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.

From all Sources.—Lease Account.

MONTHS.	Passengers.		Freight.		Mails.		Miscellaneous.	
December, 1878, . . . . .	\$144	74	\$80	05	\$12	89	\$86	18
January, 1879, . . . . .	129	00	103	18	12	89	37	47
February, 1879, . . . . .	127	42	105	42	12	89	33	98
March, 1879, . . . . .	162	74	120	52	12	89	41	83
April, 1879, . . . . .	149	73	145	78	12	89	45	98
May, 1879, . . . . .	168	96	133	09	12	89	59	18
June, 1879, . . . . .	153	04	193	70	12	89	1	32
July, 1879, . . . . .	170	63	169	53	12	89	1	38
August, 1879, . . . . .	192	17	181	73	12	89	1	35
September, 1879, . . . . .	166	00	224	48	12	89	1	34
October, 1879, . . . . .	149	09	211	92	12	89	1	47
November, 1879, . . . . .	153	23	168	87	12	89	1	99
Total, . . . . .	\$1,867	45	\$1,838	27	\$154	68	\$263	47

Total passenger earnings for the year, . . . . .	\$1,867	45
Total freight earnings for the year, . . . . .	1,838	27
Total earnings from all other sources, . . . . .	418	15
<b>Total earnings for the year, . . . . .</b>	<b>\$4,123</b>	<b>87</b>

**EARNINGS.—Lease Account.**

Passenger transportation, local and through, . . . . .	\$1,867	45
Freight transportation, local and through, . . . . .	1,838	27
Mail service, . . . . .	154	68
All other sources of income, . . . . .	268	47
<b>Total, . . . . .</b>	<b>\$4,123</b>	<b>87</b>
<b>Expenses of Corporation.</b>		
Contingent expenses, . . . . .	\$512	94
State tax on capital stock, . . . . .	16	52
Interest on mortgage bonds, . . . . .	23,261	00
<b>Total of earnings, . . . . .</b>	<b>\$23,790</b>	<b>46</b>

**STOCKS AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . . \$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 twenty-nine 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, Franklin B. Gowen, president, and John Welch, treasurer, of the Pickering Valley Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1879, 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. 1880.

J. Y. HUMPHREY, *Notary Public.*

# R E P O R T

OF THE

*Pittsburgh, Fort Wayne and Chicago Railway Company, for the year ending December 31, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
George W. Cass, President, . . . . .	New York.
Louis H. Meyer, President <i>pro tem.</i> , . . . . .	New York.
F. M. Hutchinson, Secretary and Treasurer, . . . . .	Pittsburgh.

General office at Pittsburgh.

<i>Names of Directors.</i>	<i>Residences.</i>
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.
John N. Hutchinson, . . . . .	Philadelphia.
J. N. McCullough, . . . . .	Pittsburgh.
Charles E. Speer, . . . . .	Pittsburgh.
R. R. Springer, . . . . .	Cincinnati, Ohio.
S. B. Harrison, . . . . .	Cincinnati, Ohio.
Pliny Hoagland, . . . . .	Fort Wayne, Ind.
J. L. 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, . . . . .	6,329,300 00		
		\$26,043,585	71
Capital stock paid in by last report, . . . . .		25,383,585	71
Capital stock, total amount now paid in, . . . . .		26,043,585	71
Capital stock, number of shares issued, . . . . .	260,435		
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 July 1, 1912, bear interest at seven per cent., which is payable semi-annually,) amount, . . . . .	\$5,250,000	00
Second mortgage bonds, (due July 1, 1912, bear interest at seven per cent., which is payable semi-annually,) amount, . . . . .	5,160,000	00
Third mortgage bonds, (due July 1, 1912, bear interest at seven per cent., which is payable semi-annually,) amount, . . . . .	2,000,000	00
Equipment bonds, (due September 1, 1883, bear interest at eight per cent., which is payable semi-annually,) amount, . . . . .	1,000,000	00
Construction bonds, (due 1887, bear interest at seven 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, . . . . .	\$39,553,585	71

## COST.

Total cost of entire road and equipment to date, . . . . .	\$38,619,806	86
Average of same per mile of road laid, 48.8 miles, . . . . .	82,468	90
Proportion of same for Pennsylvania, 48.8 miles, . . . . .	4,024,482	32
Cost of road and equipment per mile, . . . . .	82,468	90
Proportion of same for Pennsylvania, . . . . .	4,024,482	32

## STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$26,043,585 71

Rate and date of all cash dividends on stock of original and consolidated companies: Seven per cent.; January, April, July, and October, one and three fourths per cent. each.

Number and per cent. of dividends: Four quarterly dividends, one and three fourths per cent. each.		
Amount paid in dividends, . . . . .	\$1,811,501	00
Paid to sinking fund, . . . . .	104,000	00

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

Personally appeared before me, Lewis H. Meyer, president *pro tem.*, and F. M. Hutchinson, treasurer of the Pittsburgh, Fort Wayne and Chicago Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, 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 6th day of February, A. D. 1880, by F. M. Hutchinson, secretary and treasurer. Witness my hand and official seal.

WILLIAM F. ROBB, *Notary Public.*

**R E P O R T**

OF THE

*Pittsburgh, Fort Wayne and Chicago Railway, operated by the Pennsylvania Company, for the year ending December 31, 1879.*

**OFFICERS OF THE PENNSYLVANIA COMPANY.**

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President, . . . . .	Philadelphia.
J. N. McCullough, First Vice President, . . . . .	Pittsburgh.
William Thaw, Second Vice President, . . . . .	Pittsburgh.
Thomas D. Messler, Third Vice President and Comptroller, . . . . .	Pittsburgh.
J. D. Layng, General Manager, . . . . .	Pittsburgh.
C. S. Sims, Secretary, . . . . .	Philadelphia.
William H. Barnes, Treasurer, . . . . .	Pittsburgh.
J. T. Brooks, General Counsel, . . . . .	Pittsburgh.
F. Slataper, Chief Engineer, . . . . .	_____
William Stewart, General Freight Agent, . . . . .	Pittsburgh.
F. R. Myers, General Passenger and Ticket Agent, . . . . .	Chicago, Ill.

**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, . . . . .	411.482	11.88
<b>Leased Roads.</b>		
New Castle and Beaver Valley railroad branch, from Homewood to New Castle, . . . . .	14.982	14.982
Lawrence railroad branch, from Lawrence junction to Youngstown, . . . . .	17.98	9.868
Canfield branch of Lawrence railroad branch, . . . . .	17.98	9.868
Aggregate length of main line, . . . . .	4.06	4.06
Aggregate length of main line, . . . . .	468.3	48.8
Aggregate length of double track, . . . . .	56.818	86.92
Aggregate length of leased roads, . . . . .	37.022	24.845
Aggregate length of sidings and other track not above enumerated, . . . . .	162.238	85.164
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	724.378	145.229

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 168.913  
 Miles of steel rail in use, . . . . . 508.657  
 Weight of rail per yard, { Iron, . . . . . 60 lbs.  
                                   { Steel, . . . . . 60 lbs.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 168  
 Wooden bridges, number of, 15; aggregate length, (length of span only,) . . . . . 1,407 feet.  
 Stone bridges, number of, 41; aggregate length, . . . . . 940 feet.  
 Iron bridges, number of, 67; aggregate length, . . . . . 7,324 feet.  
 Wooden trestles, number of, 45; aggregate length, . . . . . 5,212.5 feet.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Western Pennsylvania railroad, at Allegheny City, Pa.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pittsburgh and Lake Erie railroad, at Beaver Falls.

**Stations.**

Number of stations on main road: Passenger, 134; freight, 77; total, . . . . . 134  
 Number of stations on leased roads: Passenger, 22; freight, 9; total, . . . . . 22  
 Number of engine-houses and shops in Pennsylvania, 6; total number entire road, . . . . . 19  
 Number of wood and water stations on main road, . . . . . 51  
 Number of wood and water stations on leased roads, . . . . . 5

How is track laid, and on what foundation? Track is laid with double angle fish-joint connections, and ballasted with coarse gravel furnace cinder and limestone.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 80 tons weight, . . . . .	199	
Number of locomotives of more than 20 tons weight, . . . . .	72	
Number of locomotives of more than 10 tons weight, . . . . .	7	
Number of first-class passenger cars, . . . . .	127	
Number of second-class passenger cars, . . . . .	28	
Number of baggage, mail, and express cars, . . . . .	59	
Number of freight cars, { House cars, 3,878, } . . . . .	4,620	
{ Trucks, . . . 1,242, }		
Number of coal, ore, and stone cars, . . . . .	2,085	
Number of caboose cars, . . . . .	127	



Average number of cars in passenger trains, including baggage cars, . . . . .	5 <sup>96</sup> / <sub>100</sub>
Average number of cars in freight trains, . . . . .	16 <sup>56</sup> / <sub>100</sub>
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, . . . . .	6,457
Same in Pennsylvania, . . . . .	1,638

**DOINGS OF THE YEAR.***(December estimate.)***Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	1,633,695
Number of miles run by freight trains, . . . . .	6,686,128
Number of through passengers for the year on main road, . . . . .	71,106
Number of passengers (all classes) carried in cars, . . . . .	2,230,384
Number of passengers carried one mile, . . . . .	85,921,468
Number of passengers carried one mile in Pennsylvania, . . . . .	8,951,480
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	1,438,249
Number of tons of freight carried one mile, . . . . .	809,518,234
Number of tons of freight carried one mile in Pennsylvania, . . . . .	116,523,351
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	3,786,324
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,) . . . . .	15

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

January, 1879, . . . . .	154,060	July, 1879, . . . . .	188,066
February, 1879, . . . . .	149,151	August, 1879, . . . . .	189,061
March, 1879, . . . . .	177,928	September, 1879, . . . . .	218,610
April, 1879, . . . . .	176,907	October, 1879, . . . . .	232,492
May, 1879, . . . . .	178,396	November, 1879, . . . . .	198,541
June, 1879, . . . . .	183,759	December, 1879, . . . . .	185,413

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

Anthracite coal, . . . . .	39,563	Agricultural products, . . . . .	763,361
Bituminous coal, . . . . .	409,789	Merchandise and manufactures, . . . . .	458,330
Coke, . . . . .	510,189	Live stock, . . . . .	240,887
Petroleum and other oils, . . . . .	23,462	Provisions and other articles, . . . . .	263,869
Pig and bloom iron, . . . . .	137,293	Lumber, . . . . .	223,777
Railroad iron, . . . . .	59,584	Other articles, . . . . .	154,566
Other iron or castings, . . . . .	121,817		
Iron and other ores, . . . . .	200,186	Total, . . . . .	3,736,324
Stone and lime, . . . . .	129,801		

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, . . . . .	1¾ cents.
For second-class way passengers, . . . . .	2½ cents.

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

For through freight, per ton per mile, . . . . .	$\frac{601}{1000}$ cents.
For local freight, per ton per mile, . . . . .	$1\frac{171}{1000}$ cents.

MONTHLY EARNINGS FOR THE YEAR.  
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$34,726	77	\$83,592	70	\$118,319	47
February, 1879, . . . . .	40,276	93	80,656	50	120,933	43
March, 1879, . . . . .	50,587	81	100,949	98	151,537	79
April, 1879, . . . . .	50,771	19	104,802	27	155,573	46
May, 1879, . . . . .	55,029	46	99,938	47	154,967	63
June, 1879, . . . . .	57,852	52	108,064	43	165,916	95
July, 1879, . . . . .	52,242	22	100,427	14	152,669	36
August, 1879, . . . . .	56,545	51	112,426	65	168,972	16
September, 1879, . . . . .	64,231	12	138,845	73	203,076	85
October, 1879, . . . . .	59,765	54	142,213	58	201,979	12
November, 1879, . . . . .	47,750	34	119,134	04	166,884	38
December, 1879,* . . . . .	47,842	84	113,978	54	161,821	38
Total, . . . . .	\$617,622	25	\$1,305,030	03	\$1,922,652	28

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$430,585	89	\$184,069	89	\$614,675	78
February, 1879, . . . . .	424,627	99	164,366	44	588,994	43
March, 1879, . . . . .	380,222	56	166,955	00	547,177	56
April, 1879, . . . . .	319,550	56	162,609	28	482,159	84
May, 1879, . . . . .	263,234	96	169,631	64	432,866	60
June, 1879, . . . . .	199,881	96	161,318	69	361,200	65
July, 1879, . . . . .	202,105	56	169,620	02	371,725	58
August, 1879, . . . . .	224,646	03	202,450	17	427,096	20
September, 1879, . . . . .	233,241	06	241,543	42	474,784	48
October, 1879, . . . . .	296,131	65	277,917	80	574,049	45
November, 1879, . . . . .	314,714	40	247,423	79	562,138	19
December, 1879,* . . . . .	320,032	00	303,600	50	623,632	50
Total, . . . . .	\$3,608,974	62	\$2,451,526	64	\$6,060,501	26

\* December estimated.

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$11,490	73	\$5,941	42	\$12,022	42	\$30,054	57
February, 1879, . . .	11,490	73	5,229	47	11,769	65	28,489	85
March, 1879, . . .	11,490	73	6,363	55	12,192	96	30,047	24
April, 1879, . . .	11,490	73	7,774	92	12,229	46	31,495	11
May, 1879, . . .	11,490	73	12,879	00	12,172	98	36,542	71
June, 1879, . . .	11,490	73	12,950	02	12,212	34	36,653	09
July, 1879, . . .	11,490	73	12,879	00	12,618	20	36,987	93
August, 1879, . . .	11,490	73	12,402	00	12,850	36	36,743	09
September, 1879, . . .	11,490	73	12,402	00	36,393	84	60,286	57
October, 1879, . . .	11,490	73	14,386	76	21,469	51	47,347	00
November, 1879, . . .	11,490	73	14,941	41	18,374	54	44,806	68
December, 1879,*	11,490	73	19,414	36	12,000	00	42,905	09
Total, . . . . .	\$137,888	76	\$137,563	91	\$186,906	26	\$462,358	98
Profit of operating Lawrence railroad, . . . . .							9,084	63
Less loss operating N. C. and B. V. railroad, . . . . .							\$471,443	56
							956	95
							\$470,486	61
Total passenger earnings for the year, . . . . .							\$1,922,652	28
Total freight earnings for the year, . . . . .							6,060,501	26
Total earnings from all other sources, . . . . .							470,486	61
Total earnings for the year, . . . . .							\$8,453,640	15
Total receipts from all sources on whole length of line, . . . . .							\$8,453,640	15
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .							880,925	88

\* December estimated.

EXPENDITURES FOR OPERATING DURING THE YEAR.

(December Estimate.)

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$591,364	23
New iron rails, . . . . .	45,924	99
New steel rails, number of tons, 3,500, . . . . .	74,185	38
Repairs of bridges, . . . . .	56,097	08
Repairs of buildings and fixtures, . . . . .	92,888	86
Repairs of fences, . . . . .	18,693	78
All other expenses for maintenance of way, . . . . .	44,977	55
Total for maintenance of way, . . . . .	\$924,131	87
Cost per mile of road kept in repair, . . . . .	1,973	37
Proportion for Pennsylvania, . . . . .	96,300	45

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$271,851	71
Repairs of machinery, . . . . .	17,242	76
Repairs of passenger, baggage, and mail cars, . . . . .	114,336	18
Repairs of freight cars, . . . . .	856,320	58
All other expenses for maintenance of motive power and cars, . . . . .	131,142	87
Total for maintenance of motive power and cars, . . . . .	\$ 93,894	05
Cost per mile of road operated, . . . . .	\$1,908	80
Proportion for Pennsylvania, . . . . .	93,149	44

## Miscellaneous..

Salaries, wages, and incidentals chargeable to passenger department,	\$356,324	91
Salaries, wages, and incidentals chargeable to freight department, . . .	1,405,186	52
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	72,766	97
Fuel—number of cords of wood, 20,652; cost, . . .	30,979	23
Fuel—number of tons of coal, 217,215; cost, . . .	325,823	53
Oil and waste, . . .	55,887	57
Damages for injuries to persons, . . .	14,058	26
Damages for loss of goods and baggage, . . .	8,230	12
Damages to property, including damages by fire and stock killed, . .	3,330	89
Taxes, . . .	225,649	73
Insurance, . . .	27	24
Telegraph expenses, . . .	72,062	14
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	146,586	47
<b>Total miscellaneous, . . .</b>	<b>\$2,716,963</b>	<b>58</b>
<b>Amount per mile of road operated, . . .</b>	<b>\$5,801</b>	<b>75</b>
Proportion for Pennsylvania, . . .	283,125	40
Total expenditures for operating the road, . . .	4,534,989	50
Expenses per mile of the road operated, . . .	9,683	94
Expenses per mile of single track operated, not including sidings, . .	8,636	13
Expenses per train mile, . . .		54 <sup>1</sup>
Proportion for Pennsylvania, . . .	472,576	27

## EARNINGS.

Passenger transportation, local, . . . . . \$1,305,030 03	} Total,	\$1,922,652	28
Passenger transportation, through, . . . . . 617,622 25			
Freight transportation, local, . . . . . 2,451,526 84	} Total,	6,060,501	26
Freight transportation, through, . . . . . 3,608,974 62			
Mail service, . . . . .		137,888	76
Express service, . . . . .		137,563	91
All other sources of income, . . . . .		195,033	94
<b>Total, . . . . .</b>		<b>\$8,453,640</b>	<b>15</b>
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . . \$324,181 87			
Maintenance of motive power and cars, . . . . . 893,894 05			
Miscellaneous, . . . . . 2,716,963 58			
<b>Total operating expenses, being 58 <sup>1</sup>/<sub>10</sub> per cent. of earnings, . . .</b>		<b>4,534,989</b>	<b>50</b>
<b>Net earnings, . . . . .</b>		<b>\$3,918,650</b>	<b>65</b>
Amount paid C. and P. R. R. accounts joint earnings, . . . . .		233,433	93
		<b>\$3,685,218</b>	<b>72</b>
Earnings per mile of road operated, . . . . .		\$18,051	76
Expenses per mile of road operated, . . . . .		9,683	94
<b>Net earnings, . . . . .</b>		<b>\$8,367</b>	<b>82</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. We receive forty per cent. of their gross receipts over this line, on money and general freight business, and seventy per cent. on oyster business. The Pennsylvania Company, operating the Pittsburgh, Fort Wayne and Chicago railway, furnish the cars and keep them in repair.

**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 so-called Union line, which operates over this railway, is owned by the Pennsylvania Company itself.

**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? Yes; owned by Pullman Palace Car Company. This company keep up repairs, exclusive of the upholstery and bedding. They make their own charges.

**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? \$137,888 76 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, . . . . .	. . . . .	. . . . .	2	18	2	13
Others, . . . . .	. . . . .	. . . . .	9	19	9	19
<b>Total, . . . . .</b>	. . . . .	. . . . .	11	32	11	32

**Statement of each Accident.**

- January 25. R. Cotter, outer depot; reaching under moving car, hand badly bruised.
- January 30. John Crugan, New Brighton; stealing ride, jumped off, toe mashed and bruised.
- January 30. J. S. Martin, outer depot; stepped in front of moving car, died from injuries.
- January 31. A. Singer, Beaver bridge; Fell in trying to get on moving car, head bruised.
- February 6. Hugh Trainer, Allegheny; standing on track, struck by engine, face cut and bruised.
- March 2. John Donds, Verner; intoxicated, stealing ride, fell off cars, cut about face and hands.
- March 19. Harry Stright, Rochester; Ran in front of moving engine, two severe scalp wounds.
- March 29. William Hewell, outer depot; fell from roof of car, collar bone broken.
- April 15. C. E. Purkiss, Emsworth; stepped in front of engine, struck, died from injuries.

April 12. Seaton Miller, Quaker Valley; stealing ride, fell from car.

April 17. H. S. Beaumont, Sewickley; coupling cars, left wrist badly bruised.

April 27. James Kennedy, Enon; stealing ride, attempted to jump off car, one foot crushed.

April 27. G. W. West, Haysville; supposed to have fallen from freight train, found dead on track.

May 15. John Flanagan, Glenfield; stepped in front of locomotive and was struck, died from injuries.

June 9. J. B. McCoy, Bellevue; fell off freight car, ankle sprained badly.

June 17. William Cooper, outer depot; stealing ride, jumped off car, foot and ankle crushed.

June 17. F. M. Trunkey, outer depot; coupling cars, wrist badly crushed.

June 5. William Parker, Rochester; stealing ride, fell under wheels, one foot crushed.

July 15. L. Handle, Allegheny; standing on track, struck by locomotive, killed.

July 8. A. Fanniss, Freedom; stealing ride, fell from car, leg crushed.

July 22. W. R. Byers, Enon; walking on track in bridge, struck by engine, had scalp wounds.

July 22. W. Manay, Beaver bridge; caught between car and stock chutes, badly cut about head.

July 22. James Hewell, Allegheny; sitting on track intoxicated, killed.

July 23. Berry Stearns, Allegheny; fell through bridge, badly bruised on body.

August 1. M. Engliss, New Brighton; head cut, and badly bruised, attempted to get on train.

August 23. P. Gordon, Rochester; attempted to get on moving train, foot badly crushed.

August 29. H. Kennedy, Laurel; fell from car, shoulder blade broken.

August 30. T. Tumbaugh, outer depot; coupling cars, fingers crushed.

September 11. William Milligan, outer depot; coupling cars, left arm bruised.

September 11. T. E. George, Pittsburgh; intoxicated, attempted to get on engine, killed.

September 20. Ross Armstrong, New Brighton; attempted to jump on caboose and fell, arm broken head cut.

September 22. M. Crumfust, Allegheny; walking on track, struck by engine, ankle sprained.

September 27. Edward Clinton, Pittsburgh; attempted to drive across track, struck by engine, died from injuries.

October 1. S. M. Frankhauser, Mayfield; stealing ride, fell from car.

October 1. W. Whited, Pittsburgh; stealing ride, fell from car, bruised about the head.

October 7. John Riley, outer depot; fell off freight car, bruised about hips.



# R E P O R T

OF THE

*Pittsburgh, Cincinnati and St. Louis Railway Company,  
for the year ending December 31, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President, . . . . .	Philadelphia, Pa.
William Thaw, second Vice President, . . . . .	Pittsburgh, Pa.
J. N. McCullough, third Vice President, . . . . .	Pittsburgh, Pa.
Thomas D. Messler, Assistant to President and Comptroller, . . . . .	Pittsburgh, Pa.
John E. Davidson, Assistant to Comptroller, . . . . .	Pittsburgh, Pa.
John W. Renner, Auditor, . . . . .	Pittsburgh, Pa.
M. C. Spencer, Treasurer, . . . . .	Pittsburgh, Pa.
J. T. Brooks, General Counsel, . . . . .	Pittsburgh, Pa.
George Driggs, Assistant Counsel, . . . . .	Pittsburgh, Pa.
Clifford S. Sims, Secretary, . . . . .	Philadelphia, Pa.
S. B. Liggett, Assistant Secretary, . . . . .	Pittsburgh, Pa.
D. W. Caldwell, General Manager, . . . . .	Columbus, O.
M. J. Becker, Chief Engineer, . . . . .	Columbus, O.
S. M. Felton, junior, General Superintendent, . . . . .	Pittsburgh, Pa.
William Stewart, General Freight Agent, . . . . .	Pittsburgh, Pa.
W. L. O'Brien, General Passenger and Ticket Agent, . . . . .	Columbus, O.

General offices at Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas A. Scott, . . . . .	Philadelphia, Pa.
George B. Roberts, . . . . .	Philadelphia, Pa.
Thomas D. Messler, . . . . .	Pittsburgh, Pa.
Wistar Morris, . . . . .	Philadelphia, Pa.
Strickland Kneass, . . . . .	Philadelphia, Pa.
H. H. Houston, . . . . .	Philadelphia, Pa.
J. N. DuBarry, . . . . .	Philadelphia, Pa.
J. N. McCullough, . . . . .	Pittsburgh, Pa.
William Shaw, . . . . .	Pittsburgh, Pa.
Robert Sherrard, junior, . . . . .	Steubenville, O.
D. S. Gray, . . . . .	Columbus, O.
W. H. Barnes, . . . . .	Pittsburgh, Pa.
J. Price Wetherill, . . . . .	Philadelphia, Pa.

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$18,500,000	00
Capital stock, amount subscribed, . . . . .	8,437,200	00
Capital stock paid in by last report, . . . . .	8,437,200	00
Capital stock, total amount now paid in, . . . . .	8,437,200	00
Capital stock, number of shares issued, . . . . .	168,744	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00



**DEBT.**

<b>Funded Debt.</b>			
S. and I. R. R. Co. first mortgage bonds, (due January 1, 1881, bear interest at six per cent., which is payable monthly,) amount,	\$3,000,000	00	
P. C. and St. L. Ry. Co. first mortgage bonds, (due August 1, 1900, bear interest at seven per cent., which is payable February 1 and August 1,) amount,	6,541,000	00	
P. C. and St. L. Ry. Co. second mortgage bonds, (due April 1, 1913, bear interest at seven per cent., which is payable April 1, and October 1,) amount,	2,500,000	00	
S. and I. R. R. Co. C. and N. Division mortgage bonds, (due January 1, 1890, bear interest at seven per cent., which is payable January 1, and July 1,) amount,	456,000	00	
<b>Total amount now of funded debt,</b>	<b>\$12,497,000</b>	<b>00</b>	
Unfunded debt, incurred for construction, equipment, or purchase of property, S. and I. second mortgage bonds certificate,	\$2,825 75		
Debt incurred for any other purpose, and for what,*	2,277,575 06		
<b>The amount now of unfunded, deferred, and current debt, November 30, 1879,</b>	<b>2,280,400</b>	<b>81</b>	
<b>Total, November 30, 1879,</b>	<b>\$14,777,400</b>	<b>81</b>	
<b>Funded debt as per last report, December 31, 1878,</b>	<b>\$12,497,000 00</b>		
<b>Unfunded, deferred, and current debt, as per last report, December 31, 1878,</b>	<b>2,881,510 80</b>		

**COST.**

Total cost of entire road to date,	\$16,107,384	35
Average of same per mile of road laid,	80,376	16
Proportion of same for Pennsylvania, estimated,	2,821,208	21
Total cost of entire equipment,	3,834,910	46
Average cost of equipment per mile of road operated by company,	19,136	27
Proportion of same for Pennsylvania, estimated,	671,683	42
Cost of road and equipment per mile,	99,512	44
Proportion of same for Pennsylvania,	3,492,886	68

* November 30, 1879, value of supplies, &c., received from leased lines, payable at termination of lease,	\$1,886,878 96
November 30, 1879, amount due other companies in current accounts,	315,191 94
November 30, 1879, amount due for current expenditures in November, 1879, and prior thereto,	462,831 79
November 30, 1879, coupons matured and not presented,	41,180 00
November 30, 1879, miscellaneous,	91,497 35
	<b>\$2,277,575 06</b>

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa. to Columbus, Ohio, including 1 <sup>3</sup> miles leased between Pittsburgh and Washington turnpike, . . . . .	192.3	35.1
Length of single main track, . . . . .	176.9	19.7
Length of double main track, . . . . .	15.4	15.4
<b>Branches.</b>		
Cadiz branch, from Cadiz Junction to } Length of branch, . . .	8.1	
Cadiz, Ohio, . . . . . } Length of single track,	8.1	
<b>Leased and Operated Roads.</b>		
Chartiers railway, from Mansfield, Pa., } Length of road, . . . . .	22.8	22.8
to Washington, Pa., . . . . . } Length of single track,	22.8	22.8
Pittsburgh, Wheeling, and Kentucky } Length of road, . . . . .	24.2	
railroad branch, from Wheeling Junction } Length of single track,	24.2	
to Wheeling, W. Va., . . . . .		
Little Miami railroad, . . . . .	194.9	
From Columbus, O., to Cincinnati, O., } Length of single track,	119.3	
From Xenia, O., to Springfield, O., } Length of single track,	19.4	
From Xenia, O., to Richmond, Ind., } Length of single track,	56.2	
Cincinnati and Muskingum Valley railway } Length of road, . . . . .	148.4	
from Dresden Junction, O., to } Length of single track,	148.4	
Morrow, O., . . . . .		
Columbus, Chicago and Indiana Central } Length of road, . . . . .	580.5	
railway, operated under order } Length of single track,	187.1	
of United States circuit court, . . . } Length of single track,	231.0	
From Columbus, O., to Indianapolis, } Length of single track,	102.2	
Ind., . . . . . } Length of single track,	60.2	
From Bradford Junction, O., to Chicago, } Length of single track,	200.4	35.1
Ill., . . . . . } Length of single track,	970.8	22.8
From Richmond Junction to Anoka } Length of single track,	183.5	25.3
Junction, Ind., . . . . . } Length of single track,	1,354.7	83.2
From Peoria Junction to State Line, } Length of single track,		
Ill., . . . . .		
Aggregate length of main line and branches, . . . . .	200.4	35.1
Aggregate length of leased and operated roads, . . . . .	970.8	22.8
Aggregate length of sidings and other track not above enumerated, . . . . .	183.5	25.3
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	1,354.7	83.2

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 44.5  
Miles of steel rail in use, . . . . . 215.8  
Weight of rail per yard, { Iron, . . . . . 64 pounds.  
{ Steel, . . . . . 60 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 90  
Wooden bridges, number of, 42; aggregate length, . . . . . 6,452 feet.  
Stone bridges, number of, 25; aggregate length, . . . . . 2,753 feet.

Iron bridges, number of, 19; aggregate length, . . . . . 4,484 feet.  
 Wooden trestles, number of, 4; aggregate length, . . . . . 548½ feet.

**Crossings.**

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Baltimore and Ohio (Pittsburgh division) railroad, at Pittsburgh; Pittsburgh and Lake Erie railroad, at S. Pittsburgh; Little Saw Mill Run railroad, at Temperanceville, Pittsburgh.

**Stations.**

Number of stations on main road: Passenger, 81; freight, 50; total, . . . . . 131  
 Number of stations on branches: Passenger, 2; freight, 1; total, . . . . . 3  
 Number of stations on leased and operated roads: Passenger, 275; freight, 179; total, . . . . . 454  
 Number of engine-houses and shops in Pennsylvania, 4; total number entire road, . . . . . 8  
 Number of wood and water stations on main road, . . . . . 23  
 Number of wood and water stations on branches, . . . . . 1  
 Number of wood and water stations on leased and operated roads, . . . . . 76  
 Value of real estate held by the company, exclusive of roadway, in Pennsylvania, estimated, . . . . . \$15,000  
 Number of tunnels, 9; aggregate length, . . . . . 10,483 feet.

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

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, . . . . .	108	
Number of locomotives of more than 20 tons weight, . . . . .	6	
Number of first-class passenger cars, . . . . .	19	
Number of second-class passenger cars, . . . . .	21	
Number of baggage, mail and express cars, . . . . .	26	
Number of freight cars, { House cars, 3,094 } . . . . .	3,318	
{ Trucks, . . . . . 324 }		
Number of coal, ore, and stone cars, . . . . .	24	
Number of caboose cars, . . . . .	49	

Average number of cars in passenger trains, including baggage cars, . . . . . 6  
 Average number of cars in freight trains, . . . . . 20  
 Average weight of passenger trains, including locomotive and tender, in working order, . . . . . 195 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, . . . . .	2,291
Same in Pennsylvania, . . . . .	629

**DOINGS OF THE YEAR.****Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	633,938
Number of miles run by freight trains, . . . . .	2,304,461
Number of miles run by coal trains, . . . . .	42,073
Number of through passengers for the year on main road, . . . . .	93,296
Number of passengers (all classes) carried in cars, . . . . .	771,103
Number of passengers carried one mile, . . . . .	31,692,627
Number of passengers carried one mile in Pennsylvania, . . . . .	5,550,954
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	1,342,854
Number of tons of freight carried one mile, . . . . .	367,618,868
Number of tons of freight carried one mile in Pennsylvania, . . . . .	64,388,334
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	2,728,461
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,) . . . . .	15

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

January, 1879, . . . . .	48,894	July, 1879, . . . . .	64,135
February, 1879, . . . . .	50,630	August, 1879, . . . . .	86,927
March, 1879, . . . . .	62,021	September, 1879, . . . . .	75,386
April, 1879, . . . . .	59,863	October, 1879, . . . . .	80,127
May, 1879, . . . . .	60,932	November, 1879, . . . . .	60,646
June, 1879, . . . . .	56,164	December, 1879, . . . . .	65,378

**Amount of Freight, specifying the quantity in tons of 2,000 pounds.**

Anthracite and bituminous coal, including coke, . . . . .	913,818	Stone and lime, . . . . .	54,432
Petroleum and other oils, . . . . .	11,018	Agricultural products, . . . . .	758,676
Pig iron, . . . . .	47,511	Merchandise and manufactures, . . . . .	359,029
Railroad iron, . . . . .	60,222	Live stock, . . . . .	162,560
Other iron or castings, . . . . .	82,590	Lumber, . . . . .	80,073
Iron and other ores, . . . . .	60,692	Other articles, . . . . .	137,836

**Rate of fare for Passengers charged for the respective classes per Mile, as follows:**

For first-class through passengers, . . . . .	2.05 cents.
For first-class way passengers, . . . . .	2.84 cents.
For second-class through passengers, estimated, . . . . .	1 cent.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through freight and coal, per ton per mile, . . . . . 59 cents.  
 For local freight and coal, per ton per mile, . . . . . 99 cents.

**MONTHLY EARNINGS FOR THE YEAR.**  
**From Transportation of Passengers.**

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$23,215	49	\$23,926	32	\$47,141	81
February, 1879, . . . . .	22,144	04	23,497	00	45,641	04
March, 1879, . . . . .	31,841	96	28,926	57	60,268	53
April, 1879, . . . . .	29,406	97	29,065	49	58,492	46
May, 1879, . . . . .	29,562	89	31,270	88	60,833	27
June, 1879, . . . . .	28,380	39	31,599	90	59,980	29
July, 1879, . . . . .	28,072	85	35,268	48	63,341	33
August, 1879, . . . . .	32,397	54	45,273	30	77,670	84
September, 1879, . . . . .	42,144	64	41,949	34	84,093	98
October, 1879, . . . . .	35,816	10	44,366	98	80,183	08
November, 1879, . . . . .	28,484	55	32,236	01	60,720	56
December 1879, . . . . .	30,113	60	33,957	40	64,071	00
Total, . . . . .	\$361,081	02	\$401,357	17	\$762,438	19

**From Transportation of Freight.**

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$117,070	59	\$102,646	53	\$219,712	12
February, 1879, . . . . .	104,952	51	86,376	30	191,328	81
March, 1879, . . . . .	97,728	43	80,179	44	177,907	87
April, 1879, . . . . .	93,176	18	56,401	64	149,577	82
May, 1879, . . . . .	76,993	67	59,823	92	136,757	59
June, 1879, . . . . .	98,455	52	78,529	22	176,984	74
July, 1879, . . . . .	100,487	71	91,820	30	192,308	51
August, 1879, . . . . .	127,225	86	94,021	91	221,247	77
September, 1879, . . . . .	161,481	75	131,559	37	293,041	12
October, 1879, . . . . .	182,212	53	149,191	98	331,404	51
November, 1879, . . . . .	148,992	76	141,168	00	290,160	76
December, 1879, . . . . .	167,421	52	101,374	48	268,796	00
Total, . . . . .	\$1,476,139	03	\$1,178,593	59	\$2,649,732	62

**From all other Sources.**

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . . . .	\$10,272	06	\$4,536	55	\$756	75	\$15,565	36
February, 1879, . . . . .	10,272	06	3,771	83	804	65	14,848	54
March, 1879, . . . . .	10,272	05	4,411	65	741	75	15,425	45
April, 1879, . . . . .	10,272	05	4,730	23	808	00	18,808	28
May, 1879, . . . . .	10,272	03	4,819	96	849	00	15,941	02
June, 1879, . . . . .	10,272	05	4,579	95	641	25	15,493	25
July, 1879, . . . . .	10,272	06	3,560	71	954	00	14,786	77
August, 1879, . . . . .	14,728	09	3,951	81	633	50	19,313	40
September, 1879, . . . . .	10,272	05	5,525	00	644	75	16,441	80
October, 1879, . . . . .	10,272	06	5,269	56	1,137	35	16,678	97
November, 1879, . . . . .	10,272	06	7,777	24	1,034	03	19,083	33
December, 1879, . . . . .	10,272	06	6,000	00	850	00	17,122	06
Total, . . . . .	\$127,720	11	\$58,934	49	\$9,853	03	\$196,508	23

Total passenger earnings for the year, . . . . .	\$762,488	19
Total freight earnings for the year, . . . . .	2,649,732	62
Total earnings from all other sources, . . . . .	196,508	23
<b>Total earnings for the year, . . . . .</b>	<b>\$3,608,728</b>	<b>04</b>
Total receipts from all sources on whole length of line, . . . . .	\$3,625,686	19
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	635,037	85

**EXPENDITURES FOR OPERATING DURING THE YEAR.****Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$239,157	25
New iron rails, . . . . .	7,935	91
New steel rails, . . . . .	13,333	74
Repairs of bridges, . . . . .	86,507	37
Repairs of buildings and fixtures, . . . . .	40,703	16
Repairs of fences, . . . . .	8,426	67
All other expenses for maintenance of way, . . . . .	21,815	08
<b>Total for maintenance of way, . . . . .</b>	<b>\$416,439</b>	<b>18</b>
Cost per mile of road kept in repair, . . . . .	\$2,078	04
Proportion for Pennsylvania, estimated, . . . . .	72,939	20

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

Repairs of locomotives, . . . . .	\$184,336	72
Repairs of machinery, . . . . .	13,701	96
Repairs of passenger, baggage, and mail cars, . . . . .	49,740	98
Repairs of freight cars, . . . . .	145,914	27
All other expenses for maintenance of motive power and cars, . . . . .	233,655	52
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$629,849</b>	<b>45</b>
Cost per mile of road operated, . . . . .	\$3,140	47
Proportion for Pennsylvania, estimated, . . . . .	110,230	50

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$122,709	25
Salaries, wages, and incidentals chargeable to freight department, . . . . .	428,253	13
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	23,551	74
Fuel—number of cords of wood, 2,936 <sup>1</sup> / <sub>6</sub> ; cost, . . . . .	5,727	38
Fuel—number of tons of coal, 117,951 <sup>3</sup> / <sub>8</sub> ; cost, . . . . .	91,402	42
Oil and waste, . . . . .	9,320	79
Damages for injuries to persons, . . . . .	17,510	50
Damages for cattle killed or injured, . . . . .	921	00
Damages for loss of goods and baggage, . . . . .	26,374	31
Damages to property, including damages by fire, . . . . .	1,968	48
Taxes, . . . . .	40,791	24
Telegraph expenses, . . . . .	63,926	14
Amount paid for use of palace and sleeping cars, . . . . .	13,336	90
Amount paid other corporations or individuals for use of all other cars, . . . . .		
less amount paid this company for use of its cars on other roads, . . . . .	90,044	64
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	51,970	12
<b>Total miscellaneous, . . . . .</b>	<b>\$987,858</b>	<b>04</b>
Amount per mile of road operated, . . . . .	\$4,929	43
Proportion for Pennsylvania, estimated, . . . . .	173,023	00
Total expenditures for operating the road, . . . . .	2,033,646	67
Expenses per mile of the road operated, . . . . .	10,147	94
Expenses per mile of single track operated, not including sidings, . . . . .	9,423	76
Expenses per train mile, . . . . .		66 <sup>1</sup> / <sub>2</sub>
Proportion for Pennsylvania, estimated, . . . . .		66 <sup>1</sup> / <sub>2</sub>

**EARNINGS.**

Passenger transportation, local, . . . . .	\$401,357 17	} Total,	\$762,438	19
Passenger transportation, through, . . . . .	361,081 02			
Freight transportation, local, . . . . .	1,178,593 59	} Total,	2,649,732	62
Freight transportation, through, . . . . .	1,476,189 03			
Mail service, . . . . .			127,720	71
Express service, . . . . .			58,934	49
Rents, . . . . .			2,921	75
All other sources of income, exclusive of interest on investments, . . . . .			6,931	28
<b>Total, earnings, . . . . .</b>			<b>\$3,608,679</b>	<b>04</b>
Interest on investments, . . . . .			17,007	15
<b>Total revenue, . . . . .</b>			<b>\$3,625,686</b>	<b>19</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$416,489 18			
Maintenance of motive power and cars, . . . . .	629,349 45			
Miscellaneous, . . . . .	987,858 04			
<b>Total operating expenses, being 56.1 per cent. of revenue, . . . . .</b>			<b>\$2,038,646</b>	<b>67</b>
<b>Net revenue, . . . . .</b>			<b>\$1,592,039</b>	<b>52</b>
<b>Earnings per mile of road operated, . . . . .</b>			<b>\$18,092</b>	<b>25</b>
<b>Expenses per mile of road operated, . . . . .</b>			<b>10,147</b>	<b>94</b>
<b>Net earnings, . . . . .</b>			<b>\$7,944</b>	<b>31</b>

**EXPRESS COMPANIES.**

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company, forty per cent. of gross receipts from all business except oyster traffic. Seventy per cent of gross receipts from oyster traffic.

**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 through freight cars of the Pennsylvania route, now owned by the Pennsylvania Company, under various names, as Union line, National line, and Allentown line. They carry the through freight traffic at current rates, and are paid a *pro rata* for terminal expenses.

**SLEEPING CARS.**

Do sleeping or dining-room cars run on your road, and if so, and on what terms are they run, by whom are they owned? The Pullman Palace Car Company, who furnish the cars, renew the bedding, and upholstery, and receive pay for use of berths. The railroad company keep the cars in repair, clean, heat, and light them.

**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? Between Pittsburgh and Columbus, \$436 90 on weight, and \$200 00 for use of railway post-office cars per mile per annum. Between Cadiz junction and Cadiz, Ohio, \$42 75 per mile per annum.

**STOCK AND DIVIDENDS.**

Amount of preferred stock, P. C. and St. L. Railway Company first preferred, \$2,925,150; P. C. and St. L. Railway Company, second preferred, \$3,000,000; S. and I. Railroad Company, first preferred, \$4,050.

Amount of common stock now outstanding, P. C. and St. L. Railway Company common stock, \$2,004,600; S. and I. Railroad Company common stock, \$503,400.

**ACCIDENTS TO PERSONS.**

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .				2		2
Employés, . . . . .	4	5	8	2	7	7
Others, . . . . .	1		3	5	9	5
Total, . . . . .	5	5	11	9	16	14

**Statement of each Accident.**

January 22, 1879. John Dury, Cork Run tunnel; killed, trains passing in tunnel.

January 27. Bridget Joyce, bridge No. 8; killed, trespassing on track.

January 31. James McCurdy, Pittsburgh yard; two ribs fractured, coal dump jumped track.

February 27. Christopher Keisling, bridge No. 6; killed, trespassing on track.

February 28. John White, near Mansfield; killed, trespassing on track.

April 6. James L. Klingensmith, Pittsburgh yard; killed, jumped from moving engine.

May 28. John Nugent, North Mansfield; face cut, and hip injured, trespassing on track.

June 6. Patrick Flynn, Walker's Mills; killed, trespassing on track.

June 9. William Rauch, Gregg's station; killed, was applying brake, and shaft broke, throwing him under wheels.

June 17. William Patton, Colliers yard; killed, hand rail came loose, and he fell under train.

June 17. Unknown, Cork Run tunnel; killed, trespassing on track.

July 11. John Hawley, near Raccoon; concussion of brain, struck by an iron rod projecting from flat car.

August 4. Henry Kintsing, Mansfield; killed, trespassing on track.

August 16. Catharine Murphy, near Walker's Mills; killed, trespassing on track.

August 23. Joseph Gillespie, Mansfield; killed, stepping from train while moving.



September 1. Matthew Green, Idlewood; killed, fell off train; was asleep.

September 18. Edward Greaves, Monongahela bridge; killed, fell off train into river.

September 23. John C. Mahler, Ingrams; arm fractured, carelessness.

September 27. Edward Clinton, Penn street, Pittsburgh; killed, drove his wagon in front of train.

September 20. Henry Cauley, (aged ten,) Point bridge; foot crushed, playing on cars.

September 16. James Lockhart, Skelly's; right leg broken. Bryan Van, Skelly's; two toes mashed, bruised back, &c. Van fell from top of car on to Lockhart, who was coupling cars, and knocked Lockhart on to track.

October 20. Andrew Kealty, Fourth avenue, Pittsburgh; face cut, and some bruises, jumped from train while moving.

November 1. John Martin, (aged nine,) Fourth avenue, Pittsburgh; right arm and toe mashed, attempting to jump on train.

November 8. John Mahan, (aged seven,) North Mansfield; compound fracture of left leg, and ankle dislocated, attempting to jump on train.

November 8. Peter Simmons, Oakdale; hand cut off, and leg crushed, was drunk, and jumped from moving train.

November 16. Thomas O'Rourke, Walker's Mills; breast bone and several ribs broken, concussion of brain, struck by train while walking on track.

December 2. George Dickson, Oakdale; four ribs broken, trespassing on track.

December 25. Fulton Dible, Pittsburgh; arm broken, and leg sprained, fell from top of coach on account of snow on roof.

December 26. Joseph Mackin, Ingram; killed, foot slipped while he was setting brake, and he fell from top of car.

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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, 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,)

THOS. D. MESSLER, *Assistant to President.*

J. W. RENNER, *Auditor.*

Sworn and subscribed before me this 3d day of February, A. D. 1880.

FRANK SEMPLE, *Notary Public.*

# REPORT

OF THE

*Pittsburgh, Cincinnati and St. Louis Railway Company, lessee of the Chartiers Railway, for the year ending December 31, 1879.*

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
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 main line and branches, . . . . .	22.8	22.8
Aggregate length of sidings and other track not above enumerated, . . . . .	1.6	1.6
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	24.4	24.4

### Gauge.

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

### Track.

Miles of iron rail in use, . . . . .	23.4
Miles of steel rail in use, . . . . .	1
Weight of rail per yard, { Iron, . . . . .	56 pounds.
{ Steel, . . . . .	60 pounds.

### Bridges and Trestles.

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.

### Stations.

Number of stations on main road: Passenger, 18; freight, 9; total, . . . . .	27
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  
 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, . . . . . 10  
 Average weight of passenger trains, including locomotive and tender, in working order, . . . . . 133 tons.  
 Average weight of freight trains, including locomotive and tender, in working order, . . . . . 360 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . . 66  
 Same in Pennsylvania, . . . . . 66

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . . 45,328  
 Number of miles run by freight trains, . . . . . 17,955  
 Number of miles run by coal train, . . . . . 4,264  
 Number of passengers (all classes) carried in cars, . . . . . 132,688  
 Number of passengers carried one mile, . . . . . 1,477,552  
 Number of passengers carried one mile in Pennsylvania, . . . . . 1,477,552  
 Number of tons of freight carried one mile, . . . . . 1,207,823  
 Number of tons of freight carried one mile in Pennsylvania, . . . . . 1,207,823  
 Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . . 167,608  
 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, 1879, . . . . .	9,269	July, 1879, . . . . .	11,552
February, 1879, . . . . .	8,837	August, 1879, . . . . .	13,358
March, 1879, . . . . .	10,068	September, 1879, . . . . .	14,520
April, 1879, . . . . .	10,262	October, 1879, . . . . .	12,462
May, 1879, . . . . .	9,784	November, 1879, . . . . .	9,266
June, 1879, . . . . .	10,145	December, 1879, . . . . .	13,670

Amount of Freight, specifying the quantity in tons of 2000 pounds.

Anthracite and bituminous coal, including coke, . . . . .	129,266	Agricultural products, . . . . .	9,028
Petroleum and other oils, . . . . .	170	Merchandise and manufactures, . . . . .	5,660
Railroad iron, . . . . .	6	Live stock, . . . . .	3,666
Other iron or castings, . . . . .	179	Lumber, . . . . .	2,541
Stone and lime, . . . . .	15,956	Other articles, . . . . .	1,188

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

For first-class way passengers, . . . . . 3.03 cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For local freight and coal, per ton per mile, . . . . . 3.01 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .			\$3,305	00	\$3,305	00
February, 1879, . . . . .			2,987	00	2,987	00
March, 1879, . . . . .			3,590	00	3,590	00
April, 1879, . . . . .			3,592	00	3,592	00
May, 1879, . . . . .			3,410	00	3,410	00
June, 1879, . . . . .			3,315	00	3,315	00
July, 1879, . . . . .			3,698	00	3,698	00
August, 1879, . . . . .			4,224	29	4,224	29
September, 1879, . . . . .			4,596	00	4,596	00
October, 1879, . . . . .			4,220	00	4,220	00
November, 1879, . . . . .			3,173	00	3,173	00
December, 1879, . . . . .			4,606	50	4,606	50
Total, . . . . .			\$44,716	79	\$44,716	79

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .			\$3,224	72	\$3,224	72
February, 1879, . . . . .			2,316	00	2,316	00
March, 1879, . . . . .			2,582	24	2,582	24
April, 1879, . . . . .			1,778	24	1,778	24
May, 1879, . . . . .			2,272	08	2,272	08
June, 1879, . . . . .			2,632	32	2,632	32
July, 1879, . . . . .			2,431	08	2,431	08
August, 1879, . . . . .			3,655	39	3,655	39
September, 1879, . . . . .			3,376	32	3,376	32
October, 1879, . . . . .			4,463	39	4,463	39
November, 1879, . . . . .			3,430	27	3,430	27
December, 1879, . . . . .			4,173	61	4,173	61
Total, . . . . .			\$36,336	16	\$36,336	16

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$131	77	\$270	00	\$15	33	\$417	10
February, 1879, . . .	131	77	Debit 73	63	15	33	73	47
March, 1879, . . .	131	77	110	42	15	33	257	52
April, 1879, . . .	131	77	100	00	15	33	247	10
May, 1879, . . .	131	77	100	00	15	33	247	10
June, 1879, . . .	131	77	110	00	15	33	257	10
July, 1879, . . .	131	77	130	00	15	32	277	09
August, 1879, . . .	131	74	217	77	16	88	366	39
September, 1879, . . .	131	77	150	00	15	34	297	11
October, 1879, . . .	131	77	150	00	15	33	297	10
November, 1879, . . .	131	77	150	00	15	34	297	11
December, 1879, . . .	131	77	426	24	15	36	573	37
Total, . . . . .	\$1,581	21	\$1,840	80	\$185	55	\$3,607	56
Total passenger earnings for the year, . . . . .							\$44,716	79
Total freight earnings for the year, . . . . .							36,336	16
Total earnings from all other sources, . . . . .							3,607	56
Total earnings for the year, . . . . .							\$84,660	51
Total receipts from all sources on whole length of line, . . . . .							\$84,660	51
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.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$25,130	89
Repairs of bridges, . . . . .	4,368	92
Repairs of buildings and fixtures, . . . . .	549	00
All other expenses for maintenance of way, . . . . .	433	53
Total for maintenance of way, . . . . .	\$30,482	84
Cost per mile of road kept in repair, . . . . .	\$1,336	94
Proportion for Pennsylvania, . . . . .	1,336	94

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$4,369	68
All other expenses for maintenance of motive power, . . . . .	4,032	48
Total for maintenance of motive power and cars, . . . . .	\$8,402	11
Cost per mile of road operated, . . . . .	\$368	51
Proportion for Pennsylvania, . . . . .	368	51

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department,	\$5,891	83
Salaries, wages, and incidentals chargeable to freight department, . . .	4,707	81
Fuel—wood, . . . . .	24	00
Fuel—coal, . . . . .	2,146	12
Damages for injuries to persons, . . . . .	52	05
Damages for loss of goods and baggage, . . . . .	73	02
Taxes, . . . . .	432	48
Telegraph expenses, . . . . .	1,225	25
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . .	627	00
<b>Total miscellaneous, . . . . .</b>	<b>\$15,179</b>	<b>56</b>
Amount per mile of road operated, . . . . .	\$665	77
Proportion for Pennsylvania, . . . . .	665	77
Total expenditures for operating the road, . . . . .	54,064	01
Expenses per mile of the road operated, . . . . .	2,371	22
Expenses per mile of single track operated, not including sidings, . . .	2,371	22
Expenses per train mile, . . . . .		69.47
Proportion for Pennsylvania, . . . . .		69.50

## EARNINGS.

Passenger transportation, local, . . . . .	\$44,716	79
Freight transportation, local, . . . . .	36,336	16
Mail service, . . . . .	1,581	21
Express service, . . . . .	1,840	80
All other sources of income, . . . . .	185	55
<b>Total, . . . . .</b>	<b>\$84,660</b>	<b>51</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$30,482	84
Maintenance of motive power and cars, . . . . .	8,402	11
Miscellaneous, . . . . .	15,179	56
<b>Total operating expenses, \$54,064 01, being 63.16 per cent of earnings,</b>	<b>54,064</b>	<b>01</b>
Net earnings, . . . . .	\$30,596	50
Less amount paid for hire of equipment, . . . . .	5,847	25
<b>Net, . . . . .</b>	<b>\$24,749</b>	<b>25</b>
Earnings per mile of road operated, . . . . .	\$3,713	18
Expenses per mile of road operated, . . . . .	2,371	22
<b>Net earnings, . . . . .</b>	<b>\$1,341</b>	<b>96</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. Forty per cent. of gross receipts from all business.

## 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? \$66 69 per mile 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, . . . . .	.....	.....	.....	.....	.....	.....
Others, . . . . .	1	.....	1	.....	2	.....
Total, . . . . .	1	.....	1	.....	2	.....

Statement of each Accident.

February 22, 1879. Bower Hill; William P. Smith, killed; was walking on track, and being hard of hearing, did not notice danger signals.

August 11. Near Morganza; Isaac N. Trussell, killed; was intoxicated, and fell or jumped off of train while in motion.

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

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 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. 1879, according to the best of their knowledge and belief.

(Signed,)

THOMAS D. MESSLER,  
*Assistant to President.*

J. W. RENNER, *Auditor.*

Sworn and subscribed before me this 3d day of February, A. D. 1880.

FRANK SEMPLE, *Notary Public.*

# REPORT

OF THE

*Pittsburgh and Connellsville Railroad Company, for  
the year ending September 30, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John King, junior, President, . . . . .	Baltimore, Md.
I. B. Washington, Secretary, . . . . .	Pittsburgh, Pa.
Charles Donnelly, Treasurer, . . . . .	Pittsburgh, Pa.
<i>Names of Directors.</i>	
<i>Residences.</i>	
John King, junior, . . . . .	Baltimore, Md.
Mendes Cohen, . . . . .	Baltimore, Md.
Hugh Sisson, . . . . .	Baltimore, Md.
Charles Webb, . . . . .	Baltimore, Md.
Robert Garrett, . . . . .	Baltimore, Md.
W. S. Bissell, . . . . .	Pittsburgh, Pa.
Henry Lloyd, . . . . .	Pittsburgh, Pa.
William Baldwin, . . . . .	Pittsburgh, Pa.
Charles Donnelly, . . . . .	Pittsburgh, Pa.
John D. Scully, . . . . .	Pittsburgh, Pa.
W. H. Koontz, . . . . .	Somerset, Pa.
W. H. Markle, . . . . .	Greensburg, 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, . . . . .	1,944,050	00
Capital stock, total amount now paid in, . . . . .	1,944,400	00
Capital stock, number of shares issued, . . . . .	88,888	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00
Scrap stock and stock partly paid, . . . . .	11,691	05

## DEBT.

<b>Funded Debt.</b>		
First mortgage bonds, (due July, 1898, bear interest at seven per cent., which is payable January and July,) amount, . . . . .	\$4,000,000	00
Construction bonds, Turtle Creek division, (due August, 1889, bear interest at six per cent., which is payable February and August,) amount, . . . . .	326,600	00
Consolidated mortgage bonds, (due January, 1926, bear interest at six per cent., gold, which is payable January and July,) amount, . . . . .	6,292,000	00
Real estate bonds, (due 1883, bear interest at six per cent., which is payable January and July,) amount, . . . . .	100,000	00
Total amount now of funded debt, . . . . .	\$10,718,600	00
<b>Floating Debt.</b>		
Debt incurred for any other purpose, . . . . . \$165,664 76		
The amount now of floating debt, . . . . .	4,065,789	33
Total amount now of floating and funded debt, . . . . .	\$14,784,389	33
Floating debt, as per last report, . . . . . \$3,900,124 57		
Funded debt, as per last report, . . . . . 10,718,600 00		



**COST.**

Total cost of entire road to date, . . . . .	\$12,018,670	98
Average of same per mile of road laid, 149 <sup>4</sup> / <sub>10</sub> , . . . . .	80,338	71
Proportion of same for Pennsylvania, 143 <sup>4</sup> / <sub>10</sub> , . . . . .	11,552,706	49
Total cost of entire equipment, . . . . .	470,698	49
Average cost of equipment per mile of road operated by company, 174, . . . . .	2,705	16
Proportion of same for Pennsylvania, 168 <sup>2</sup> / <sub>10</sub> , . . . . .	455,008	57
Cost of road and equipment per mile, . . . . .	83,485	09
Proportion of same for Pennsylvania, . . . . .	12,005,155	95

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to Cumberland, Md., . . . . .	149 <sup>4</sup> / <sub>10</sub>	143 <sup>4</sup> / <sub>10</sub>
Length of single main track, . . . . .	146 <sup>4</sup> / <sub>10</sub>	143 <sup>4</sup> / <sub>10</sub>
Length of double main track, . . . . .	2 <sup>2</sup> / <sub>10</sub>	2 <sup>2</sup> / <sub>10</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>		
Mt. Pleasant and Broadford branch, } Length of road, . . . . .	9 <sup>2</sup> / <sub>10</sub>	9 <sup>2</sup> / <sub>10</sub>
from Mt. Pleasant to Broadford, . . . } Length of single track, . . . . .	9 <sup>2</sup> / <sub>10</sub>	9 <sup>2</sup> / <sub>10</sub>
Fayette County branch, from Gibson to } Length of road, . . . . .	12 <sup>2</sup> / <sub>10</sub>	12 <sup>2</sup> / <sub>10</sub>
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, . . . . .	153 <sup>7</sup> / <sub>10</sub>	147 <sup>2</sup> / <sub>10</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>5</sup> / <sub>10</sub>
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	211 <sup>2</sup> / <sub>10</sub>	204 <sup>2</sup> / <sub>10</sub>

**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, . . . . .	170
Miles of steel rail in use, . . . . .	39
Weight of rail per yard, { Iron, . . . . .	64 pounds.
{ Steel, . . . . .	60 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . .	57
Wooden bridges, number of, 12; aggregate length, . . . . .	925 feet.
Stone bridges, number of, 1; aggregate length, . . . . .	25 feet.
Iron bridges, number of, 27; aggregate length, . . . . .	3,406 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, Mt. 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, Pa.; Pennsylvania railroad, at Port Perry, Pa.; South-Western Pennsylvania railroad, at Connellsville, Pa.

**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 roads, . . . . .	3
Value of real estate held by the company, exclusive of road- way, 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 80 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; trucks, 80, . . . . .	164	550 00
Number of coal, ore, and stone cars, . . . . .	15	500 00
Number of caboose cars, . . . . .	27	600 00

Average number of cars in passenger trains, including bag- gage 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, . . . . .	950 tons.

**Employees.**

Average number of persons regularly employed by com- pany, including officials, . . . . .	1,285
Same in Pennsylvania, . . . . .	1,284

**DOINGS OF THE YEAR.**

**Transportation and total Miles run.**

Number of miles run by passenger trains, . . . . .	449,238
Number of miles run by freight and coal trains, . . . . .	1,032,943
Number of miles run by ballast trains, . . . . .	55,155
Number of through passengers for the year on main road,	9,207
Number of passengers (all classes) carried in cars, . . . . .	852,542
Number of passengers carried one mile, . . . . .	9,722,812
Number of passengers carried one mile in Pennsylvania, . . . . .	9,656,473
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	2,045,367
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	20
Average rate of speed adopted by express trains, including stops, (miles per hour,) . . . . .	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, 1878, . . . . .	66,690	April, 1879, . . . . .	68,586
November, 1878, . . . . .	61,206	May, 1879, . . . . .	75,920
December, 1878, . . . . .	63,481	June, 1879, . . . . .	66,761
January, 1879, . . . . .	62,549	July, 1879, . . . . .	79,651
February, 1879, . . . . .	59,580	August, 1879, . . . . .	82,347
March, 1879, . . . . .	73,008	September, 1879, . . . . .	89,763

**Amount of Freight, specifying the quantity in tons of 2,000 pounds.**

Bituminous coal and coke, . . . . .	1,600,388	Stone and lime, . . . . .	60,570
Petroleum and other oils, . . . . .	25,300	Agricultural products, . . . . .	13,929
Pig iron, . . . . .	46,898	Merchandise and manufactures, . . . . .	78,681
Railroad iron, . . . . .	16,530	Live stock, . . . . .	2,184
Other iron or castings, . . . . .	74,539	Lumber, . . . . .	20,092
Iron and other ores, . . . . .	49,994	Other articles, . . . . .	56,264

**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, . . . . .	1½ cents.

**MONTHLY EARNINGS FOR THE YEAR.**  
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
October, 1878, . . . . .			\$22,121 96
November, 1878, . . . . .			16,747 78
December, 1878, . . . . .			17,821 72
January, 1879, . . . . .			15,145 11
February, 1879, . . . . .			14,938 22
March, 1879, . . . . .			18,740 70
April, 1879, . . . . .			18,342 53
May, 1879, . . . . .			21,254 15
June, 1879, . . . . .			19,927 33
July, 1879, . . . . .			25,538 96
August, 1879, . . . . .			25,550 27
September, 1879, . . . . .			29,923 94
<b>Total, . . . . .</b>			<b>\$246,052 67</b>

**From Transportation of Freight.**

MONTHS.	Through.	Local.	Total.
October, 1878, . . . . .			\$117,476 16
November, 1878, . . . . .			122,144 90
December, 1878, . . . . .			90,434 42
January, 1879, . . . . .			83,746 37
February, 1879, . . . . .			93,390 77
March, 1879, . . . . .			96,788 43
April, 1879, . . . . .			88,930 16
May, 1879, . . . . .			103,323 34
June, 1879, . . . . .			110,405 04
July, 1879, . . . . .			120,298 26
August, 1879, . . . . .			133,132 03
September, 1879, . . . . .			137,032 47
<b>Total, . . . . .</b>			<b>\$1,297,120 35</b>

**From all other Sources.**

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
October, 1878, . . . . .	\$1,107 52	\$3,575 09	\$63 44	\$4,746 04
November, 1878, . . . . .	1,107 52	2,554 07	44 55	3,706 14
December, 1878, . . . . .	1,107 51	2,967 84	40 73	4,116 08
January, 1879, . . . . .	1,107 52	1,878 91	55 62	3,042 05
February, 1879, . . . . .	1,107 52	1,351 38	43 93	2,502 83
March, 1879, . . . . .	1,107 51	1,971 37	113 12	3,192 00
April, 1879, . . . . .	1,107 51	2,468 29	124 95	3,695 75
May, 1879, . . . . .	1,107 51	3,442 62	121 75	4,671 88
June, 1879, . . . . .	1,107 53	3,905 75	112 99	5,126 27
July, 1879, . . . . .	1,107 51	4,091 34	138 85	5,337 70
August, 1879, . . . . .	1,107 51	7,356 68	136 57	8,600 76
September, 1879, . . . . .	1,107 53	4,955 35	140 23	6,203 11
<b>Total, . . . . .</b>	<b>\$13,290 20</b>	<b>\$40,513 68</b>	<b>\$1,136 73</b>	<b>\$54,940 61</b>

Total passenger earnings for the year, . . . . .	\$246,052 67
Total freight earnings for the year, . . . . .	1,297,120 35
Total earnings from all other sources, . . . . .	54,940 61
<b>Total earnings for the year, . . . . .</b>	<b>\$1,598,113 63</b>

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, . . . . .	\$179,840	77
New iron rails, number of tons, . . . . .	642,134	
New steel rails, number of tons, . . . . .	795,116	
Repairs of bridges, . . . . .	12,491	91
Repairs of buildings and fixtures, . . . . .	22,072	22
Watching tunnels and cuts, . . . . .	20,835	39
All other expenses for maintenance of way, . . . . .	9,154	48
<b>Total for maintenance of way, . . . . .</b>	<b>\$244,394</b>	<b>75</b>
Cost per mile of road kept in repair, 149 <sub>10</sub> f, . . . . .	\$1,633	65
Proportion for Pennsylvania, 143 <sub>10</sub> f, . . . . .	234,919	55

Cost of Maintenance of Motive Power and Cars.

Use of locomotives, . . . . .	\$102,475	81
Repairs of machinery, . . . . .	10,983	92
Use of passenger, baggage, and mail cars, . . . . .	31,794	98
Use of freight cars, . . . . .	77,957	37
All other expenses for maintenance of motive power and cars, . . . . .	20,457	28
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$243,619</b>	<b>31</b>
Cost per mile of road operated, . . . . .	\$1,628	47
Proportion for Pennsylvania, . . . . .	234,173	19

Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$40,003	65
Salaries, wages, and incidentals chargeable to freight and express departments, . . . . .	137,476	17
Wages of switchmen, signal-men, gate-keepers, watchmen, and depot labor, . . . . .	23,867	31
Fuel—coal, and cost of preparing same, . . . . .	30,582	33
Oil and waste, tallow, gas, and candles, . . . . .	18,172	90
Damages for injuries to persons, cattle killed or injured, loss of goods and baggage, to property, including damages by fire, . . . . .	2,481	12
Stationery, printing, and advertising, . . . . .	9,195	65
Taxes, . . . . .	16,607	64
Agents and clerks, . . . . .	52,544	49
Telegraph expenses, operators, and repairs of telegraph, . . . . .	16,712	16
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	80,174	10
<b>Total miscellaneous, . . . . .</b>	<b>\$377,817</b>	<b>52</b>
Amount per mile of road operated, . . . . .	\$2,525	52
Proportion for Pennsylvania, . . . . .	363,169	51
Total expenditures for operating the road, . . . . .	865,831	58
Expenses per mile of the road operated, (149 <sub>10</sub> f,) . . . . .	5,787	64

## EARNINGS.

Passenger transportation, local and through, . . . . .	\$246,052	67
Freight transportation, local and through, . . . . .	1,297,120	35
Mail service, . . . . .	18,290	20
Express service, . . . . .	40,513	68
Rents, miscellaneous, . . . . .	1,136	73
<b>Total, . . . . .</b>	<b>\$1,598,113</b>	<b>63</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$244,394 75	
Maintenance of motive power and cars, . . . . .	248,619 31	
Miscellaneous, . . . . .	377,817 52	
<b>Total operating expenses, being 54<sup>17</sup>/<sub>100</sub> per cent. of earnings, . . . . .</b>	<b>865,831</b>	<b>58</b>
<b>Net earnings, . . . . .</b>	<b>\$732,282</b>	<b>05</b>
Earnings per mile of road operated, 149 <sup>4</sup> / <sub>100</sub> , . . . . .	\$10,682	57
Expenses per mile of road operated, 149 <sup>6</sup> / <sub>100</sub> , . . . . .	5,787	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. ?  
We operate our own express.

## STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . .	\$1,944,400 00
Paid to sinking fund, . . . . .	64,647 18

## 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	1		4	3	5
Others, . . . . .		1	13	4	13	5
<b>Total, . . . . .</b>	<b>3</b>	<b>2</b>	<b>13</b>	<b>9</b>	<b>16</b>	<b>11</b>

## Statement of each Accident.

October 14, 1878. George Cahoon, brakeman; fatally injured while attempting to couple cars, at Broadford.

November 4. Miss Nora Mehan; struck by freight train while crossing track at Copper Works, head injured.

November 13. William Armstrong, under the influence of liquor, was struck by ballast train engine, and killed; accident occurred between Brad-dock and Bessemer.

November 29. James P. Hanna; found on track, at Soho, fatally in-jured, supposed to have been struck by freight train.

December 11. C. A. Fuller, brakeman; fatally injured in accident at Laughlin.

December 29. John Kalebaugh, while intoxicated, jumped from passen-ger train while passing through Connellsville, and was injured about head and shoulders.

January 6. 1879. Mrs. Catharine Hinkle, chopping ice near track, at Morgan station; was struck, and fatally injured, by passenger train.

January 23. Patrick Coyle; seriously injured by being caught by switch-ropo whilst standing on platform, at Alpsville.

April 5. Frederick Bowers, stealing a ride; was fatally injured in freight train accident, at Mount Savage junction.

April 13. Mrs. Catharine Bowers; killed, while attempting to cross the track in front of express train, in Cumberland.

May 19. John Dout, walking on track; was struck by express train, at Suter, and killed.

May 22. Mrs. Ann Conway, in attempting to cross track, at Linden, was struck by express train, and killed.

May 23. John Clifford, small boy; was struck by shifting engine, at Everson, and slightly injured.

May 27. Express train thrown from track, near Egypt station, by strik-ing a rock. S. F. Pritchard, engineer, and James Boyle, boy tramp, were instantly killed. William Flaherty, fireman, and Thomas McGraw, boy tramp, injured.

June 17. Mrs. Annie Dougherty; struck, and killed, by express train whilst attempting to cross the track, at Copper Works.

June 25. Thomas Shaffer, walking on track; was struck by engine of freight train, at Hickman run, and killed.

July 19. Hiram Hyatt, farmer; sitting on track intoxicated, near Con-fluence, was struck by express train, and severely injured.

July 14. Enoch Joliff, walking on track; was struck by accommodation train, at Watt station, and killed.

July 31. Joseph Kreighline, brakeman, in attempting to get on engine while in motion, at Sewickley, had right foot cut off.

August 13. I. T. Redman, brakeman; was caught between cars, at Sand Patch, and severely squeezed.

August 30. John Mangus, walking on track; was struck by engine of accommodation train, at Mills station, and fatally injured.

September 9. John Hayes, brakeman, in attempting to get on shifting engine, in Connellsville yard, had left leg cut off.

September 15. Patrick Birth, while attempting to board freight train, at Braddock, was run over, and fatally injured.

September 22. George L. Thomas, messenger boy; was run over by an engine, in Connellsville yard, and had right leg cut off.

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

Personally appeared before me, Charles Donnelly, vice president, and J. B. Washington, secretary and auditor, of the Pittsburgh and Connellsville Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed,) C. DONNELLY, *Vice President.*

J. B. WASHINGTON, *Secretary and Auditor.*

Sworn and subscribed before me, this 3d day of February, A. D. 1880.

J. J. McCORMICK, *N. P.*

## REPORT

OF THE

*Pittsburgh, Titusville and Buffalo Railway Company,  
for the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. W. Jones, President, . . . . .	Philadelphia.
Jos. R. Trimble, Secretary, . . . . .	Camden, N. J.
John K. Wallace, Treasurer, . . . . .	Philadelphia.
Samuel Gustine Thompson, General Solicitor, . . . . .	—
William Henderson, Auditor, . . . . .	Oil City, Pa.
Thomas H. Wilson, General Superintendent, . . . . .	Oil City, Pa.

General offices at Philadelphia and Oil City, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
John S. Ritter, . . . . .	Philadelphia.
Levi N. Wagner, . . . . .	Philadelphia.
Ephraim Coon, . . . . .	Philadelphia.
Francis Huth, . . . . .	Philadelphia.
David McCargo, . . . . .	Pittsburgh.



**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$5,000,000	00
Capital stock, amount determined by the purchasers of the property, and issued under the act of April 18, 1861, . . . . .	5,000,000	00
Capital stock, total amount issued, . . . . .	4,959,450	00
Capital stock, number of shares issued, . . . . .	99,189	
Capital stock, par value of each share, . . . . .	50	00

**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,) amount, . . . . .	815,933	00
<b>Total amount now of funded debt, . . . . .</b>	<b>\$4,550,933</b>	<b>00</b>
<b>Floating Debt.</b>		
Debt incurred for any other purpose, and for what: Scrip issued for defaulted interest, balance remaining outstanding, . . . . .	\$75,022	50
Funded debt, as per last report, . . . . .	\$4,550,933	00
Floating debt, as per last report, . . . . .	75,022	50

**COST.**

Total cost of entire road to date, . . . . .	\$8,478,622	16
Average of same per mile of road laid, . . . . .	70,613	62
Proportion of same for Pennsylvania, . . . . .	70,613	62
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, . . . . .	76,509	35

**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 Corry to Irvineton, . . . . .	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, . . . . .	29	29
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	149	149

**Gauge.**

What is the gauge of your lines? 18 miles, three rails, 6 feet and 4 feet 9 inches; 102 miles, 4 feet 9 inches.

**Track.**

Miles of iron rail in use, . . . . .	126
Miles of steel rail in use, . . . . .	23
Weight of rail per yard, iron and steel, . . . . .	60 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . .	36
Wooden bridges, number of 10; aggregate length, . . . . .	2,100 feet.
Wooden trestles, number of, 26; aggregate length, . . . . .	4,855 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, 18; freight and passenger, 20; total, . . . . .	38
Number of stations on branches: Passenger, 2; freight and passenger, 3; total, . . . . .	5
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, . . . . .	11	4,500 00
Number of second-class passenger cars, . . . . .	6	3,000 00
Number of baggage, mail, and express cars, . . . . .	5	2,500 00
Number of freight cars, { House cars, 26 } . . . . .	73	{ 700 00
{ Trucks, . . . 46 } . . . . .		{ 475 00
Number of oil tanks, . . . . .	25	900 00
Number of coal, ore, and stone cars, . . . . .	148	500 00
Number of caboose cars, . . . . .	12	800 00

Westinghouse air-brake in use on passenger trains.

Average number of cars in passenger trains, including baggage cars, . . . . .	2.9
Average number of equal to loaded cars in freight trains,	18.4

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	459
Same in Pennsylvania, . . . . .	459

**DOINGS OF THE YEAR.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . .	189,531
Number of miles run by freight trains, . . . . .	252,396
Number of through passengers on main road, . . . . .	19,636
Number of passengers (all classes,) carried in cars, . . . .	236,554
Number of passengers carried one mile, . . . . .	4,602,966
Number of passengers carried one mile in Pennsylvania, . .	4,602,966
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	216,860
Number of tons of freight carried one mile, . . . . .	22,682,047
Number of tons of freight carried one mile in Pennsylvania, .	22,682,047
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	625,669
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, 1879, . . . . .	15,334	July, 1879, . . . . .	23,510
February, 1879, . . . . .	14,834	August, 1879, . . . . .	26,078
March, 1879, . . . . .	18,182	September, 1879, . . . . .	22,686
April, 1879, . . . . .	18,548	October, 1879, . . . . .	19,984
May, 1879, . . . . .	18,111	November 1879, . . . . .	20,250
June, 1879, . . . . .	18,404	December, 1879, . . . . .	20,683

**Amount of Freight, specifying the quantity in tons of 2,000 pounds.**

Anthracite coal, . . . . .	11,243	Merchandise and manufactures, . . . . .	36,668
Bituminous coal, . . . . .	279,014	Lumber, . . . . .	46,062
Petroleum and other oils, . . . . .	182,961	Other articles, . . . . .	23,209
Pig iron, railroad iron, &c., . . . . .	32,638		
Stone and lime, . . . . .	3,154	Total, . . . . .	625,669
Agricultural products, . . . . .	5,820		

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

For first-class through passengers, . . . . .	2.84 cents.
For first-class way passengers, . . . . .	3.4 cents.
For second-class through passengers, . . . . .	2.84 cents.
For second-class way passengers, . . . . .	3.4 cents.

**40 RAILROAD REPORT.**

## Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through freight and coal, per ton per mile, . . . . . 7.6 cents.

For local freight and coal, per ton per mile, . . . . . 1.9 cents.

## MONTHLY EARNINGS FOR THE YEAR.

## From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$1,089	53	\$7,748	51	\$8,783	04
February, 1879, . . . . .	1,369	24	7,951	76	9,321	00
March, 1879, . . . . .	1,336	21	9,302	60	10,638	81
April, 1879, . . . . .	1,819	85	10,156	91	11,976	76
May, 1879, . . . . .	2,400	64	9,413	63	11,814	27
June, 1879, . . . . .	2,094	54	9,109	08	11,203	62
July, 1879, . . . . .	1,835	27	9,972	72	11,807	99
August, 1879, . . . . .	2,600	99	12,760	86	15,361	85
September, 1879, . . . . .	8,580	25	9,574	63	18,154	88
October, 1879, . . . . .	1,890	78	10,028	82	11,919	55
November, 1879, . . . . .	2,147	99	8,852	33	11,000	32
December, 1878, . . . . .	1,291	23	9,916	80	11,208	03
Total, . . . . .	\$23,406	47	\$114,783	65	\$138,190	12

## From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$6,525	88	\$14,161	66	\$20,687	54
February, 1879, . . . . .	9,160	44	13,304	70	22,465	14
March, 1879, . . . . .	10,038	83	24,178	08	34,216	91
April, 1879, . . . . .	6,155	58	21,810	38	27,965	96
May, 1879, . . . . .	6,757	50	23,127	38	29,884	88
June, 1879, . . . . .	6,120	95	17,207	14	23,328	09
July, 1879, . . . . .	4,491	89	19,582	26	24,074	15
August, 1879, . . . . .	6,696	43	13,402	51	20,098	94
September, 1879, . . . . .	6,614	42	17,338	04	23,952	49
October, 1879, . . . . .	4,752	87	20,268	44	25,021	31
November, 1879, . . . . .	6,914	87	21,017	79	27,932	66
December, 1879, . . . . .	7,856	35	19,390	10	27,246	45
Total, . . . . .	\$82,086	01	\$224,788	51	\$306,874	52

## From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . . . .	\$524	05	\$734	46	\$234	01	\$1,492	52
February, 1879, . . . . .	524	05	659	47	530	06	1,713	58
March 1879, . . . . .	524	05	729	30	590	49	1,843	84
April, 1879, . . . . .	524	05	752	18	485	25	1,761	48
May, 1879, . . . . .	524	04	808	33	546	52	1,879	89
June 1879, . . . . .	524	05	713	08	208	18	1,445	31
July, 1879, . . . . .	524	01	766	88	1,078	10	2,368	99
August, 1879, . . . . .	524	04	734	00	807	35	2,065	39
Septembr 1879, . . . . .	524	05	734	65	659	15	1,917	85
October, 1879, . . . . .	524	03	768	09	696	84	1,988	96
November, 1879, . . . . .	524	03	703	08	615	03	1,842	14
December, 1879, . . . . .	524	05	770	42	457	74	1,752	21
Total, . . . . .	\$6,188	50	\$8,873	94	\$6,908	72	\$22,071	16

Total passenger earnings for the year, . . . . .	\$138,190	12
Total freight earnings for the year, . . . . .	306,874	52
Total earnings from all other sources, . . . . .	22,071	16
<b>Total earnings for the year, . . . . .</b>	<b>\$467,135</b>	<b>80</b>
Total receipts from all sources on whole length of line, . . . . .	\$467,135	80
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	467,135	80

**EXPENDITURES FOR OPERATING DURING THE YEAR.****Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$43,122	87
New iron rails, 113 tons, . . . . .	\$4,530 96	
New steel rails, 400 tons, . . . . .	21,818 15	
	<u>\$26,349 11</u>	
Less old iron sold, . . . . .	26,349 11	
Repairs of bridges, . . . . .	7,060	68
Repairs of buildings and fixtures, . . . . .	34	46
Repairs of fences, . . . . .	853	81
All other expenses for maintenance of way, . . . . .	5,192	62
<b>Total for maintenance of way, . . . . .</b>	<b>\$56,264</b>	<b>44</b>
Cost per mile of road kept in repair, . . . . .	\$502	36
Proportion for Pennsylvania, . . . . .	502	36

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

Repairs of locomotives, . . . . .	\$16,449	13
Repairs of machinery, . . . . .	2,182	15
Repairs of passenger, baggage, and mail cars, . . . . .	8,524	87
Repairs of freight cars, . . . . .	7,559	91
All other expenses for maintenance of motive power and cars, . . . . .	4,585	92
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$39,301</b>	<b>28</b>
Cost per mile of road operated, . . . . .	\$350	90
Proportion for Pennsylvania, . . . . .	350	90

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$31,111	96
Salaries, wages, and incidentals chargeable to freight department, . . . . .	72,162	51
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	16,502	02
Fuel—wood and coal, . . . . .	23,005	94
Oil and waste, . . . . .	3,373	92
Damages for injuries to persons, . . . . .	390	75
Damages for cattle killed or injured, . . . . .	450	86
Damages for loss of goods and baggage, . . . . .	85	76
Taxes, . . . . .	639	68
Insurance, . . . . .	1,350	00
Telegraph expenses, . . . . .	5,707	44
Amount paid other corporations or individuals for use of all other cars, . . . . .	7,980	70
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	17,877	94
<b>Total miscellaneous, . . . . .</b>	<b>\$181,239</b>	<b>48</b>

Amount per mile of road operated, . . . . .	\$1,618	21
Proportion for Pennsylvania, . . . . .	1,618	21
Total expenditures for operating the road, . . . . .	276,805	20
Expenses per mile of the road operated, . . . . .	2,471	47
Expenses per mile of single track operated, not including sidings, . . . . .	2,471	47
Expenses per train mile, . . . . .		65
Proportion for Pennsylvania, . . . . .		65

**EARNINGS.**

Passenger transportation, local . . . . .	\$114,783 65	} Total,	\$138,190 12
Passenger transportation, through, . . . . .	23,406 47		
Freight transportation, local, . . . . .	224,788 51	} Total,	\$306,874 52
Freight transportation, through, . . . . .	82,086 01		
Mail service, . . . . .			6,288 50
Express service, . . . . .			8,873 94
Rents, . . . . .			2,528 19
All other sources of income, . . . . .			4,380 53
Total, . . . . .			\$467,135 80
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . .	\$56,264 44		
Maintenance of motive power and cars, . . . . .	89,301 28		
Miscellaneous, . . . . .	181,239 48		
Total operating expenses, being 50 2/3% per cent. of earnings, . . . . .			276,805 20
Net earnings, . . . . .			\$190,330 60
Earnings per mile of road operated, . . . . .			\$4,171 11
Expenses per mile of road operated, . . . . .			2,471 47
Net earnings, . . . . .			\$1,699 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.? 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. They do a general express business, and in our cars. Freight received and 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, &c.? Our road free to all. They use their own cars, on which we pay the usual mileage charge.

**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? 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 United States Government for the transportation of its mails, and on what terms of service? \$6,288 50 per annum.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$4,959,450 00

BALANCE SHEET, DECEMBER 31, 1879.

DR.			
Cost of road, . . . . .		\$8,473,822	16
Cost of equipment, . . . . .		587,500	00
Shop fuel and road stock on hand, . . . . .		22,188	29
Due from individuals and companies, . . . . .		29,490	20
Miscellaneous assets, . . . . .		12,000	00
Balance in hands of agents, . . . . .		3,934	77
Cash on hand, . . . . .		84,843	30
		<b>\$9,207,078</b>	<b>72</b>
CR.			
Capital stock, . . . . .		\$4,959,450	00
First mortgage bonds, . . . . .		2,580,000	00
Consolidated mortgage bonds, . . . . .		1,155,000	00
Income bonds, . . . . .		315,933	00
Unfunded debt—scrip outstanding, . . . . .		75,022	50
Unpaid vouchers and pay-rolls for December, 1879, . . . . .		26,862	92
Unpaid interest, mostly coupons, due January 1, 1880, . . . . .		19,246	00
Due other railroad companies, . . . . .		16,476	48
Balance, credit, profit and loss, . . . . .		59,087	82
		<b>\$9,207,078</b>	<b>72</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, . . . . .			1	10	1	10
Others, . . . . .			1	4	1	4
<b>Total, . . . . .</b>			<b>2</b>	<b>14</b>	<b>2</b>	<b>14</b>

Statement of each Accident.

January 20, 1879. Tidioute; Michael Sullivan, brakeman; had his hand bruised while coupling cars.

January 22. Titusville; James Brady, brakeman; in getting off the shifting engine, fell down and dislocated his knee.

April 2. Boyd Farm; a boy, by the name of George Geary, in attempting to get on a passing freight train, fell under the wheels, and had one foot run over.

April 22. One half mile north of Hydetown; a Mr. and Mrs. Woodruff were slightly injured in attempting to drive across the track in front of an approaching train; the engineer gave the proper signals, at the required distance from the crossing, on approaching.

April 23. Rouseville; Edward Dedrick, foot crushed, in attempting to get on a moving train.

May 29. Irvineton; Michael Sullivan, employed as brakeman; fatally injured while uncoupling cars when in motion.

July 14. Titusville; Peter Rounds, a boy, aged thirteen years; killed while under the cars to get out of the rain, by an engine striking the car he was under.

July 16. Miller Farm; Patrick Courtney, employed as trackman; while screwing up a nut in the track, slipped and fell across the rail, injuring his back.

July 21. Miller Farm; Charles Brigham, fireman; slightly injured in jumping off his engine while in motion.

October 7. Tidioute; F. P. Olney, brakeman; while coupling cars, had one arm bruised.

October 23. Imperial; John Llynd, employed as section foreman; slightly injured by an engine attached to a freight train striking a hand-car on which he was riding.

November 9. Irvineton; Jerry Dunlavy, brakeman; while coupling cars, had his hand bruised.

November 21. Titusville; Louis Gulick, brakeman; while coupling cars, injured about his hips; no bones broken.

December 22. Titusville; John Brown, brakeman; while coupling cars, slightly injured about the hips.

December 30. Titusville; Joseph Klean, brakeman; while making a coupling of cars, had his arm crushed below the elbow.

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

Personally appeared before me, J. W. Jones, president, and John K. Wallace, treasurer, of the Pittsburgh, Titusville, and Buffalo 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, 1879, according to the best of their knowledge and belief.

(Signed)

J. W. JONES, *President.*

JOHN K. WALLACE, *Treasurer.*

Sworn and subscribed before me, this 4th day of February, A. D. 1880.

JNO. A. GLENN, *Notary Public.*



**R E P O R T**

OF THE

*Pittsburgh, Virginia and Charleston Railway Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
John Scott, President, . . . . .	Pittsburgh.
B. F. Jones, Vice President, . . . . .	Pittsburgh.
D. P. Corwin, Secretary and Treasurer, . . . . .	Pittsburgh.
Hampton & Dalzell, General Solicitors, . . . . .	Pittsburgh.
John M. Byers, Chief Engineer. . . . .	Pittsburgh.

General offices at Pittsburgh and Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
D. A. Stewart, . . . . .	Pittsburgh, Pa.
Joseph Walton, . . . . .	Pittsburgh, Pa.
H. B. Hays, . . . . .	Pittsburgh, Pa.
M. B. Thompson, . . . . .	Hillsdale, Pa.
George V. Lawrence, . . . . .	Monongahela City, Pa.
Alexander Patton, . . . . .	Rice's Landing, Pa.
J. N. DuBarry, . . . . .	Philadelphia, Pa.

**CAPITAL STOCK.**

Capital stock authorized by law, per mile, . . . . .	\$30,000	00
Capital stock authorized by votes of company, . . . . .	Same.	
Capital stock, amount subscribed, . . . . .	830,000	00
Capital stock paid in by last report, . . . . .	694,970	01
Capital stock, total amount now paid in, . . . . .	697,846	48
Capital stock, number of shares issued, . . . . .	10,944	
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 April 1, 1919, bear interest at six per cent., which is payable April and October,) amount, . . . . .	\$1,605,000	00
Total amount now of funded debt, . . . . .	\$1,605,000	00
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, (mortgages due,) . . . . .	\$117,700	02
Debt incurred for any other purpose, and for what : . . . . .		
Certificates, . . . . .	134,500	00
Extension to Brownsville, interest, . . . . .	420 360	48
The amount now of floating debt, . . . . .	672,560	50
Total amount now of floating and funded debt, . . . . .	\$2,277,560	50
Funded debt as per last report, . . . . .	\$1,605,000	00
Floating debt as per last report, . . . . .	853,924	76
Total cash realized from capital stock and debt, . . . . .	2,302,846	48

## COST.

Total cost of entire road to date, . . . . .	\$1,861,464	97
Average of same per mile of road laid, . . . . .	59,425	95
Proportion of same for Pennsylvania, . . . . . All in Pennsylvania.		
Total cost of entire equipment, . . . . .	196,419	65
Average cost of equipment per mile of road operated by company, . . . . .	6,547	21
Proportion of same for Pennsylvania, . . . . . All in Pennsylvania.		
Cost of road and equipment per mile, . . . . .	65,973	16
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 South Pittsburgh to Monongahela City,	30	30
Length of single main track, . . . . .	30	30
Length of double main track and sidings, . . . . .	6.2	6.2
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	36.2	36.2

## Gauge.

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

## Track.

Miles of iron rail in use, . . . . . 33.2  
 Miles of steel rail in use, . . . . . 3  
 Weight of rail per yard, iron and steel, average, . . . . . 60 pounds.

## Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . . 7  
 Iron bridges, number of, 1; aggregate length, . . . . . 97 feet.  
 Wooden trestles, number of, 6; aggregate length, . . . . . 5,000 feet.

## Stations.

Number of stations on main road: Passenger, 13; freight, 4; total, . . . . . 17  
 Number of engine-houses and shops in Pennsylvania, . . . . . 2  
 Number of wood and water stations on main road, . . . . . 4

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

The Pittsburgh, Virginia and Charleston railway being leased to the Pennsylvania Railroad Company, its operations and equipment will be included in the report of that company.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$4,839	15				
February, 1879, . . . . .	3,785	91				
March, 1879, . . . . .	4,477	55				
April, 1879, . . . . .	4,589	33				
May, 1879, . . . . .	5,708	60				
June, 1879, . . . . .	5,225	98				
July, 1879, . . . . .	6,142	81				
August, 1879, . . . . .	6,936	82				
September, 1879, . . . . .	6,095	10				
October, 1879, . . . . .	6,421	68				
November, 1879, . . . . .	5,050	18				
December, 1879, . . . . .	6,384	82				
<b>Total, . . . . .</b>	<b>\$65,637</b>	<b>93</b>			<b>\$65,637</b>	<b>93</b>

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$4,959	68				
February, 1879, . . . . .	2,799	89				
March, 1879, . . . . .	3,047	44				
April, 1879, . . . . .	5,932	78				
May, 1879, . . . . .	4,859	95				
June, 1879, . . . . .	6,010	84				
July, 1879, . . . . .	4,921	84				
August, 1879, . . . . .	6,812	45				
September, 1879, . . . . .	7,096	20				
October, 1879, . . . . .	7,330	21				
November, 1879, . . . . .	7,292	72				
December, 1879, . . . . .	9,880	77				
<b>Total, . . . . .</b>	<b>\$71,444</b>	<b>77</b>			<b>\$71,444</b>	<b>77</b>

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . . . .	\$174	88			\$540	16	\$715	04
February, 1879, . . . . .	236	48			551	93	788	41
March, 1879, . . . . .					506	75	506	75
April, 1879, . . . . .	411	36			313	75	725	11
May, 1879, . . . . .			\$267	05			267	05
June, 1879, . . . . .			201	35			201	35
July, 1879, . . . . .			224	70	288	58	513	28
August, 1879, . . . . .			258	50	339	25	597	75
September, 1879, . . . . .			228	15	336	75	564	90
October, 1879, . . . . .	822	72	235	35	445	61	1,503	68
November, 1879, . . . . .	137	12	189	48	220	25	546	85
December, 1879, . . . . .	137	12	261	76	322	50	721	38
<b>Total, . . . . .</b>	<b>\$1,919</b>	<b>68</b>	<b>\$1,866</b>	<b>34</b>	<b>\$3,865</b>	<b>53</b>	<b>7,651</b>	<b>55</b>

Total passenger earnings for the year, . . . . .	\$65,637	93
Total freight earnings for the year, . . . . .	71,444	77
Total earnings from all other sources, . . . . .	1,692	25
Total earnings for the year, . . . . .	\$138,774	95
Total receipts from all sources on whole length of line, . . . . .	\$146,426	50
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	146,426	50

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Extension or alteration of road, . . . . .	\$170,726	19
Land or land damages, . . . . .	15,807	86
Total, . . . . .	\$186,534	05
Proportion for Pennsylvania, . . . . . All in Pennsylvania.		

**EARNINGS.**

Passenger transportation, local and through, . . . . .	\$65,637	93
Freight transportation, local and through, . . . . .	71,444	77
Mail service, . . . . .	1,919	68
Express service, . . . . .	1,866	34
Rents, . . . . .	3,452	51
All other sources of income, . . . . .	413	02
Total, . . . . .	\$144,734	25

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

Personally appeared before me, John Scott, president, and D. P. Corwin, treasurer, of the Pittsburgh, Virginia, and Charleston 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,)

JOHN SCOTT, *President.*

D. P. CORWIN, *Treasurer.*

Sworn and subscribed before me this 21st day of February, A. D. 1880.

ANDREW HUMBERT, *Notary Public.*

# REPORT

OF THE

*Pittsburgh and Castle Shannon Railroad Company, for  
the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John Adams, President, . . . . .	Pittsburgh, Pa.
J. H. Ortman, Vice President, . . . . .	Pittsburgh, Pa.
W. W. Martin, Secretary and Treasurer, . . . . .	Allegheny city, Pa.
D. T. Watson, General Solicitor, . . . . .	Allegheny city, Pa.
James S. Devlin, Chief Engineer, . . . . .	Pittsburgh, Pa.
D. Z. Brickell, General Superintendent, . . . . .	Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
H. M. Rolfe, . . . . .	Pittsburgh, Pa.
J. H. Ortman, . . . . .	Pittsburgh, Pa.
John Jahn, . . . . .	Castle Shannon, Pa.
H. Sellers McKee, . . . . .	Allegheny city, Pa.
Fred Maul, . . . . .	Pittsburgh, Pa.
E. Rohrkaste, . . . . .	Pittsburgh, Pa.
Charles Kohlmyer, . . . . .	Pittsburgh, Pa.
Robert Boyd, . . . . .	Mount Lebanon, Pa.
F. W. Steinert, . . . . .	Pittsburgh, Pa.
W. W. Martin, . . . . .	Allegheny city, Pa.

### CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$1,000,000	00
Capital stock authorized by votes of company, . . . . .	961,600	00
Capital stock, amount subscribed, . . . . .	961,600	00
Capital stock paid in by last report, . . . . .	750,780	90
Capital stock, total amount now paid in, . . . . .	767,787	60
Capital stock, amount paid in on each share, when full paid, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

### DEBT.

*(Approximate.)*

<b>Funded Debt.</b>		
First mortgage bonds, (due May 1, 1887, bear interest at seven per cent., which is payable May 1 and November 1,) amount, . . . . .	\$39,200	00
First mortgage (due April 1877, bear interest at six per cent., which is payable . . . . .) amount, . . . . .	101,733	33
Due for coal purchased, amount, . . . . .	51,495	03
Due \$4,800 per annum.		
Total amount now of funded debt, . . . . .	\$192,428	36
<b>Floating Debt.</b>		
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, . . . . .	\$192,428	36
Floating debt as per last report, . . . . .	77,500	34

## 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
Proportion of same for Pennsylvania, . . . . .	All.	
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	All.
Length of single main track, . . . . .	6	
<b>Branches.</b>		
Fair Haven coal works to High Bridge coal works, length of single track, . . . . .	3 $\frac{1}{2}$	
Aggregate length of main line and branches, . . . . .	9 $\frac{1}{2}$	
Aggregate length of leased roads, . . . . .	$\frac{1}{2}$	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	10	

## Gauge.

What is the gauge of your lines? . . . . . 40 inches.

## Track.

Miles of iron rail in use, . . . . . 9  
Miles of steel rail in use, . . . . . 1  
Weight of rail per yard, { Iron, . . . . . 45 and 50  
{ Steel, . . . . . 50 and 56

## Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . . 4  
Wooden trestles, number of, 4; aggregate length, . . . . . 1,530 feet.

## Stations.

Number of stations on main road, passenger and freight, . . . . . 14  
Number of engine-houses and shops in Pennsylvania, all;  
total number entire road, . . . . . 1  
Number of wood and water stations on main road, . . . . .  
Number of tunnels, 2; aggregate length, . . . . . 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	6,500	00
Number of first-class passenger cars, . . . . .	4	2,700	00
Number of second-class passenger cars, . . . . .	8	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

Average number of cars in passenger trains, including baggage cars, . . . . .	8
Average number of cars in freight trains, pit cars, . . . . .	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, (loaded,) . . . . .	90 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, about, . . . . .	200
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**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger trains, about, . . . . .	30,000
Number of miles run by coal trains, about, . . . . .	19,200
Number of through passengers for the year on main road, . . . . .	73,353
Number of passengers (all classes) carried in cars, . . . . .	143,893
Number of passengers carried one mile, . . . . .	505,375
Number of passengers carried one mile in Pennsylvania, . . . . .	Same.
Number of tons of freight carried one mile, . . . . .	285,952
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	71,488
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	12
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	12

**Monthly statement of Passengers (all classes) carried in Cars.**

January, 1879, . . . . .	10,447	July, 1879, . . . . .	16,203
February, 1879, . . . . .	9,849	August, 1879, . . . . .	15,811
March, 1879, . . . . .	10,651	September, 1879, . . . . .	11,356
April, 1879, . . . . .	10,755	October, 1879, . . . . .	10,958
May, 1879, . . . . .	14,113	November, 1879, . . . . .	10,541
June, 1879, . . . . .	12,950	December, 1879, . . . . .	11,859

**Amount of Freight, specifying the quantity in tons of 2,000 pounds.**

Bituminous coal, . . . . .	71,423
Other articles, . . . . .	65

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, incline, . . . . .	5 cents.

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, . . . . .	Handle our own coal only.
For local freight, per ton per mile, about, . . . . .	15 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers, &c.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$762 59
February, 1879, . . . . .			776 94
March, 1879, . . . . .			878 75
April, 1879, . . . . .			864 29
May, 1879, . . . . .			1,361 03
June, 1879, . . . . .			1,117 42
July, 1879, . . . . .			1,605 16
August, 1879, . . . . .			1,480 31
September, 1879, . . . . .			964 43
October, 1879, . . . . .			876 02
November, 1879, . . . . .			942 24
December, 1879, . . . . .			975 65
Total, . . . . .			\$12,404 83

From all other Sources.

MONTHS.	Mails.	Express.	Sales of coal.	Total.
January, 1879, . . . . .	\$74 81		\$9,659 23	
February, 1879, . . . . .			10,139 32	
March, 1879, . . . . .			8,805 44	
April, 1879, . . . . .	74 81		11,143 08	
May, 1879, . . . . .			10,240 38	
June, 1879, . . . . .			10,296 16	
July, 1879, . . . . .	74 81		9,562 10	
August, 1879, . . . . .			9,344 15	
September, 1879, . . . . .			11,313 50	
October, 1879, . . . . .	74 82		13,688 48	
November, 1879, . . . . .			12,113 65	
December, 1879, . . . . .			12,296 51	
Total, . . . . .	\$299 25		\$128,542 00	

Total passenger, freight, and package earnings for the year, . . . . .	\$12,404 83
Total for the year for sales of coal, . . . . .	128,542 00
Total earnings from mail service, . . . . .	299 25
Total earnings for the year, . . . . .	\$141,245 08



**EXPENDITURES FOR OPERATING DURING THE YEAR.**

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

Repairs of road and machinery, including motive power and cars, . .	\$5,050	41
New steel rails, 68 tons, 2,240 pounds per ton, . . . . .	2,832	65
Total for maintenance of way and motive power, . . . . .	\$7,883	06
Cost per mile of road kept in repair, 6 miles, . . . . .	1,313	84

**MISCELLANEOUS.**

Salaries, wages, and incidentals chargeable to passenger department,	\$6,000	00
Salaries, wages, and incidentals chargeable to freight department, . .	28,011	57
Wages of coal miners, . . . . .	49,512	30
Oil and waste, . . . . .	415	74
Horse feed, . . . . .	2,417	62
Paid for coal purchased, &c., . . . . .	6,273	58
Pit posts, &c., . . . . .	980	47
Taxes, . . . . .	1,370	85
Insurance, . . . . .	740	61
Royalty paid for lease of part of road, . . . . .	4,162	58
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	11,858	50
Total miscellaneous, . . . . .	\$109,743	77
Amount per mile of road operated, . . . . .	\$18,290	63
Total expenditures for operating the road, . . . . .	117,626	83
Expenses per mile of the road operated, . . . . .	19,604	47

**EARNINGS.**

Passenger and freight transportation, local and through, . . . . .	\$12,404	83
Mail service, . . . . .	299	25
Coal sales, . . . . .	128,542	00
Total, . . . . .	\$141,245	03
<b>Operating Expenses.</b>		
Maintenance of way and buildings and motive power and cars, . . . . .	\$7,883	06
Miscellaneous, . . . . .	109,743	77
Total operating expenses, being 83 per cent. of earnings, . . . . .	117,626	83
Net earnings, . . . . .	\$23,618	25
Earnings per mile of road operated, . . . . .	\$23,540	84
Expenses per mile of road operated, . . . . .	19,604	47
Net earnings, . . . . .	\$23,618	25

**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? We receive \$74 81 every three months, being \$299 25 per annum.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . . \$767,787 60  
About \$103,868 60 of this is forfeited.

Total surplus, . . . . .	\$23,618	25
Surplus invested as follows:		
Cash and loans in hands of receivers, . . . . .	23,618	25

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

Personally appeared before me, W. W. Martin, receiver, and John Adams, president, of the Pittsburgh and Castle Shannon 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 31st day of December, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

JOHN ADAMS, *President.*  
 W. W. MARTIN, *Receiver.*

Affirmed or sworn and subscribed before me this 5th day of March, A. D. 1880.

JOHN FITZSIMMONS,  
*Alderman Thirtieth Ward.*



**R E P O R T**

OF THE

*Plymouth Railroad Company, for the year ending December 8, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
Coffin Colket, President, . . . . .	Philadelphia.
Alexander E. Dougherty, Secretary and Treasurer, . . . . .	Philadelphia.
General office at No. 12 Philadelphia Exchange, Philadelphia, Pa.	
<i>Names of Managers.</i>	<i>Residences.</i>
James Boyd, . . . . .	Norristown, Pa.
William H. Slingluff, . . . . .	Norristown, Pa.
Daniel Longaker, . . . . .	Norristown, Pa.
Winfield S. Wilson, . . . . .	Tredyffrin, Chester co., Pa.
I. V. Williamson, . . . . .	Philadelphia.
Edwin Swift, . . . . .	Philadelphia.

**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, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$274,495	19
Total 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, . . . . .	30,977	85
Proportion of same for Pennsylvania, . . . . . All.		

**CHARACTERISTICS OF ROAD.**

<b>Main Line.</b>	<b>MILES.</b>	
	Whole length.	Length in Penn'a.
Length of main line, from Conshohocken to Oreland, . . . . .	9.75	All.
Length of single main track, . . . . .	9.75	All.
Aggregate length of main line, . . . . .	9.75	
Aggregate length of sidings and other track not above enumerated, . . . . .	2.37	
Aggregate length of main line and sidings, . . . . .	11.42	

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 11.62  
 Weight of rail per yard, iron, . . . . . 57 pounds.

**Bridges.**

Wooden bridges, number of, 11; aggregate length, . . . . . 340 feet  
 Iron bridges, number of, 2; aggregate length, . . . . . 187 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
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . .	All.

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, as a branch of the Philadelphia, Germantown, and Norristown railroad, was leased to the Philadelphia and Reading Road 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 has been operated by the lessees; all questions unanswered in this report, can only be answered by said lessees, or included in their report.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, 241 shares,	
—at par to, . . . . .	\$12,050 00

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 8, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*

A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this 10th day of December, A. D. 1879.

J. P. MAGILL, *Notary Public.*

**R E P O R T**

OF THE

*Point Breeze Railway Company, for the year ending  
December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
William G. Warden, President, . . . . .	Philadelphia.
Henry L. Davis, Secretary and Treasurer, . . . . .	Philadelphia.

General offices at 307 Walnut street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Norris W. Harkness, . . . . .	Philadelphia.
Henry L. Davis, . . . . .	Philadelphia.
Edward P. Cooper, . . . . .	Philadelphia.
Thornton Pike, . . . . .	Lower Mayfield township, Bucks co., Pa.
Charles H. Quarles, . . . . .	Philadelphia.
William G. Brown, . . . . .	Philadelphia.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$18,000	00
Capital stock authorized by votes of company, . . . . .	18,000	00
Capital stock, amount subscribed, . . . . .	18,000	00
Capital stock paid in by last report, thirty per cent., . . . . .	5,400	00
Capital stock, total amount now paid in, . . . . .	5,400	00
Capital stock, par value of each share, . . . . .	50	00

**COST.**

Total cost of entire road to date, . . . . . **\$4,183 75**

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

Personally appeared before me, W. G. Warden, president, and Henry L. Davis, treasurer, of the Point Breeze 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,)

W. G. WARDEN, *President.*

HENRY L. DAVIS, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1880.

G. STROBEL SULLIVAN, *Notary Public.*

## R E P O R T

OF THE

### *Pomeroy and State Line Railroad Company.*

No. 233 SOUTH FOURTH STREET,  
PHILADELPHIA, *March 4, 1880.*

HONORABLE AARON K. DUNKEL, *Secretary of Internal Affairs, Harrisburg, Pennsylvania:*

DEAR SIR: The Pennsylvania and Delaware railway was sold under foreclosure of mortgage. That part of said road lying in the State of Pennsylvania was organized under the corporate title of the Pomeroy and State Line Railroad Company on the 5th day of February, 1880.

The registration of this company was filed in the office of the Auditor General February 17, 1880, and the proper certificates, as required by law, filed in the office of the Secretary of the Commonwealth February 26, 1880.

I have no knowledge whatever of the operations of the Pennsylvania and Delaware Railway Company prior to the organization of this Company.

Yours respectfully,

JAS. R. McCLURE,

*Secretary and Treasurer, Pomeroy and State Line Railroad Company.*

## R E P O R T

OF THE

### *Pittsburgh and Lake Erie Railroad Company, for the year ending December 31, 1879.*

#### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
James I. Bennett, President, . . . . .	Pittsburgh.
John Reeves, Vice President, . . . . .	Beaver Falls, Pa.
John G. Robinson, Secretary and Treasurer, . . . . .	Pittsburgh.
J. H. McCreery, General Solicitor, . . . . .	Sewickley, Pa.
W. C. Quincy, General Manager, . . . . .	Pittsburgh.

General offices at Pittsburgh.

<i>Names of Directors.</i>	<i>Residences.</i>
Jacob Henrici, . . . . .	Economy, Beaver county, Pa.
M. W. Watson, . . . . .	Pittsburgh.
William M. Lyon, . . . . .	Pittsburgh.
John F. Dravo, . . . . .	Pittsburgh.
James M. Schoonmaker, . . . . .	Pittsburgh.
Jacob Painter, . . . . .	Pittsburgh.
David Hostetter, . . . . .	Allegheny City, Pa.
Joshua Rhodes, . . . . .	Allegheny City, Pa.
John Reeves, . . . . .	Beaver Falls, Pa.
J. H. Devereux, . . . . .	Cleveland, Ohio.
John Newell, . . . . .	Cleveland, Ohio.
James M. Bailey, . . . . .	Pittsburgh.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$2,000,000	00
Capital stock, amount subscribed, . . . . .	2,000,000	00
Capital stock, total amount now paid in, . . . . .	1,588,787	00
Capital stock, number of shares issued, . . . . .	30,587	
Capital stock, amount paid in on each share issued, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<b>Funded Debt.</b>		
First mortgage bonds, (due January 1, 1928, bear interest at six per cent., which is payable semi-annually,) amount, . . . . .	\$2,000,000	00
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$751,550	85
The amount now of floating debt, . . . . .	751,550	85
Total amount now of floating and funded debt, . . . . .	\$2,751,550	85

**COST.**

Total cost of entire road to date, . . . . .	\$8,814,054	27
Average of same per mile of road laid, . . . . .	54,215	42
Proportion of same for Pennsylvania, . . . . .	3,318,227	21
Total cost of entire equipment, . . . . .	529,990	96
Average cost of equipment per mile of road operated by company, . . . . .	7,533	63
Proportion of same for Pennsylvania, . . . . .	461,092	14
Cost of road and equipment per mile, . . . . .	62,067	79
Proportion of same for Pennsylvania, . . . . .	3,779,319	85

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to Youngstown, Ohio,	68	58.8
Length of single main track, . . . . .	68	58.8
<b>Branches.</b>		
New Castle branch, from New Castle } Length of branch, . . . . .	2.35	2.35
Junction to New Castle, Pa., . . . . . } Length of single track,	2.35	2.35
Aggregate length of main line and branches, . . . . .	70.85	61.15
Aggregate length of sidings, and other track not above enumerated, . . . . .	18.3	11.3
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	88.65	72.45

## Gauge.

What is the gauge of your lines? . . . . . 4 feet 8 $\frac{3}{4}$  inches.

## Track.

Miles of steel rail in use, . . . . . 83.65

Weight of rail per yard, steel, . . . . . 60 pounds.

What is the relative durability, practicability of use, and value, as used on your road? This has not been determined, as the road has been in operation only one year.

## Bridges and Trestles.

LOCATION.	KIND.	WHETHER, WOOD, STONE OR IRON.	LENGTH IN FEET.	WHEN COMPLETED.
New Castle, . .	Thro' bridge,	Iron,	115	Erected in 1879.
Pittsburgh, . .	Pile trestle,	Wood,	5,250	Erected in 1879.

Number of bridges and trestles on whole line, including

those erected in 1879, . . . . . 32

Wooden bridges, number of, 3; aggregate length, . . . . . 160 feet.

Iron trestles, number of, 9; aggregate length, . . . . . 4,156 feet.

Iron bridges, number of, 18; aggregate length, . . . . . 3,200 feet.

Wooden trestles, number of, 1; aggregate length, . . . . . 300 feet.

Pile trestles, 1; aggregate length, . . . . . 20,062 feet.

## Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Erie and Pittsburgh railroad, at Mahonington; Pittsburgh, Fort Wayne and Chicago railroad, at Beaver Falls; Cleveland and Pittsburgh railroad, at Beaver; Pittsburgh, Cincinnati and St. Louis railroad, at Pittsburgh.



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, . . . . .	28
Number of crossings at which there are neither gates nor flagmen, . . . . .	40

**Stations.**

Number of stations on main road : Passenger, 42 ; freight, 44.	
Number of stations on branches : Passenger, 2 ; freight 2.	
Number of wood and water stations on main road, . . . . .	5
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . .	\$307,711 90

How is track laid, and on what foundation? With broken joints and double angle joint fastenings laid on oak ties, eighteen to a thirty feet rail, with seven inches gravel ballast underneath.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 80 tons weight, . . . . .	19	\$9,238	00
Number of locomotives of more than 20 tons weight, purchased second hand, . . . . .	3		
Number of first-class passenger cars, . . . . .	14	4,326	77
Number of baggage, mail, and express cars, . . . . .	1		
Number of freight cars, house cars, . . . . .	800	511	13
Number of coal cars, . . . . .	388	331	53
Number of caboose cars, . . . . .	7	399	24

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, . . . . .	2½
Average number of cars in freight trains, . . . . .	19
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	91 tons.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	350 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	489
Same in Pennsylvania, . . . . .	439

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	162,063
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Number of miles run by freight trains, . . . . .	147,452
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	270,243
Number of tons of freight carried one mile, . . . . .	21,109,615
Number of tons of freight carried one mile in Pennsylvania, . . . . .	18,259,817
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	371,461
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	20
Average rate of speed adopted by express trains, including stops, (miles per hour,) . . . . .	25
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	10

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

Bituminous coal, . . . . .	57,103	Agricultural products, . . . . .	6,353
Petroleum and other oils, . . . . .	867	Merchandise and manufactures, . . . . .	17,155
Pig iron, . . . . .	21,195	Live stock, . . . . .	959
Railroad iron, . . . . .	5,376	Lumber, . . . . .	9,749
Other iron or castings, . . . . .	55,865	Other articles, . . . . .	35,168
Iron and other ores, . . . . .	122,144		
Stone and lime, . . . . .	39,527		
			371,461

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, . . . . .	2½ cents.

Average rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through freight and coal, per ton per mile, . . . . .	1.07 cents.
For local freight and coal, per ton per mile, . . . . .	1.68 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .		\$615 37	\$615 37
February, 1879, . . . . .			
March, 1879, . . . . .	\$28 51	3,398 60	3,427 11
April, 1879, . . . . .	203 12	4,188 90	4,392 02
May, 1879, . . . . .	868 06	6,878 05	7,746 11
June, 1879, . . . . .	1,478 65	6,928 30	8,406 95
July, 1879, . . . . .	1,299 46	8,539 45	9,838 91
August, 1879, . . . . .	2,890 44	7,657 50	10,547 94
September, 1879, . . . . .	3,584 33	9,574 85	13,159 18
October, 1879, . . . . .	2,326 38	8,512 30	10,838 68
November, 1879, . . . . .	890 70	4,962 70	5,853 40
December, 1879, . . . . .	1,597 58	7,942 75	9,540 33
Total, . . . . .	\$15,187 23	69,196 77	\$84,386 00

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			
February, 1879, . . . . .	\$5,152	36	\$5,568
March, 1879, . . . . .	11,235	79	13,122
April, 1879, . . . . .	12,970	54	16,843
May, 1879, . . . . .	14,894	65	20,259
June, 1879, . . . . .	14,853	86	19,398
July, 1879, . . . . .	16,329	07	21,001
August, 1879, . . . . .	16,272	40	22,779
September, 1879, . . . . .	17,455	19	25,293
October, 1879, . . . . .	23,080	97	32,685
November, 1879, . . . . .	23,068	40	31,720
December, 1879, . . . . .	23,412	28	36,082
<b>Total, . . . . .</b>	<b>\$178,720</b>	<b>51</b>	<b>\$244,754</b>

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .				
February, 1879, . . . . .			\$7	\$7
March, 1879, . . . . .	\$325	00	25	350
April, 1879, . . . . .	650	00	21	671
May, 1879, . . . . .	675	00	29	704
June, 1879, . . . . .	625	00	37	662
July, 1879, . . . . .	675	00	35	710
August, 1879, . . . . .	600	00	39	639
September, 1879, . . . . .	650	00	46	696
October, 1879, . . . . .	675	00	47	722
November, 1879, . . . . .	625	00	43	668
December, 1879, . . . . .	675	00		675
<b>Total, . . . . .</b>	<b>\$6,175</b>	<b>00</b>	<b>\$333</b>	<b>6,508</b>

Total passenger earnings for the year, . . . . .	\$84,886	00
Total freight earnings for the year, . . . . .	244,754	41
Total earnings from all other sources, . . . . .	6,508	51
<b>Total earnings for the year, . . . . .</b>	<b>\$335,648</b>	<b>92</b>
Total receipts from all sources on whole length of line, . . . . .	\$335,648	92
Proportion of earnings for Pennsylvania to earnings of whole line, . . . . .	292,014	56

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$39,617	28
Repairs of buildings and fixtures, . . . . .	1,173	59
Repairs of fences, . . . . .	38	80
All other expenses for maintenance of way, . . . . .	5,439	70
<b>Total for maintenance of way, . . . . .</b>	<b>\$46,269</b>	<b>37</b>
Cost per mile of road kept in repair, . . . . .	\$657	70
Proportion for Pennsylvania, . . . . .	40,254	35

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$5,517	80
Repairs of machinery, . . . . .	416	02
Repairs of passenger cars, . . . . .	998	88
Repairs of freight cars, . . . . .	5,042	64
All other expenses for maintenance of motive power and cars, . . . . .	27,905	84
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$39,881</b>	<b>18</b>
<b>Cost per mile of road operated, . . . . .</b>	<b>\$566</b>	<b>89</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>34,696</b>	<b>63</b>

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$17,984	66
Salaries, wages, and incidentals chargeable to freight department, . . . . .	31,972	73
Fuel—number of tons of coal, 5,961 <sup>1</sup> / <sub>2</sub> , cost, \$1 25, . . . . .	7,451	74
Oil and waste, . . . . .	2,534	23
Damages for injuries to persons, . . . . .	406	98
Damages for cattle killed or injured, . . . . .	253	50
Damages for loss of goods and baggage, . . . . .	186	43
Damages to property, . . . . .	948	39
Taxes, . . . . .	3,227	89
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	26,613	78
<b>Total miscellaneous, . . . . .</b>	<b>\$91,575</b>	<b>23</b>
<b>Amount per mile of road operated, . . . . .</b>	<b>\$1,301</b>	<b>70</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>79,670</b>	<b>45</b>
<b>Total expenditures for operating the road, . . . . .</b>	<b>177,725</b>	<b>77</b>
<b>Expenses per mile of the road operated, . . . . .</b>	<b>2,526</b>	<b>30</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>154,621</b>	<b>41</b>

## EARNINGS.

Passenger transportation, local, . . . . . \$39,198 77	} Total,	\$84,386	00
Passenger transportation, through, . . . . . 15,187 23			
Freight transportation, local, . . . . . 66,033 90	} Total,	244,754	41
Freight transportation, through, . . . . . 178,720 51			
Express service, . . . . .		6,175	00
All other sources of income, . . . . .		333	51
<b>Total, . . . . .</b>		<b>\$335,648</b>	<b>92</b>
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . . \$46,239 87			
Maintenance of motive power and cars, . . . . . 39,881 18			
Miscellaneous, . . . . . 91,575 22			
<b>Total operating expenses, being 52<sup>2</sup>/<sub>10</sub> per cent. of earnings, . . . . .</b>		<b>177,725</b>	<b>77</b>
<b>Net earnings, . . . . .</b>		<b>\$157,923</b>	<b>15</b>
<b>Earnings per mile of road operated, . . . . .</b>		<b>\$4,771</b>	<b>12</b>
<b>Expenses per mile of road operated, . . . . .</b>		<b>2,526</b>	<b>30</b>
<b>Net earnings, . . . . .</b>		<b>\$2,244</b>	<b>82</b>

## GENERAL BALANCE ACCOUNT.

DR.			
Construction, . . . . .		\$8,214,564	09
Equipment, . . . . .		529,990	96
Right of way, . . . . .		291,778	28
Real estate, . . . . .		307,711	90
Cash, . . . . .		14,446	89
		\$4,358,492	12
CR.			
Capital stock, (paid up,) . . . . .		\$1,553,787	00
First mortgage bonds, . . . . .		2,000,000	00
Floating debt, . . . . .		751,550	85
Surplus, . . . . .		23,154	77
		\$4,358,492	12

## 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. Twenty-five dollars (\$25) per day.

What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? The usual 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.? Red Line Transit Company; Hoosac Tunnel Line; White Line Transit Company; Merchants' Dispatch Transfer Company. On the same terms and conditions as given 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? They use their own cars, and ours when necessary. No preferences.

What running arrangements have you with other railroad companies? What are the details of the contract? We have regular arrangements with the Atlantic and Great Western Railway Company and Lake Shore and Michigan Southern Railway Company, which simply give this company's business the same facilities on those lines as are given their own business.

## ACCIDENTS TO PERSONS.

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

## Statement of each Accident.

August 7, 1879. Thomas Ramsey, an old gentleman, walking on bridge at Brady's run, killed by approaching train.

April 21. Peter Clear, youth, riding on train while switching, at Beaver Falls, fell off; instantly killed.

October 21. Freight train, No. 15, ran over a cow, at Bridgewater station; engine and six cars thrown over embankment; H. C. Knorr, engineer, George Fulton, fireman, painfully injured; J. L. Lemon, brakeman, instantly killed.

May 16. John White, road laborer, fell from hand car, and had right arm broken. He went to work again for the company in four weeks.

August 12. J. F. Davidson, freight conductor, lost two fingers while coupling cars. Resumed work for company in one month.

Several minor accidents sustained by employés, not so serious as to incapacitate them for active duty, not enumerated.

October 6. Jerome McNally, messenger, killed by falling through trestle. An employé of company, but was not on duty at the time of meeting with the accident.

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

Personally appeared before me, James I. Bennett, president, and John G. Robinson, treasurer, of the Pittsburgh and Lake Erie 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. 1879, according to the best of their knowledge and belief.

(Signed,)

JAMES I. BENNETT, *President.*  
JOHN G. ROBINSON, *Treasurer.*

Sworn and subscribed before me this 20th day of March, A. D. 1880.

WILLIAM LITTLE, *Notary Public.*

**R E P O R T**

OF THE

*Pennsylvania and Western Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
William Johnston, President, . . . . .	Charlotte, N. C.
Frederick Stromeyer, Secretary, . . . . .	172 Broadway, New York.
Cornelius Kiel, junior, Treasurer, . . . . .	74 Fulton street, New York.
George L. Crawford, General Solicitor, . . . . .	210 Washington square, Philadelphia.
Samuel Brugger, Chief Engineer, . . . . .	Unionville, Centre county, Pa.
J. A. Irwin, General Manager, . . . . .	333 Chestnut street, Philadelphia.
John F. Blandy, Assistant Engineer, . . . . .	Norristown, Pa.
William P. MacManus, Assistant Engineer, . . . . .	Bellefonte, Pa.
Walter Shanly, Consulting Engineer, . . . . .	Montreal Canada.

<i>Names of Directors.</i>	<i>Residences.</i>
William Johnson, . . . . .	Charlotte, N. Y.
Cornelius Kiel, . . . . .	Hoboken, N. J.
D. Krumshide, . . . . .	Hoboken, N. J.
Edward Moll, . . . . .	Hoboken, N. J.
Frederick Stromeyer, . . . . .	New York city.
Hermann Sudhaus, . . . . .	Hoboken, N. J.
Arthur Kiel, . . . . .	Hoboken, N. J.
R. Carman Comlies, . . . . .	New York city.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	Unlimited.		
Capital stock authorized by votes of company, . . . . .		\$12,000,000	00
Capital stock, par value of each share, . . . . .		50	00

HON. A. K. DUNKEL, *Secretary of Internal Affairs of State of Pennsylvania, Harrisburg, Pa :*

DEAR SIR : Our road, as yet, is not far enough advanced to be of much help to the revenue of Pennsylvania. Some little work has been done on Beach creek, in Centre county, to keep within the requirements of law. The surveys are about being pushed with vigor, looking to the early construction of the entire route. We shall be pleased to give you, from time to time, such information respecting it as may be desired.

Very respectfully yours, &c.,

FREDERICK STROMEYER,  
*Secretary.*

NOTE.—This being the case, it is deemed unnecessary to have Mr. Johnston, the President, called from North Carolina to join in the certification of this report.

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

Personally appeared before me, Cornelius Kiel, junior, treasurer of the Pennsylvania and Western Railroad Company, who being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of his knowledge and belief

(Signed,) CORNELIUS KIEL, junior, *Treasurer.*

Sworn and subscribed before me, this 20th day of March, A. D. 1880.

FRANCIS DOMINICK,  
*Notary Public, New York county.*

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## REPORT

OF THE

*Pittsburgh Southern Railway Company, for the year  
 ending December 31, 1879.*

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### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
James H. Hopkins, President, . . . . .	Pittsburgh, Pa.
John L. George, Secretary, . . . . .	Mongahela City, Pa.
W. N. Riddle, Treasurer, . . . . .	Pittsburgh, Pa.
James Ramsey, junior, Chief Engineer, . . . . .	Pittsburgh, Pa.
James Ramsey, junior, General Superintendent, . . . . .	Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
James H. Hopkins, . . . . .	Pittsburgh, Pa.
Joshua Wright, . . . . .	Washington, Pa.
J. W. Kuntz, . . . . .	Washington, Pa.
Robert Arthurs, . . . . .	Pittsburgh, Pa.
Samuel George, junior, . . . . .	Pittsburgh, Pa.
John P. Beal, . . . . .	Pittsburgh, Pa.
I. W. Rowland, . . . . .	Emlenton, Pa.

### CAPITAL STOCK.

Capital stock authorized by law, . . . . . \$300,000 00

Road was purchased at sheriff sale, and the purchasers, who were creditors of the old company, organized a new company under act of Assembly, providing therefor and fixed the total amount of capital stock at \$300,000.



CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from West Pittsburgh to Washington, Pa., . . . . .	36½	36½
Length of single main track, . . . . .	36½	36½
<b>Branches.</b>		
Harding coal branch, from Coal junction to Harding coal works, length of single track, . . . . .	2	2
Aggregate length of main line and branches, . . . . .	38½	38½
Aggregate length of sidings and other track not above enumerated, . . . . .	1½	1½
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	39½	39½

Gauge.

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

Track.

Miles of iron rail in use, . . . . . 39½

Weight of rail per yard, iron, . . . . . 30, 35, and 50 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . . 25

Wooden trestles, number of, 25; aggregate length, . . . . . 6,520 feet.

Crossings.

Number of crossings of highways, at grade, in this Commonwealth, . . . . . 28

Number of crossings of highways over railroad, . . . . . 5

Number of crossings of highways under railroad, . . . . . 6

What regulations govern your employés in regard to these crossings? Sounding alarm whistle, ringing engine bell, and running with care.

Stations.

Number of stations on main road, passenger and freight, . . . . . 28

Number of engine-houses and shops in Pennsylvania, . . . . . 1

Number of wood and water stations on main road, . . . . . 5

How is track laid, and on what foundation? Sub-grade partially ballasted with broken stone.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 20 tons weight, . . . . .	1	\$5,000 00
Number of locomotives of more than 10 tons weight, . . . . .	2	4,500 00
Number of first-class passenger cars, . . . . .	4	2,000 00
Number of baggage, mail, and express cars, . . . . .	2	500 00
Number of freight cars: House cars, 11; trucks, 21; total, . . . . .	32	150 00
Number of coal, ore, and stone cars, . . . . .	12	150 00

What kind of train brake is in use on your road? On engines, coaches, baggage, and house cars, Eames vacuum air brake; trucks and coal cars, hand-brakes.

Average number of cars in passenger trains, including baggage cars, . . . . .	3 and 4
Average number of cars in freight trains, . . . . .	5 and 6
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	50 tons.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	80 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, about, . . . . .	100
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**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	3,367
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	14,277
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) about, . . . .	15
Average rate of speed adopted by freight trains, including stops, (miles per hour,) about, . . . . .	12

**Amount of Freight, specifying the quantity in tons of 2,000 pounds.**

Bituminous coal, . . . . . 9,161	Merchandise and manufactures, . . . . . 3,908
Agricultural products, . . . . . 620	Lumber, . . . . . 593

**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 Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
April 24, 1879, . . . . .			\$187 15
May, 1879, . . . . .			1,211 25
June, 1879, . . . . .			1,363 18
July, 1879, . . . . .			1,877 76
August, 1879, . . . . .			2,915 48
September, 1879, . . . . .			2,317 38
October, 1879, . . . . .			2,914 36
November, 1879, . . . . .			1,381 69
December, 1879, . . . . .			1,457 81
<b>Total, . . . . .</b>			<b>\$15,606 06</b>

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.	
April 24, 1879, . . . . .			\$224	87
May, 1879, . . . . .			751	10
June, 1879, . . . . .			987	86
July, 1879, . . . . .			1,102	25
August, 1879, . . . . .			1,190	98
September, 1879, . . . . .			1,818	86
October, 1879, . . . . .			2,412	27
November, 1879, . . . . .			1,856	25
December 1879, . . . . .			1,630	97
<b>Total, . . . . .</b>			<b>\$11,925</b>	<b>41</b>
Total passenger earnings for the year, from April 24, . . . . .			\$15,606	06
Total freight earnings for the year, . . . . .			11,925	41
Total earnings from all other sources, . . . . .			40	58
<b>Total earnings for the year, . . . . .</b>			<b>\$27,572</b>	<b>00</b>
Total receipts from all sources on whole length of line, . . . . .			\$27,572	00

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, . . . . .	\$10,629	54
Land or land damages, . . . . .	1,177	90
Engine-houses, car sheds, wood and coal sheds, and water tanks, . . . . .	482	70
New locomotives, . . . . .	5,424	34
New mail and baggage cars, . . . . .	550	00
New freight cars, . . . . .	2,593	38
New machine shops, machinery, and tools, . . . . .	79	00
Any other expenditures chargeable to this account, . . . . .	858	50
<b>Total, . . . . .</b>	<b>\$21,795</b>	<b>36</b>

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$5,435	60
Repairs of trestles, . . . . .	520	00
All other expenses for maintenance of way, . . . . .	353	32
<b>Total for maintenance of way, . . . . .</b>	<b>\$6,308</b>	<b>92</b>
Cost per mile of road kept in repair, . . . . .	\$158	71

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$2,113	27
Repairs of machinery, . . . . .	92	00
Repairs of passenger, baggage, and mail cars, . . . . .	723	90
Repairs of freight cars, . . . . .	961	95
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$3,891</b>	<b>12</b>
Cost per mile of road operated, . . . . .	* \$97	89

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . .	\$6,013	14
Salaries, wages, and incidentals chargeable to freight department, . . .	7,919	22
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	429	30
Fuel—coal, . . . . .	1,082	77
Oil and waste, . . . . .	287	59
Damages for loss of goods and baggage, . . . . .	153	44
Amount paid other corporations, L. S. M. R. R., . . . . .	3,411	96
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . .	2,679	10
<b>Total miscellaneous, . . . . .</b>	<b>\$21,926</b>	<b>52</b>
Amount per mile of road operated, . . . . .	551	61
Total expenditures for operating the road, . . . . .	32,126	56
Total charged to road and equipment, . . . . .	21,795	36
Expenses per mile of the road operated, . . . . .	808	21.5
Expenses per mile of single track operated, not including sidings, . . .	834	45
Expenses per train mile, . . . . .	880	18

## EARNINGS.

Passenger transportation, local, . . . . .	\$8,932 58	} Total,	\$15,606	06
Passenger transportation, through, . . . . .	6,673 48			
Freight transportation, local, . . . . .	6,575 36	} Total,	11,925	41
Freight transportation, through, . . . . .	5,350 05			
All other sources of income, . . . . .			40	53
<b>Total, . . . . .</b>			<b>\$27,572</b>	<b>00</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$6,308 92			
Maintenance of motive power and cars, . . . . .	3,891 12			
Miscellaneous, . . . . .	21,926 52			
			<b>\$2,126</b>	<b>66</b>
<b>Deficit, . . . . .</b>			<b>\$4,554</b>	<b>66</b>
Earnings per mile of road operated, . . . . .			<b>\$716</b>	<b>15.5</b>
Expenses per mile of road operated, . . . . .			<b>834</b>	<b>45</b>
<b>Deficit, . . . . .</b>			<b>\$118</b>	<b>29.5</b>

## GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.			
Construction—Permanent improvements, . . . . .		\$18,188	67
Equipment—Rolling stock and engines, . . . . .		8,606	69
Amounts due from agents and corporations, . . . . .		4,276	70
Material—Iron on hand, . . . . .	\$4,653 97		
Supplies, . . . . .	174 26		
		<b>4,828</b>	<b>33</b>
		<b>\$30,900</b>	<b>29</b>
CR.			
Amount due individuals and corporations, . . . . .		\$14,455	04
Amount of unfunded debt, . . . . .		16,445	25
		<b>\$30,900</b>	<b>29</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.? Baltimore and Ohio; special rate per one hundred pounds, in railway company 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? At depot; general express business.

TRANSPORTATION COMPANIES.

What running arrangements have you with other railroad companies? What are the details of the contract? Pay rental to Little Saw-Mill Run railroad for running two and eighth tenth miles over their track.

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

Personally appeared before me, James H. Hopkins, president, of the Pittsburgh Southern 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. 1879, according to the best of his knowledge and belief.

(Signed) JAMES H. HOPKINS, President.

Subscribed and sworn to before me this 17th day of April, A. D. 1880.

B. McKENNA, Alderman.

R E P O R T

OF THE

Reading and Columbia Railroad Company, for the year ending November 30, 1879.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
G. A. Nicolls, President, . . . . .	Reading, Pa.
Howard Hancock, Secretary, . . . . .	Philadelphia.
John Welch, Treasurer, . . . . .	Philadelphia.
Alexander M. Wilson, Superintendent, . . . . .	Columbia, Pa.

General office at 227 South Fourth street, Philadelphia.

*Names of Directors.**Residences.*

H. Pratt McKean, . . . . .	Philadelphia.
A. E. Borie, . . . . .	Philadelphia.
J. B. Lippincott, . . . . .	Philadelphia.
John Ashhurst, . . . . .	Philadelphia.
Franklin B. Gowen, . . . . .	Philadelphia.
Henry Lewis, . . . . .	Philadelphia.
I. V. Williamson, . . . . .	Philadelphia.
Frederick Lauer, . . . . .	Reading, Pa.
Thomas Bongardner, . . . . .	Lancaster, Pa.
Samuel Small, . . . . .	York, Pa.
Francis W. Christ, . . . . .	Litiz, Pa.
Philip Arndt, . . . . .	Manheim, Pa.

**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, . . . . .		958,268	09
Capital stock, total amount now paid in, . . . . .		958,268	09
Capital stock, number of shares issued, full paid, . . . . .	19,144		
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 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
Funded debt as per last report, . . . . .	\$2,004,166	67	

**COST.**

Total cost of entire road to date,* . . . . .	\$2,104,084	51
Average of same per mile of road laid, 48 miles, . . . . .	43,835	09
Average of same per mile of track laid, 60.41 miles, . . . . .	34,834	93
Total cost of entire equipment, . . . . .	245,241	18
Average cost of equipment per mile of road operated by company, 63½ 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, . . . . .	48,944	28

\* 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 & 68 pounds.

**Bridges and Trestles.**

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.)

**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: Engine-houses, 3; shops, 2; total number entire road,	5
Number of wood and water stations on main road: Water, 5; wood, 2; total,	7
Number of wood and water stations on branches: Water, 2; wood, 1; total,	3
Number of wood and water stations on leased roads: Water, 2; wood, 1; total,	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,	31	822 00
Number of roadway dumps,	12	175 00
Number of roadway tool cars,	1	250 00
Number of caboose cars,	4	325 00

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains, loaded,	26
Average weight of passenger trains, including locomotive and tender, in working order,	100 tons.
Average weight of freight trains, including locomotive and tender, in working order,	600 tons.

#### Employees.

Average number of persons regularly employed by company, including officials,	180
Same in Pennsylvania,	130

#### DOINGS OF THE YEAR.

##### Transportation and Total Miles Run.

Number of miles run by passenger trains,	142,999
Number of miles run by freight trains, coal, and ballast trains,	164,723
Number of through passengers for the year on main road,	69,446
Number of passengers (all classes) carried in cars,	200,130
Number of passengers carried one mile,	2,986,193
Number of tons of freight carried one mile,	9,859,015



Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	949,361
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	13

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

December, 1878, . . . . .	16,878	July, 1879, . . . . .	20,691
January, 1879, . . . . .	12,280	August, 1879, . . . . .	23,468
February, 1879, . . . . .	11,289	September, 1879, . . . . .	18,158
March, 1879, . . . . .	17,155	October, 1879, . . . . .	14,586
April, 1879, . . . . .	17,396	November, 1879, . . . . .	14,655
May, 1879, . . . . .	17,368		
June, 1879, . . . . .	16,758	Total, . . . . .	200,130

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

Anthracite coal, . . . . .	906,032
Merchandise and manufactures, . . . . .	143,329
Total, . . . . .	349,361

**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.

**Rate per Ton (of 2,000 pounds) per Mile received for Freight.**

For through freight, per ton per mile, . . . . .	3.78 cents.
For through coal, . . . . .	1.33 cents.

**MONTHLY EARNINGS FOR THE YEAR.**

**From all Sources.**

MONTHS.	Passengers.		Freight.		Mails.		Total.	
December, 1878, . . . . .	\$5,492	92	\$8,031	13	\$243	32	\$18,767	37
January, 1879, . . . . .	4,439	46	11,813	68	243	32	16,496	46
February, 1879, . . . . .	4,279	64	11,297	21	243	32	15,820	17
March, 1879, . . . . .	6,021	53	14,003	97	250	48	20,275	98
April, 1879, . . . . .	6,190	17	19,437	80	243	32	25,871	29
May, 1879, . . . . .	7,366	09	18,064	18	243	32	25,673	59
June, 1879, . . . . .	6,293	15	15,058	50	243	32	21,594	97
July, 1879, . . . . .	6,641	21	17,376	59	243	32	24,261	12
August, 1879, . . . . .	7,457	27	13,971	35	243	32	21,671	94
September, 1879, . . . . .	6,383	28	19,531	82	243	32	26,158	42
October, 1879, . . . . .	5,968	75	28,933	64	243	32	35,145	71
November, 1879, . . . . .	5,955	81	21,908	28	243	32	28,107	41
<b>Total, . . . . .</b>	<b>\$72,489</b>	<b>28</b>	<b>\$199,428</b>	<b>15</b>	<b>\$2,927</b>	<b>00</b>	<b>\$274,844</b>	<b>48</b>

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Extension or alteration of road, . . . . .	\$1,135 10
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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, . . . . .	\$31,543	61
New iron rails, (less for old rails sold,) number of tons, 324½, . . . . .	4,986	46
Repairs of bridges, . . . . .	2,002	23
Repairs of buildings and fixtures, . . . . .	2,506	16
Repairs of fences, . . . . .	28	49
All other expenses for maintenance of way, . . . . .	5,312	06
<b>Total for maintenance of way, . . . . .</b>	<b>\$46,389</b>	<b>00</b>
Cost per mile of road kept in repair, 63½ miles, . . . . .	\$738	42
Cost per mile of track kept in repair, 76.82 miles, . . . . .	608	87

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives and tenders, . . . . .	\$11,112	30
Repairs of machinery and tools, . . . . .	194	08
Repairs of passenger, baggage, and mail cars, . . . . .	291	45
Repairs of freight cars, . . . . .	189	02
All other expenses for maintenance of motive power and cars, . . . . .	1,030	07
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$12,816</b>	<b>87</b>
Cost per mile of road operated, 68½ miles, . . . . .	202	64

## Miscellaneous

Salaries, wages, and incidentals chargeable to passenger and freight departments, . . . . .	\$63,168	34
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	1,747	25
Fuel—number of cords of wood, 448; cost, . . . . .	558	68
Fuel—number of tons of coal, 10,376½; cost, including freight, . . . . .	31,685	54
Oil, waste, and tallow, . . . . .	2,321	51
Damages for injuries to persons, (medical attendance,) . . . . .	16	00
Taxes, real estate, . . . . .	291	98
Taxes, State, . . . . .	2,485	98
Insurance, . . . . .	105	50
Telegraph expenses, . . . . .	3,583	59
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	9,532	67
<b>Total miscellaneous, . . . . .</b>	<b>\$115,491</b>	<b>99</b>
Amount per mile of road operated, 68½ miles, . . . . .	\$1,825	96
Total expenditures for operating the road, . . . . .	174,697	86
Total charged to road and equipment, . . . . .	1,135	10
Expenditures per mile of the road operated, 68½ miles, . . . . .	2,779	97

**EARNINGS.**

Passenger transportation, local and through, . . . . .	\$72,489	28
Freight transportation, local and through, . . . . .	199,428	15
Mail service, . . . . .	2,927	00
<b>Total, . . . . .</b>	<b>\$274,844</b>	<b>48</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . . \$46,389 00		
Maintenance of motive power and cars, . . . . . 12,816 87		
Miscellaneous, . . . . . 115,491 99		
<b>Total operating expenses, being 63.1% per cent of earnings, . . . . .</b>	<b>174,697</b>	<b>86</b>
<b>Net earnings, . . . . .</b>	<b>\$100,146</b>	<b>57</b>
Earnings per mile of road operated, 68 1/2 miles, . . . . .	\$4,345	37
Expenses per mile of road operated, 63 1/2 miles, . . . . .	2,762	02
<b>Net earnings, . . . . .</b>	<b>1,583</b>	<b>35</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.? Philadelphia and Reading Railroad Company's express receipts are pro-rated in proportion to number of miles carried. Our company supplies the agents and agencies on our own line.

**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? Amount received during the year, \$2,927.

**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, . . . . .		1				1
Others, . . . . .			1	2	1	2
<b>Total, . . . . .</b>					<b>1</b>	<b>3</b>

**Statement of each Accident.**

February 4, 1879. Michael Webb, brakeman; at Sinking Spring, while sitting on car, with legs crossed; motion of train threw him forward, fracturing his leg.

June 11. John Ruth, while attempting to cross track, at Reamstown station; was struck by engine, the truck passing over him, fatally injured. Died same day.

July 17. Primus P. Patterson, a colored man; while attempting to steal a ride on freight train, at Union station, was seated with his legs extended from one bumper to the other, concussion of cars broke his leg.

October 27. Harry Gerhart, a boy; in attempting to jump from moving train, at Lancaster, by striking a fence, was thrown under train, left arm crushed. Amputated below elbow.

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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. 1879, 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. 1880.

J. Y. HUMPHREY, *Notary Public.*

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## R E P O R T

OF THE

*Salisbury Railroad Company, for the year ending December 31, 1879.*

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### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William S. Bissell, President, . . . . .	Pittsburgh, Pa.
John B. Jackson, Secretary and Treasurer, . . . . .	Pittsburgh, Pa.
A. H. Coffroth, General Solicitor, . . . . .	Somerset, Pa.
R. J. Batzer, General Superintendent, . . . . .	Meyersdale, Pa.

General offices at 235 Liberty street, Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
John Anspach, . . . . .	Philadelphia, Pa.
William S. Bissell, . . . . .	Pittsburgh, Pa.
Frank S. Bissell, . . . . .	Pittsburgh, Pa.
William Baldwin, . . . . .	Connellsville, Pa.
A. H. Coffroth, . . . . .	Somerset, Pa.
E. K. Hyndman, . . . . .	Connellsville, Pa.
John B. Jackson, . . . . .	Pittsburgh, Pa.
Daniel Kaine, . . . . .	Uniontown, Pa.

**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, . . . . .	2,088	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<i>Funded Debt</i>		
First mortgage bonds, (due 1898, bear interest at seven per cent., which is payable January and July,) amount, . . . . .	\$150,000	00
Total amount now of funded debt, . . . . .	\$150,000	00
<i>Floating Debt.</i>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$1,296 71	
Debt incurred for any other purpose, and for what: Interest past due, \$8,694 66; salaries, \$435, . . . . .	9,129 66	
The amount now of floating debt, . . . . .	10,399	37
Total amount now of floating and funded debt, . . . . .	\$160,399	37
Funded debt as per last report, . . . . .	\$144,000 00	
Floating debt, as per last report, . . . . .	316 08	
Total cash realized from capital stock and debt, . . . . .	\$128	26

**COST.**

Total cost of entire road to date, . . . . .	\$218,360	76
Average of same per mile of road laid, . . . . .	19,588	92
Proportion of same for Pennsylvania, . . . . .	19,588	92
Total cost of entire equipment, . . . . .	10,516	12
Average cost of equipment per mile of road operated by company, . . . . .	948	15
Proportion of same for Pennsylvania, . . . . .	948	15
Cost of road and equipment per mile, . . . . .	20,527	07
Proportion of same for Pennsylvania, . . . . .	20,527	07

## 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
<b>Branches.</b>		
West Salisbury branch, from West Salisbury to a coal mine, . . . . .	} Length of single track, .80	.80
Grassy Run branch, from mouth of Grassy run to a coal mine, . . . . .		
Aggregate length of main line and branches, . . . . .	10.75	10.75
Aggregate length of sidings and other track not above enumerated, . . . . .	.40	.40
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	11.15	11.15

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 9.87  
 Weight of rail per yard, iron, . . . . . 48 and 50 lbs.

**Bridges and Trestles.**

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.

**Stations.**

Number of stations on main road, passenger, . . . . . 8  
 Number of engine-houses and shops 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, . . . . . \$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 of locomotives of more than 30 tons weight, 1;  
 cost, . . . . . \$8,000

Average number of cars in passenger trains, including baggage cars, combination car, . . . . .	1
Average number of cars in freight trains, coal cars, . . .	15
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	300 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	16
Same in Pennsylvania, . . . . .	16

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger and freight trains, . .	16,099
Number of miles run by coal trains, . . . . .	15,900
Number of through passengers for the year on main road,	515
Number of passengers (all classes) carried in cars, . . .	7,454
Number of passengers carried one mile, . . . . .	32,585
Number of passengers carried one mile in Pennsylvania, .	32,585
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	517
Number of tons of freight carried one mile, . . . . .	6,082
Number of tons of freight carried one mile in Pennsylvania,	6,082
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	91,562
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,) . . . . .	10

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

November, 1878, . . . . .	616	June, 1879, . . . . .	452
December, 1878, . . . . .	658	July, 1879, . . . . .	477
January, 1879, . . . . .	479	August, 1879, . . . . .	631
February, 1879, . . . . .	470	September, 1879, . . . . .	608
March, 1879, . . . . .	659	October, 1879, . . . . .	699
April, 1879, . . . . .	590	November, 1879, . . . . .	692
May, 1879, . . . . .	551	December, 1879, . . . . .	1,146

**Amount of Freight, specifying the quantity in tons of 2,000 pounds.**

Bituminous coal, . . . . .	90,806.08
All other freight carried in small quantities; no weight for items returned.	

**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, . . . . .	Pro rata.

## Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile, . . . . .	5.7 cents.
For through coal, per ton per mile, . . . . .	1.16 cents.
For local freight, per ton per mile, . . . . .	23.25 cents.
For local coal, per ton per mile, . . . . .	10 cents.

## MONTHLY EARNINGS FOR THE YEAR.

## From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
November, 1878, . . . . .			\$186 65
December, 1878, . . . . .			128 65
January, 1879, . . . . .			92 25
February, 1879, . . . . .			89 30
March, 1879, . . . . .			159 25
April, 1879, . . . . .			130 75
May, 1879, . . . . .			108 75
June, 1879, . . . . .			94 45
July, 1879, . . . . .			94 55
August, 1879, . . . . .			129 40
September, 1879, . . . . .			130 85
October, 1879, . . . . .			136 90
November, 1879, . . . . .			149 25
December, 1879, . . . . .			218 10
Total, . . . . .			\$1,799 10

## From Transportation of Freight.

MONTHS.	Coal.	Local.	Total.
November, 1878, . . . . .	\$568 82	\$50 11	\$618 93
December, 1878, . . . . .	512 37	47 53	560 40
January, 1879, . . . . .	486 32	32 81	519 13
February, 1879, . . . . .	489 05	20 84	459 89
March, 1879, . . . . .	511 35	80 00	591 35
April, 1879, . . . . .	479 27	103 55	582 82
May, 1879, . . . . .	414 75	83 56	498 31
June, 1879, . . . . .	402 97	86 65	489 62
July, 1879, . . . . .	429 16	80 74	509 90
August, 1879, . . . . .	548 28	68 26	616 54
September, 1879, . . . . .	1,743 07	99 65	1,842 72
October, 1879, . . . . .	1,392 79	125 85	1,518 64
November, 1879, . . . . .	1,170 80	140 86	1,311 66
December, 1879, . . . . .	1,063 66	81 02	1,144 68
Total, . . . . .	\$10,163 16	\$1,101 48	\$11,264 69



From all other Sources.

MONTHS.	Mails.	Express.*	Miscellaneous.	Total.
November, 1878, . . . . .				
December, 1878, . . . . .				
January, 1879, . . . . .		\$1 20		
February, 1879, . . . . .		1 70		
March, 1879, . . . . .		4 14		
April, 1879, . . . . .		8 80		
May, 1879, . . . . .		10 87		
June, 1879, . . . . .				
July, 1879, . . . . .				
August, 1879, . . . . .				
September, 1879, . . . . .	\$112 97			
October, 1879, . . . . .				
November, 1879, . . . . .				
December, 1879, . . . . .	79 41			
Total, . . . . .	\$192 38	\$26 21		

Total passenger earnings for the year, . . . . .	\$1,533	80
Total freight earnings for the year, . . . . .	10,085	26
Total earnings from all other sources, . . . . .	218	59
Total earnings for the year, . . . . .	\$11,837	65
Total receipts from all sources on whole length of line, . . . . .	\$11,837	65
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	11,837	65

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, . . . . .	\$11,447	50
Passenger and freight houses, . . . . .	130	95
Engine-houses, car-sheds, wood and coal-sheds, and water-tanks, . . . . .	64	16
New machine shops, machinery, and tools, . . . . .	19	25
Total, . . . . .	\$11,661	86
Proportion for Pennsylvania, . . . . .	\$11,661	86

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$1,321	74
Total for maintenance of way, . . . . .	\$1,321	74

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$734	48
All other expenses for maintenance of motive power and cars, wages, &c., . . . . .	2,307	49
Total for maintenance of motive power and cars, . . . . .	\$3,041	97
Cost per mile of road operated, (9.87,) . . . . .	\$308	20
Proportion for Pennsylvania, . . . . .	308	20

\* After May express discontinued, and carried as local freight.

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight departments, . . . . .	\$1,101	74
Fuel, number of tons of coal, 447,133; cost, . . . . .	836	20
Oil and waste, . . . . .	164	35
Taxes, . . . . .	84	08
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, . .	347	36
	1,121	05
<b>Total miscellaneous, . . . . .</b>	<b>\$3,154</b>	<b>78</b>
<b>Amount per mile of road operated, . . . . .</b>	<b>\$319</b>	<b>58</b>
Proportion for Pennsylvania, . . . . .	319	58
Total expenditures for operating the road, . . . . .	7,518	49
Total charged to road and equipment, . . . . .	11,661	86
Expenses per mile of the road operated, . . . . .	761	74
Expenses per mile of single track operated, not including sidings, . .	798	03

## EARNINGS.

Passenger transportation, local and through, . . . . .	\$1,533	80
Freight transportation, local, . . . . . \$1,003 79	} Total,	10,085 26
Freight transportation, through, coal, . . . . . 9,081 47		
Mail service, . . . . .	192	38
Express service, . . . . .	26	21
<b>Total, . . . . .</b>	<b>\$11,837</b>	<b>65</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . . \$1,321 74		
Maintenance of motive power and cars, . . . . . 3,041 97		
Miscellaneous, . . . . . 3,154 78		
<b>Total operating expenses, being 63; per cent. of earnings, . . . . .</b>	<b>7,518</b>	<b>49</b>
<b>Net earnings, . . . . .</b>	<b>\$4,319</b>	<b>16</b>
Earnings per mile of road operated, . . . . .	\$1,199	85
Expenses per mile of road operated, . . . . .	761	74
<b>Net earnings, . . . . .</b>	<b>\$4,319</b>	<b>16</b>

## U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? No statement has been furnished as to terms, other than general laws. Compensation reported under head of "Mails."

## STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$104,250 00

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. 1879, according to the best of their knowledge and belief.

(Signed)

W. S. BISSELL, *President.*

JOHN B. JACKSON, *Treasurer.*

Sworn and subscribed before me this 26th day of January, A. D. 1880.

B. McKENNA, *Alderman.*

**R E P O R T**

OF THE

*Selinsgrove and North Branch Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
E. B. McCrum, President, . . . . .	Selinsgrove, Pa.
Miles Wetzel, Secretary, . . . . .	Selinsgrove, Pa.
William F. Eckbert, Treasurer, . . . . .	Selinsgrove, Pa.
E. B. McCrum, Receiver, . . . . .	Selinsgrove, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
E. B. McCrum, . . . . .	Selinsgrove, Snyder county, Pa.
William F. Eckbert, . . . . .	Selinsgrove, Snyder county, Pa.
W. H. Grimm, . . . . .	Freeburg, Snyder county, Pa.
William Moyer, . . . . .	Freeburg, Snyder county, Pa.
Jacob Winey, . . . . .	Richfield, Juniata county, Pa.
J. Banks Wilson, . . . . .	Oakland Mills, Juniata county, Pa.
Willis Gaylord, . . . . .	New York city, N. Y.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$200,000	00
Capital stock authorized by votes of company, . . . . .	500,000	00
Capital stock, amount subscribed, . . . . .	101,700	00
Capital stock paid in by last report, . . . . .	69,300	91
Capital stock, total amount now paid in, . . . . .	70,074	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

## DEBT.

Funded Debt.			
First mortgage bonds, (due January 1, 1891, 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
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$37,000		
The amount now of floating debt, . . . . .		\$37,000	00
Total amount now of floating and funded debt, . . . . .		\$137,000	00
Funded debt as per last report, . . . . .	\$100,000 00		
Floating debt as per last report, . . . . .	37,000 00		
Total cash realized from capital stock and debt, . . . . .	70,074 91		

## COST.

Total cost of entire road to date, . . . . . \$316,300 91

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Selinsgrove, Pa., to Port Treverton, Pa.,	7	7
Branches.		
Mifflintown branch, from Burn's Junction } Length of branch,	31	31
to Mifflintown, . . . . .		
Aggregate length of main line and branches, . . . . .	38	38

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

Personally appeared before me, E. B. McCrum, receiver of the Selinsgrove and North Branch 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. 1879, according to the best of his knowledge and belief.

(Signed,)

E. B. McCRUM, *Receiver.*

Sworn and subscribed before me, this 14th day of February, A. D. 1880.

H. H. PINE, *Notary Public.*

**R E P O R T**

OF THE

*Schuylkill Valley Navigation and Railroad Company,  
for the year ending December 31, 1879.*

**OFFICERS.**

*Names.*

*Residences.*

F. B. Gowen, President, . . . . . Philadelphia.  
P. C. Hollis, Secretary and Treasurer, . . . . . Philadelphia.

General offices at 407 Library street, Philadelphia.

*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, . . . . .	\$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

**COST.**

Total cost of entire road to date, . . . . . \$576,840 96.

**CHARACTERISTICS OF ROAD.**

<b>Main Line.</b>	<b>MILES.</b>	
	Whole length.	Length in Penn'a.
Length of main line, from Port Carbon to Reevesdale, . . . . .	11	
Length of single main track, . . . . .	5 <sup>7</sup> / <sub>16</sub>	
Length of double main track, . . . . .	5 <sup>7</sup> / <sub>16</sub>	
<b>Branches.</b>		
Port Carbon branch, from Port Carbon, } Length of branch, . . . . .	2 <sup>3</sup> / <sub>16</sub>	
(valley of Schuylkill,) to Allison's } Length of single track,	2 <sup>7</sup> / <sub>16</sub>	
shops, . . . . .		
Eagle Hill branch, from Eagle Hill to } Length of branch, . . . . .	1 <sup>11</sup> / <sub>16</sub>	
Five Points, . . . . . } Length of single track,	1 <sup>10</sup> / <sub>16</sub>	
Novelty branch, from Heebner's Cut to } Length of branch, . . . . .	1 <sup>10</sup> / <sub>16</sub>	
breaker, . . . . . } Length of single track,	1 <sup>10</sup> / <sub>16</sub>	
Silver Creek branch, from New Phila- } Length of branch, . . . . .	2 <sup>1</sup> / <sub>16</sub>	
delphia to Silver Creek, . . . . . } Length of single track,	2 <sup>1</sup> / <sub>16</sub>	

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Big Vein branch, from Middleport to colliery, . . . . .	Length of branch, . . . . .	1.7 <sup>7</sup> / <sub>100</sub>
	Length of single track, . . . . .	1.7 <sup>7</sup> / <sub>100</sub>
Coal Hill branch, from Middleport to breaker, . . . . .	Length of branch, . . . . .	.7 <sup>7</sup> / <sub>100</sub>
	Length of single track, . . . . .	.7 <sup>7</sup> / <sub>100</sub>
Brockville branch, from Brockville station to Brockville, . . . . .	Length of branch, . . . . .	.7 <sup>7</sup> / <sub>100</sub>
	Length of single track, . . . . .	.7 <sup>7</sup> / <sub>100</sub>
Swift Creek branch, from above Brockville station to end of branch, . . . . .	Length of branch, . . . . .	1.7 <sup>7</sup> / <sub>100</sub>
	Length of single track, . . . . .	1.7 <sup>7</sup> / <sub>100</sub>
Aggregate length of main line and branches, . . . . .		18.7 <sup>7</sup> / <sub>100</sub>
Aggregate length of sidings and other track not above enumerated, . . . . .		4.2 <sup>2</sup> / <sub>100</sub>
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .		22.9 <sup>9</sup> / <sub>100</sub>

This road is leased to the Philadelphia and Reading Railroad Company, from July 25, 1861, for nine hundred and ninety-nine years, at an annual rental of \$29,450.

**Gauge.**

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

**Track.**

Miles of iron rail track in use, . . . . . 23.12  
 Weight of rail per yard, steel, . . . . . 60 to 68 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 26  
 Wooden bridges, number of, 3; aggregate length, . . . . . 182<sup>1</sup>/<sub>3</sub> feet.  
 Stone bridges, number of, 1; aggregate length, . . . . . 43 feet.  
 Iron bridges, number of, 1; aggregate length, . . . . . 54<sup>1</sup>/<sub>3</sub> feet.  
 Wooden trestles, number of, 21; aggregate length, . . . . . 630 feet.

**Stations.**

Number of stations on main road: Passenger, 8; freight, 4; total, . . . . . 12  
 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.

**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:  
 1879, January 18, . . . . . 2<sup>1</sup>/<sub>3</sub> per cent.  
 1879, January 15, . . . . . 2<sup>1</sup>/<sub>2</sub> per cent.  
 Number and per cent. of dividends: Two, of 2<sup>1</sup>/<sub>2</sub> per cent., \$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, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the 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)

F. B. GOWEN, *President.*

P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1880.

J. Y. HUMPHREY, *Notary Public.*

**R E P O R T**

OF THE

*Sharon Railway Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
George Boyce, President, . . . . .	Sharon, Pa.
John H. Dynes, Secretary, . . . . .	Meadville, Pa.
Charles Hall, Treasurer, . . . . .	_____
General offices at Sharon, Mercer county, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
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 J. Pierce, . . . . .	Sharpsville.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$300,000	00
Capital stock authorized by votes of company, . . . . .	800,000	00
Capital stock, amount subscribed, . . . . .	200,100	00
Capital stock paid in by last report, . . . . .	198,600	00
Capital stock, total amount now paid in, . . . . .	200,100	00
Capital stock, number of shares issued, . . . . .	4,002	
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 February 1, 1890, bear interest at seven per cent., which is payable February 1 and August 1,) amount, . . .	\$156,000	00
Total amount now of funded debt, . . . . .	\$156,000	00
<b>Floating Debt.</b>		
Total amount now of floating and funded debt, . . . . .	156,000	00
Total cash realized from capital stock and debt, . . . . .	\$317,100	00

## COST.

Total cost of entire road to date, . . . . .	\$356,064	67
Average of same per mile of road laid, . . . . .	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, . . . . .	9	9
Length of single main track, . . . . .	9	9
Branches.		
Sharpville, Wheatland, Sharon, and } Length of branch, . . . . .	4	4
Greenfield branch, from Sharon to } Length of single track, . . . . .	4	4
Home coal mine, . . . . .		

## Gauge.

What is the gauge of your lines? Main line, 4 feet 9½ inches; branches, 3 feet.

## Track.

Miles of iron rail in use, . . . . . 14  
 Weight of rail per yard, iron, main line, 56 pounds;  
 branch, 35 pounds.

## Bridges and Trestles.

Wooden bridges, number of, 6; aggregate length, . . . . . 420 feet.  
 Wooden trestles, aggregate length, . . . . . 1,500 feet.

## Crossings.

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 ; freight,  
 3 ; total, . . . . . 3  
 Number of stations on branches : Passenger, 2 ; freight,  
 2 ; total, . . . . . 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 road-  
 way, 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 is leased to Atlantic and Great Western  
 Railroad Company. Reference is made to their report for further informa-  
 tion.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . . \$200,100 00  
 Rate and date of all cash dividends on stock of original and consolidated  
 companies : March 1, June 1, September 1, and December 1 ; one and three  
 fourths per cent. each.

Number and per cent. of dividends : Four, of one and three fourths per cent. each.		
Amount paid in dividends, . . . . .	\$13,882	75

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 pre-  
 pared 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 state-  
 ment 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)

GEORGE BOYCE, *President.*  
 CHARLES HALL, *Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1880.  
 J. H. ELLIOTT, *Notary Public.*

# R E P O R T

OF THE

*Northern Central Railway Company, lessee of the  
Shamokin Valley and Pottsville Railroad, for  
the year ending December 31, 1879.*

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Sunbury to Mt. Carmel, . . . . .	28	28
Length of single main track, . . . . .	28	28
<b>Branches</b>		
From Lancaster junction to colliery, length of single track, . . .	3.80	3.80
Aggregate length of main line and branches, . . . . .	31.80	31.80
Aggregate length of sidings and other track not above enumerated, . . . . .	12.23	12.23
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	44.03	44.03

### Gauge.

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

### Track.

Miles of iron rail in use, . . . . . 26.91 miles.  
 Miles of steel rail in use, . . . . . 17.12 miles.  
 Weight of rail per yard, { Iron, . . . . . 56, 60, and 64 lbs.  
                                   { Steel, . . . . . 60 lbs.

### Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . . 37  
 Wooden bridges, number of, 37; aggregate length, . . . . . 1,968 feet.

### Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Susquehanna division, Northern Central railway, at Sunbury.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Philadelphia and Reading railroad near Fulton.

**Stations.**

Number of stations on main road, passenger and freight, . . . . .	11
Number of engine-houses and shops in Pennsylvania, 1; total number entire road, . . . . .	1
Number of wood and water stations on main road, . . . . .	5
How is track laid and on what foundation? T rails, coal dirt ballast, oak cross-ties.	
What kind of train brake is in use on your road? Westinghouse air brake.	
Average number of cars in passenger trains, including bag- gage cars, . . . . .	2.0

**Equipment.**

Average number of cars in freight trains, . . . . .	43.3
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	75 tons.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	900 tons.

**Employees.**

Average number of persons regularly employed by com- pany, including officials, . . . . .	93
Same in Pennsylvania, . . . . .	93

**DOINGS OF THE YEAR.****Transportation and total Miles Run.**

Number of miles run by passenger trains, . . . . .	24,013
Number of miles run by freight and coal trains, . . . . .	80,379
Number of through passengers for the year on main road, . . . . .	1,414
Number of passengers (all classes) carried in cars, . . . . .	46,443
Number of passengers carried one mile, . . . . .	562,834
Number of passengers carried one mile in Pennsylvania, . . . . .	562,834
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	53,054
Number of tons of freight carried one mile, . . . . .	23,300,242
Number of tons of freight carried one mile in Pennsyl- vania, . . . . .	23,300,242
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	1,149,275
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	14
Average rate of speed adopted by express trains, including stops, (miles per hour,) . . . . .	17.5
Average rate of speed adopted by freight trains, includ- ing stops, (miles per hour,) . . . . .	9

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

January, 1879, . . . . .	3,201	July, 1879, . . . . .	4,164
February, 1879, . . . . .	2,911	August, 1879, . . . . .	4,547
March, 1879, . . . . .	3,504	September, 1879, . . . . .	4,482
April, 1879, . . . . .	3,337	October, 1879, . . . . .	5,068
May, 1879, . . . . .	3,608	November, 1879, . . . . .	4,046
June, 1879, . . . . .	3,336	December, 1879, . . . . .	4,239

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

Anthracite and bituminous coal, 1,089,474	Stone and lime, . . . . .	2,884
Petroleum and other oils, . . . . . 72	Agricultural products, . . . . .	6,502
Pig iron, . . . . . 7,492	Merchandise and manufactures, . . . . .	26,928
Railroad iron, . . . . . 255	Live stock, . . . . .	202
Other iron or castings, . . . . . 2,410	Lumber, . . . . .	11,485
Iron and other ores, . . . . . 1,089	Other articles, . . . . .	483

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

For first-class through and way passengers, . . . . . 2<sup>850</sup>/<sub>1000</sub> cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through and local freight and coal, per ton per mile, . . . . . 1<sup>713</sup>/<sub>1000</sub> cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$1,128 78
February, 1879, . . . . .			1,036 32
March, 1879, . . . . .			1,296 32
April, 1879, . . . . .			1,101 44
May, 1879, . . . . .			1,199 08
June, 1879, . . . . .			1,202 09
July, 1879, . . . . .			1,412 89
August, 1879, . . . . .			1,607 98
September, 1879, . . . . .			1,390 55
October, 1879, . . . . .			1,848 26
November, 1879, . . . . .			1,374 58
December, 1879, . . . . .			1,442 24
Total, . . . . .			\$16,040 53

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$20,800 15
February, 1879, . . . . .			21,985 26
March, 1879, . . . . .			24,719 00
April, 1879, . . . . .			26,858 50
May, 1879, . . . . .			39,762 60
June, 1879, . . . . .			44,112 56
July, 1879, . . . . .			42,457 10
August, 1879, . . . . .			40,919 16
September, 1879, . . . . .			32,564 90
October, 1879, . . . . .			34,600 27
November, 1879, . . . . .			31,824 33
December, 1879, . . . . .			35,413 10
Total, . . . . .			\$399,016 93

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$93	90	\$20	00	\$20	83	\$134	78
February, 1879, . . .	93	91	20	00	5	25	119	16
March, 1879, . . .	93	91	20	00		18	114	04
April, 1879, . . .	93	90	22	73			118	63
May, 1879, . . .	93	91	23	90			117	81
June, 1879, . . .	93	91	29	60			123	51
July, 1879, . . .	93	90	43	09			141	99
August, 1879, . . .	93	91	24	20			118	11
September, 1879, . . .	93	91	22	73			116	64
October, 1879, . . .	93	91	22	72			116	63
November, 1879, . . .	93	91	28	49			122	40
December, 1879, . . .	93	91	68	98			162	84
Total, . . . . .	\$1,126	89	\$351	39	\$26	21	\$1,504	49

Total passenger earnings for the year, . . . . .	\$16,040	58
Total freight earnings for the year, . . . . .	399,016	93
Total earnings from all other sources, . . . . .	1,504	49
Total earnings for the year, . . . . .	\$416,561	95
Total earnings from all sources on whole length of line, . . . . .	\$416,561	95
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	416,561	95

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$15,496	41
New iron rails, . . . . .	1,392	36
New steel rails, . . . . .	11,802	91
Repairs of bridges, . . . . .	1,525	64
Repairs of buildings and fixtures, . . . . .	432	77
All other expenses for maintenance of way, . . . . .	9,321	08
Total for maintenance of way, . . . . .	\$39,971	17
Cost per mile of road kept in repair, . . . . .	\$1,427	54
Proportion for Pennsylvania, . . . . .	39,971	17

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$9,911	32
Repairs of tools and machinery, . . . . .	75	33
Repairs of freight cars, . . . . .	631	20
All other expenses for maintenance of motive power and cars, . . . . .	8,979	28
Total for maintenance of motive power and cars, . . . . .	\$19,597	18
Cost per mile of road operated, . . . . .	\$399	90
Proportion for Pennsylvania, . . . . .	19,597	18

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department,	\$8,368	28
Salaries, wages, and incidentals chargeable to freight department, . . .	23,935	91
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	523	00
Fuel—wood, . . . . .	389	08
Fuel—coal, . . . . .	10,943	05
Oil, waste and tallow, . . . . .	854	90
Damages for loss of goods and baggage, . . . . .	29	22
Insurance, . . . . .	165	00
Telegraph expenses, . . . . .	2,250	89
Amount paid other corporations or individuals for use of all other cars,	19,322	34
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . .	5,317	25
<b>Total miscellaneous, . . . . .</b>	<b>\$70,188</b>	<b>92</b>
Amount per mile of road operated, . . . . .	\$2,504	75
Proportion for Pennsylvania, . . . . .	70,188	92
Total expenditures for operating the road, . . . . .	129,757	22
Expenses per mile of the road operated, . . . . .	4,634	19

**EARNINGS.**

Passenger transportation, local and through, . . . . .	\$16,040	53
Freight transportation, local and through, . . . . .	399,018	98
Mail service, . . . . .	1,116	89
Express service, . . . . .	351	39
Rents and miscellaneous receipts, . . . . .	26	21
<b>Total, . . . . .</b>	<b>\$416,561</b>	<b>93</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$39,971	17
Maintenance of motive power and cars, . . . . .	19,597	13
Miscellaneous, . . . . .	70,188	92
<b>Total operating expenses, \$129,757 22, being 31.15 per cent. of earnings,</b>	<b>129,757</b>	<b>22</b>
<b>Net earnings, . . . . .</b>	<b>\$286,804</b>	<b>73</b>
Earnings per mile of road operated, . . . . .	\$14,877	21
Expenses per mile of road operated, . . . . .	4,634	19
<b>Net earnings, . . . . .</b>	<b>\$10,243</b>	<b>02</b>

**EXPRESS COMPANIES.**

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repair of cars, &c.? Adams Express Company, at a fixed per centage of gross receipts.

**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? Compensation, \$42 75 per mile, dependent on amount of service performed. No contract made with Post-Office Department.

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	. . . . .	2
Others, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Total, . . . . .	. . . . .	1	. . . . .	1	. . . . .	2

Statement of each Accident.

March 19, 1879. John Gillinger, freight flagman; injured at Weigh Scales while coupling cars; draw head broke, and a piece of it struck him on side of face.

August 27. William Geasey; brakeman; thumb and fingers, right hand, injured while coupling cars at Weigh Scales.

• STATE OF MARYLAND, }  
County of Baltimore, ) ss :

Personally appeared before me, J. S. Leib, treasurer, of the Northern Central Railway Company, lessee, 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. 1879, according to the best of his knowledge and belief.

(Signed) J. S. LEIB, *Treasurer.*

Sworn and subscribed to before me, this 19th day of February, A. D. 1880.  
G. E. SANGSTON, *Notary Public.*

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

Personally appeared before me, A. J. Cassatt, vice president, of the Northern Central Railway Company, lessee, 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. 1879, according to the best of his knowledge and belief.

(Signed) A. J. CASSATT, *Vice President.*

Sworn and subscribed before me, this 18th day of February, A. D. 1880.  
JNO. C. SIMS, junior, *Notary Public.*

# R E P O R T

OF THE

*Shamokin Valley and Pottsville Railroad Company, for  
the year ending December 31, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas A. Scott, President, . . . . .	Philadelphia.
George Taber, Secretary and Treasurer, . . . . .	Philadelphia.
General offices at 233 south Fourth street, Philadelphia.	

<i>Names of Directors.</i>	<i>Residences.</i>
George B. Roberts, . . . . .	Philadelphia.
Wistar Morris, . . . . .	Philadelphia.
J. N. DuBarry, . . . . .	Philadelphia.
Jacob P. Jones, . . . . .	Philadelphia.
A. J. Cassatt, . . . . .	Philadelphia.
Edmund Smith, . . . . .	Philadelphia.

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$1,500,000	00
Capital stock authorized by votes of company, . . . . .	869,450	00
Capital stock, amount subscribed, . . . . .	869,450	00
Capital stock paid in by last report, . . . . .	869,450	00
Capital stock, total amount now paid in, . . . . .	869,450	00
Capital stock, number of shares issued, . . . . . 17,389		
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 July 1, 1901, bear interest at seven per cent., which is payable January 1 and July 1,) amount, . . . . .	\$2,000,000	00	
Total amount now of funded debt, . . . . .	\$2,000,000	00	
<b>Floating Debt.</b>			
Unfunded debt incurred for construction, equipment, or purchase of property, . . . . .	\$6,250	00	
The amount now of floating debt, . . . . .	6,250	00	
Total amount now of floating and funded debt, . . . . .	\$2,006,250	00	
Funded debt as per last report, . . . . .	\$2,000,000	00	
Total cash realized from capital stock and debt, . . . . .	\$2,875,700	00	



**COST.**

Total cost of entire road and equipment to date of lease, . . . . .	\$1,209,050	00
Cost of coal lands and improvements, . . . . .	1,667,650	00
<b>Total cost of entire property, . . . . .</b>	<b>\$2,875,700</b>	<b>00</b>

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Sunbury to Mt. Carmel, . . . . .	27.3	27.3
Length of single main track, . . . . .	27.3	27.3

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . . \$869,450 00

Rate and date of all cash dividends on stock of original and consolidated companies: February 1 and August 1, 1879; three per cent. each.

The road and coal lands are leased to the Northern Central Railway Company for nine hundred and ninety-nine years, from February 27, 1863, at a rental equal to the dividend on stock and interest on bonds.

Number and per cent. of dividends: Two, at three per cent. each, . . . . .		
Amount paid in dividends, . . . . .	\$52,167	00

STATE OF PENNSYLVANIA, )  
 County of \_\_\_\_\_, ) ss:

Personally appeared before me, Thomas A. Scott, president, and George Taber, treasurer, of the Shamokin Valley and Pottsville Railroad Company, who, being duly affirmed, do declare and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the 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) THOMAS A. SCOTT, *President.*  
 GEORGE TABER, *Treasurer.*

Affirmed and subscribed before me, this 26th day of January, A. D. 1880.  
 JNO. C. SIMS, Jr., *Notary Public.*

# R E P O R T

OF THE

*South - West Pennsylvania Railway Company, for the  
year ending December 31, 1879.*

### OFFICERS, ELECTED MARCH 4, 1879.

<i>Names.</i>	<i>Residences.</i>
G. B. Roberts, President, . . . . .	Philadelphia.
Albert Hewson, Secretary and Treasurer, . . . . .	Philadelphia.

General office at 233 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
D. R. Davidson, . . . . .	Pittsburgh.
A. J. Derbyshire, (since dead,) . . . . .	Philadelphia.
J. N. DuBarry, . . . . .	Philadelphia.
John K. Ewing, . . . . .	Uniontown, Pa.
Robert Hogsett, . . . . .	Uniontown, Pa.
Strickland Kneass, . . . . .	Philadelphia.
B. F. Ruff, . . . . .	Pittsburgh.
Israel Painter, . . . . .	West Newton, Pa.
George A. Torrence, . . . . .	New Haven, Pa.
Thomas A. Scott, . . . . .	Philadelphia.
Edmund Smith, . . . . .	Philadelphia.
J. F. Wentling, . . . . .	Greensburg, 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, . . . . .	319,400	00
Capital stock paid in by last report, . . . . .	527,113	50
Capital stock, total amount now paid in, . . . . .	546,162	50
Capital stock, number of shares issued, . . . . .	10,923	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

### DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due February 1, 1917, bear interest at seven per cent., which is payable February 1 and August 1.) amount, . . . . .	\$662,000	00
Certificate of indebtedness, series B, (due January 1, 1881, bear interest at seven per cent., which is payable January 1 and July 1,) amount, . . . . .	27,500	00
Total amount now of funded debt, . . . . .	\$689,500	00
Funded debt as per last report, . . . . .	\$1,025,000	00
Total cash realized from capital stock and debt, . . . . .	1,391,363	50

**COST.**

Total cost of entire road to date, as represented by books of the company, . . . . .	\$1,568,299	87
Average of same per mile of road laid, . . . . .	34,959	87
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 Greensburgh to Fairchance, . . . . .	41.90	41.90
Length of single main track, . . . . .	41.90	41.90
<b>Branches.</b>		
June Bug branch, from junction to mines, . . . . .	} Length of branch, . . . . . 1.75	} Length of single track, . . . . . 1.75
Overton branch, from junction to mines, . . . . .		
Aggregate length of main line and branches, . . . . .	44.86	44.86
Aggregate length of sidings and other track not above enumerated, . . . . .	9.23	9.23
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	54.09	54.09

**Gauge.**

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

**Track.**

Miles of iron rail in use in main track, . . . . . 15.55  
 Miles of steel rail in use, . . . . . 28.60  
 Weight of rail per yard, { Iron, . . . . . 56 pounds.  
                                   { Steel, . . . . . 60 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 60  
 Wooden bridges, number of, 49; aggregate length, . . . . . 2,325 feet.  
 Wooden trestles, number of, 11; aggregate length, . . . . . 2,978 feet.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Mt. Pleasant and Broad Ford railroad at Everson.

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

**Stations.**

Number of stations on main road: Passenger, 31; freight, 27; total, . . . . . 58

Number of engine-houses and shops in Pennsylvania, 2;  
 total number entire road, . . . . . 2  
 Number of wood and water stations on main road, . . . . . 6

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

This road is leased and returns are made by the Pennsylvania Railroad Company, to which company it is leased for one year from April 1, 1879.

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Extension or alteration of road, . . . . .	\$51,945	95
Land or land damages, . . . . .	2,728	40
Total, . . . . .	\$54,674	35
Proportion for Pennsylvania, . . . . . All in Pennsylvania,		

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, 10,923 shares, \$546,150 00

Rate and date of all cash dividends on stock of original and consolidated companies. March 30, 1879, three and a half per cent. on \$527,150; September 30, 1879, three and a half per cent. of \$546,150.

Number and per cent. of dividends: Two dividends, three and a half per cent. . . . .	\$538,650	00
Amount paid in dividends, . . . . .	37,565	50
Paid to sinking fund, . . . . .	21,925	00
Surplus at the commencement of the year, . . . . .	34,000	00
Surplus, January 1, 1879, invested as follows:		
Cash, . . . . .	34,000	00

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

Personally appeared before me, G. B. Roberts, president, and Albert Hewson, treasurer, of the South-West Pennsylvania 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, 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.)

G. B. ROBERTS, *President.*

ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this 6th day of February, A. D. 1880.

JOHN C. SIMS, Jr., *Notary Public.*

**R E P O R T**

OF THE

*Southern Pennsylvania Railroad Mining Company,  
for the year ending December 31, 1879.*

**OFFICERS.**

*Names.*

*Residences.*

Thomas B. Kennedy, President, . . . . . Chambersburg, Pa.  
J. L. Ritohey, Secretary and Treasurer, . . . . . Chambersburg, Pa.

*Names of Directors.*

*Residences.*

G. B. Roberts, . . . . . Philadelphia.  
Wistar Morris, . . . . . Philadelphia.  
Strickland Kneass, . . . . . Philadelphia.  
Josiah Bacon, . . . . . Philadelphia.  
Thomas A. Scott, . . . . . Philadelphia.  
J. N. DuBary, . . . . . Philadelphia.

**CAPITAL STOCK.**

Capital stock authorized by law, under re-organization under act of April 8, 1861, . . . . .	\$800,000	00
Capital stock, amount subscribed, as per terms of re-organization, . . . . .	800,000	00
Capital stock paid in by last report, per terms of re-organization, . . . . .	800,000	00
Capital stock, total amount now paid in, as per terms of re-organization, . . . . .	800,000	00
Capital stock, number of shares issued, . . . . . 16,000		
Capital stock, amount paid in on each share, as per terms of re-organization, based upon valuation of property at that time, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<b>Funded Debt.</b>		
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
<b>Floating Debt.</b>		
Total amount now of floating and funded debt, mortgage and unpaid interest, . . . . .	\$886,890	00

**COST.**

Total cost of road, landed estate, machinery, furnaces, &c., . . . . .	\$974,065	86
Average of same per mile of road laid, . . . . .	29,761	90
Proportion of same for Pennsylvania, . . . . .	29,761	90

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from South Pennsylvania junction to Richmond,	21	21
Length of single main track, . . . . .	21	21
<b>Branches.</b>		
From Richmond to Ore Banks branch, { Length of branch, . . . . .	2	2
Aggregate length of main line and branches, { Length of single track, . . . . .	23	23

Gauge.

What is the gauge of your lines? . . . . . 4 <sup>9</sup>/<sub>16</sub> feet

Track.

Miles of iron rail in use, . . . . . 21  
 Weight of rail per yard, iron, . . . . . 50 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . . 5  
 Wooden bridges, number of 3; aggregate length, . . . . . 1,154 feet.  
 Wooden trestles, number of, 2; aggregate length, . . . . . 728 feet.

Stations.

Number of stations on main road: Passenger, 10; freight, 5; total, . . . . . 15  
 Number of engine-houses and shops in Pennsylvania, . . . . . 1  
 Number of wood and water stations on main road, . . . . . 2

How is track laid and on what foundation? Cross-ties resting on slate and stone ballast.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .		\$290 64	
February, 1879, . . . . .		342 73	
March, 1879, . . . . .		433 10	
April, 1879, . . . . .		396 67	
May, 1879, . . . . .		867 81	
June, 1879, . . . . .		455 37	
July, 1879, . . . . .		395 25	
August, 1879, . . . . .		561 05	
September, 1879, . . . . .		560 21	
October, 1879, . . . . .		574 38	
November, 1879, . . . . .		873 92	
December, 1879, . . . . .		484 94	
Total, . . . . .		\$5,286 07	

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .			\$718	47		
February, 1879, . . . . .			568	77		
March, 1879, . . . . .			695	02		
April, 1879, . . . . .			752	76		
May, 1879, . . . . .			842	32		
June, 1879, . . . . .			894	27		
July, 1879, . . . . .			754	47		
August, 1879, . . . . .			718	49		
September, 1879, . . . . .			1,058	35		
October, 1879, . . . . .			794	05		
November, 1879, . . . . .			577	82		
December, 1879, . . . . .			718	12		
<b>Total, . . . . .</b>			<b>\$9,087</b>	<b>91</b>		

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . . . .	\$76	38	\$35	30			\$111	68
February, 1879, . . . . .	76	38	23	99			100	37
March, 1879, . . . . .	76	38	33	61			109	99
April, 1879, . . . . .	76	38	28	04			102	42
May, 1879, . . . . .	76	38	28	36			104	74
June, 1879, . . . . .	76	38	32	83			109	21
July, 1879, . . . . .	76	38	25	00			101	38
August, 1879, . . . . .	76	38	29	01			105	39
September, 1879, . . . . .	76	38	35	53			111	91
October, 1879, . . . . .	76	38	37	78			114	16
November, 1879, . . . . .	76	38	53	61			129	99
December, 1879, . . . . .	76	38	92	40			168	68
<b>Total, . . . . .</b>	<b>\$916</b>	<b>56</b>	<b>\$458</b>	<b>36</b>			<b>\$1,369</b>	<b>92</b>

Total passenger earnings for the year, . . . . .	\$5,236	07
Total freight earnings for the year, . . . . .	9,087	91
Total earnings from all other sources, . . . . .	1,369	92
<b>Total earnings for the year, . . . . .</b>	<b>\$15,693</b>	<b>90</b>
Total receipts from all sources on whole length of line, . . . . .	\$15,693	90
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	15,693	90

## EARNINGS.

Passenger transportation, local, . . . . .	\$5,236	07
Freight transportation, local, . . . . .	9,087	91
Mail service, . . . . .	916	58
Express service, . . . . .	453	36
<b>Total, . . . . .</b>	<b>\$15,893</b>	<b>90</b>
<b>Operating Expenses.</b>		
Conducting transportation, . . . . .	\$2,703	80
Maintenance of way, . . . . .	8,335	24
Motive power, . . . . .	3,836	28
General expenses, . . . . .	239	55
<b>Total operating expenses being 96.31 per cent of earnings, . . . . .</b>	<b>15,114</b>	<b>82</b>
<b>Net earnings, . . . . .</b>	<b>\$679</b>	<b>08</b>
Earnings per mile of road operated, . . . . .	\$747	33
Expenses per mile of road operated, . . . . .	719	75
<b>Net earnings, . . . . .</b>	<b>\$27</b>	<b>57</b>

## OPERATING EXPENSES.

CONDUCTING TRANSPORTATION.	Allotted to passenger.		Allotted to freight.		Total.
Conductors, . . . . .	\$279	84	\$398	60	\$678 44
Brakemen, . . . . .	373	16	531	47	904 63
Dispatcher, . . . . .	13	51	10	64	24 15
Agents and clerks, . . . . .	224	95	429	94	654 89
Station labor, . . . . .			130	23	130 23
Telegraph expenses, . . . . .	27	60	32	40	60 00
Mail expenses, . . . . .	30	00			30 00
Station expenses, . . . . .	7	90	5	65	13 55
Train expenses, . . . . .	21	00	10	00	31 00
Superintendence, . . . . .	34	16	49	16	83 32
Stationery and printing, . . . . .	33	48	28	60	62 08
Advertising, . . . . .	31	51			81 51
<b>Total, . . . . .</b>	<b>\$1,077</b>	<b>11</b>	<b>\$1,626</b>	<b>69</b>	<b>\$2,703 80</b>
<i>Motive Power:</i>					
Engineers and firemen, . . . . .	\$562	00	\$623	84	\$1,385 84
Watching and cleaning engines, . . . . .	74	29	111	44	185 73
Shop labor, . . . . .	14	70	21	18	35 88
Water supply, . . . . .	41	00	59	00	100 00
Locomotive repairs, . . . . .	265	73	378	45	644 18
Oil and waste for locomotives, . . . . .	29	30	40	77	70 07
Fuel for locomotives, . . . . .	448	70	639	01	1,087 71
Fuel for engine-house and shop, . . . . .	11	45	16	51	27 96
Water station repairs, . . . . .	19	95	28	72	48 67
Machine shop repairs, . . . . .	12	62	18	19	30 81
Superintendence, . . . . .	49	74	71	69	121 43
Incidentals, . . . . .	20	63	29	73	50 36
Tools and machinery repairs, . . . . .	19	49	28	10	47 59
<b>Total, . . . . .</b>	<b>\$1,569</b>	<b>60</b>	<b>\$2,266</b>	<b>63</b>	<b>\$3,836 23</b>
<i>Maintenance of Way:</i>					
Adjustment of track, . . . . .	\$470	42	\$676	95	\$1,147 37
Ballast, . . . . .	250	69	360	75	611 44
Ditching, . . . . .	440	09	633	31	1,073 40
Frogs, switches and sidings, . . . . .	25	07	36	07	61 14
Cross-ties, . . . . .	1,878	62	1,983	88	3,862 50
Replacing cross-ties, . . . . .	458	12	659	24	1,117 36
Replacing iron rail, . . . . .		37		54	91



MAINTENANCE OF WAY.	Allotted to passenger.		Allotted to freight		Total.	
Spikes and joint fastenings, . . . . .	9	64	13	87	23	51
Culverts, cattle-guards and road crossing,	42	50	61	16	103	66
Cleaning roadway, . . . . .	103	25	148	58	251	33
Snow and ice, . . . . .	52	21	75	14	127	35
Bridge masonry repairs, . . . . .	12	30	17	71	30	01
Bridge superstructure repairs,	103	13	148	41	251	54
Road and hand-cars, . . . . .	12	09	17	40	29	49
Incidentals, . . . . .	20	05	28	85	48	90
Tool and machinery repairs, . . . . .	38	88	55	95	94	33
	\$3,417	43	\$4,917	81	\$8,335	24
<i>General Expenses:</i>						
Salary of officers, . . . . .	\$96	91	\$135	74	\$232	65
Stationery and printing, . . . . .	2	87	4	03	6	90
	\$99	78	\$139	77	\$239	55

**EXPRESS COMPANIES.**

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company; \$453 36 per annum.

**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? \$916 56 per annum; one service each way daily.

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

Personally appeared before me, Thomas B. Kennedy, president, and John L. Ritchey, treasurer, of the Southern Pennsylvania Railway and Mining Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

THOMAS B. KENNEDY, *President.*  
 JOHN L. RITCHEY, *Treasurer.*

Sworn and subscribed before me, this 21st day of February, A. D. 1880.  
 JOHN JEFFRIES, *Notary Public.*

# R E P O R T

OF THE

*South Mountain Railway and Mining Company, for  
the year ending December 31, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. C. Fuller, President, . . . . .	Philadelphia.
E. M. Biddle, Secretary and Treasurer, . . . . .	Carlisle, Pa.
William H. Woodward, Superintendent, . . . . .	Pine Grove Furnace, Pa.
General offices at Pine Grove Furnace, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
J. C. Fuller, . . . . .	Philadelphia.
Jay Cooke, . . . . .	Philadelphia.
Frederick Watts, . . . . .	Carlisle, Pa.
T. B. Kennedy, . . . . .	Chambersburg, Pa.
Jay Cooke, junior, . . . . .	Philadelphia.
D. J. Woodward, . . . . .	Philadelphia.
C. D. Barney, . . . . .	Philadelphia.

## CAPITAL STOCK.

Capital stock authorized by law under re-organization under act of April, 1861, . . . . .	\$200,000	00
Capital stock, amount subscribed and paid in by last report, as per items of re-organization, . . . . .	200,000	00
Capital stock, total amount now paid in under re-organization, . . . . .	200,000	00
Capital stock, number of shares issued, . . . . .	4,000	
Capital stock, amount paid in on each share, as per items of re-organization, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

## DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due April 1, 1898, bear interest at six per cent. which is payable 1st days April and October,) amount, . . . . .	\$100,000	00
Total amount now of funded debt, . . . . .	\$100,000	00
Funded debt, as per last report, . . . . .	\$100,000	00

## COST.

Total cost of entire road to date, as per report of old company, . . . . .	\$342,841	34
Average of same per mile of road laid, . . . . .	19,282	41
Proportion of same for Pennsylvania, . . . . . All in Pennsylvania.		
Total cost of entire equipment, as per report of old company, . . . . .	45,639	29
Average cost of equipment per mile of road operated by company, . . . . .	2,566	89
Proportion of same for Pennsylvania, . . . . . All in Pennsylvania.		
Cost of road and equipment per mile, . . . . .	21,849	30
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 Pine Grove furnace to Carlisle, . . . . .	17.78	All.
Length of single main track, . . . . .	17.78	
Aggregate length of main line and branches, . . . . .	17.78	

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 17.78  
 Weight of rail per yard, iron, about, . . . . . 56 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, 6 ; aggregate length, . . . . . 300 feet.  
 Wooden bridges, number of, 1 ; aggregate length, . . . . . 100 feet.  
 Wooden trestles, number of, 5 ; aggregate length, . . . . . 200 feet.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Harrisburg and Potomac railroad, near Mount Holly Springs.

**Stations.**

Number of stations on main road : Passenger, 10 ; freight, 10 ; total, . . . . . 10  
 Number of engine-houses and shops in Pennsylvania, 2 ; total number entire road, . . . . . 2  
 Number of wood and water stations on main road, . . . . . 3

How is track laid, and on what foundation? Cross-ties, stone ballast ; fish-plate joints.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 80 tons weight, . . . . .	1	
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 freight cars : House cars, 1 ; trucks, 9, . . . . .	10	
Number of coal, ore, stone, and lime cars, . . . . .	1	

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	24
Same in Pennsylvania, . . . . .	All

**DOINGS OF THE YEAR.**

**Transportation and total Miles run.**

Number of passengers (all classes) carried in cars, . . . . .	36,666
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	37,321½
Average rate of speed adopted by mixed trains, including stops, (miles per hour,) . . . . .	15

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

January, 1879, . . . . .	521½	July, 1879, . . . . .	7,404
February, 1879, . . . . .	575	August, 1879, . . . . .	13,740½
March, 1879, . . . . .	599	September, 1879, . . . . .	8,039½
April, 1879, . . . . .	674	October, 1879, . . . . .	1,412½
May, 1879, . . . . .	638½	November, 1879, . . . . .	1,065
June, 1879, . . . . .	972	December, 1879, . . . . .	1,054

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$172 95
February, 1879, . . . . .			148 30
March, 1879, . . . . .			168 00
April, 1879, . . . . .			241 75
May, 1879, . . . . .			191 21
June, 1879, . . . . .			322 29
July, 1879, . . . . .			1,327 63
August, 1879, . . . . .			2,264 14
September, 1879, . . . . .			1,464 34
October, 1879, . . . . .			416 16
November, 1879, . . . . .			320 20
December, 1879, . . . . .			353 50
<b>Total, . . . . .</b>			<b>\$7,390 46</b>

**From Transportation of Freight.**

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$874 27
February, 1879, . . . . .			816 49
March, 1879, . . . . .			1,061 87
April, 1879, . . . . .			1,400 33
May, 1879, . . . . .			1,217 01
June, 1879, . . . . .			968 95
July, 1879, . . . . .			990 71
August, 1879, . . . . .			830 63
September, 1879, . . . . .			1,516 50
October, 1879, . . . . .			1,893 09
November, 1879, . . . . .			1,342 27
December, 1879, . . . . .			1,279 88
<b>Total, . . . . .</b>			<b>\$14,171 99</b>

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . .	\$54 00		\$5 00	\$59 00
February, 1879, . . .	54 00	\$1 93		55 93
March, 1879, . . .	54 00	2 38		56 38
April, 1879, . . .	54 00	2 13		56 13
May, 1879, . . .	54 00	3 42		57 42
June, 1879, . . .	54 00	2 85		56 85
July, 1879, . . .	54 00	3 39		57 39
August, 1879, . . .	54 00	2 66		56 66
September, 1879, . . .	54 00	2 37	20 25	76 62
October, 1879, . . .	54 00	3 25	11 08	68 31
November, 1879, . . .	54 00	2 85		56 85
December, 1879, . . .	56 00	4 22	248 21	308 43
<b>Total, . . . . .</b>	<b>\$650 00</b>	<b>\$31 44</b>	<b>\$284 52</b>	<b>\$965 96</b>

Total passenger earnings for the year, . . . . .	\$7,390	46
Total freight earnings for the year, . . . . .	14,171	99
Total earnings from all other sources, . . . . .	965	96
<b>Total earnings for the year, . . . . .</b>	<b>\$22,528</b>	<b>41</b>
Total receipts from all sources on whole length of line, . . . . .	All.	
Proportion of earnings in Pennsylvania to earnings of whole line, All.		

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

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

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$3,124	64
Repairs of bridges, . . . . .	564	72
Repairs of buildings and fixtures, . . . . .	303	09
<b>Total for maintenance of way, . . . . .</b>	<b>\$3,992</b>	<b>45</b>
Cost per mile of road kept in repair, . . . . .	\$224	55
Proportion for Pennsylvania, . . . . .	All.	

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

Repairs of locomotives, . . . . .	\$1,681	89
Repairs of passenger, baggage, mail, and freight cars, . . . . .	791	29
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$2,472</b>	<b>68</b>
Cost per mile of road operated, . . . . .	\$189	07
Proportion for Pennsylvania, . . . . .	All.	

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger and freight departments, . . . . .	\$4,342	04
Fuel—wood and coal, . . . . .	2,176	51
Oil and waste, &c., . . . . .	460	11
Amount paid other corporations or individuals for use of all other cars, . . . . .	240	00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	711	40
<b>Total miscellaneous, . . . . .</b>	<b>\$7,930</b>	<b>06</b>
Amount per mile of road operated, . . . . .	\$446	01
Proportion for Pennsylvania, . . . . . All.		
<b>Total expenditures for operating the road, . . . . .</b>	<b>14,395</b>	<b>19</b>
Expenses per mile of the road and single track, not including sidings, operated, . . . . .	809	68
Proportion for Pennsylvania, . . . . . All.		

**EARNINGS.**

Passenger transportation, local and through, . . . . .	\$7,390	46
Freight transportation, local and through, . . . . .	14,171	99
Mail service, . . . . .	650	00
Express service, . . . . .	81	44
All other sources of income, . . . . .	284	53
<b>Total, . . . . .</b>	<b>\$22,528</b>	<b>41</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$3,992	45
Maintenance of motive power and cars, . . . . .	2,472	68
Miscellaneous, . . . . .	7,980	06
<b>Total operating expenses, . . . . .</b>	<b>14,895</b>	<b>19</b>
<b>Net earnings, . . . . .</b>	<b>\$8,133</b>	<b>23</b>
Earnings per mile of road operated, . . . . .	\$1,267	05
Expenses per mile of road operated, . . . . .	809	68
<b>Net earnings, . . . . .</b>	<b>\$457</b>	<b>43</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. Five cents per one hundred pounds.

**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? \$650 per annum. Mail each way once per day. The actual service mail is carried twice per day each way.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, 4,000 at \$50, \$200,000 00

Balance for the year, or surplus, . . . . .	\$8,133	23
Interest paid, . . . . .	6,000	00
<b>Total surplus, . . . . .</b>	<b>\$2,233</b>	<b>23</b>
Surplus invested as follows:		
Cash and loans and balance of accounts due company, . . . . .	\$2,133	23

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

Personally appeared before me, William H. Woodward, superintendent, and E. M. Biddle, treasurer, of the South Mountain 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 December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) WILLIAM H. WOODWARD, *Superintendent.*  
 E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me, this 6th day of March, A. D. 1880.

J. M. ALLEN, *Notary Public.*

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## R E P O R T

OF THE

*South Pennsylvania Railroad Company.*

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OFFICE SOUTH PENNSYLVANIA RAILROAD COMPANY,  
 HARRISBURG, *November 28, 1879.*

HONORABLE AARON K. DUNKEL,  
*Secretary of Internal Affairs, Harrisburg:*

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 the report of your predecessor for that year, no change having taken place in the affairs of this company since the date of that communication. Our inactivity, so far, has been caused by the mercantile depression which prevailed until a very late date, but with the revival, more or less distinctly marked in all branches of commercial affairs, the hopes of this company are brightening, and they trust that their report of next year will exhibit a more favorable condition of progress.

I am, very respectfully, your obedient servant,  
 JAMES WORRALL, *President.*

# REPORT

OF THE

## *South Side Railroad Company.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
Charles Brodhead, President, . . . . .	Bethlehem, Pa.
Albert H. Fracker, Secretary and Treasurer, . . . . .	Philadelphia.
 <i>Names of Directors.</i>	
Charles Brodhead, . . . . .	Bethlehem, Pa.
Samuel C. Shimer, . . . . .	Bethlehem, Pa.
B. C. Webster, . . . . .	New York city.
William J. Dobbins, . . . . .	Philadelphia.
Albert H. Fracker, . . . . .	Philadelphia.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . . \$200,000 00

**ROUTE.**

From Lehigh and Lackawanna railroad, at the Wind Gap, to the Delaware, Lackawanna, and Western railroad, at Delaware Water Gap. Distance, fifteen and eight tenth miles. A small portion of the line graded, but work ceased until the return of better times.

This company has the right to extend its line from the Wind Gap to the eastern boundary of Lehigh county, and connect with the South Mountain railroad or any other railroad.

Respectfully yours,

CHARLES BRODHEAD, *President.*

BETHLEHEM, PA., *February 14, 1880.*



**R E P O R T**

OF THE

*Stony Creek Railroad Company, for the year ending  
October 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
James Boyd, President, . . . . .	Norristown, Pa.
Howard Boyd, Secretary and Treasurer, . . . . .	Norristown, Pa.
James Boyd, General Solicitor, . . . . .	Norristown, Pa.
George B. Boggs, Engineer and Superintendent, . . . . .	Norristown, Pa.

General Offices at 33 East Main street, Norristown, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Abraham R. Cox, . . . . .	Norristown, Pa.
S. E. Hartranft, . . . . .	Norristown, Pa.
Daniel Quillman, . . . . .	Norristown, Pa.
S. D. Sower, . . . . .	Norristown, Pa.
E. Channing Potts, . . . . .	Norristown, Pa.
John Singluff, . . . . .	Norristown, Pa.
Jacob B. Quillman, . . . . .	Norristown, Pa.
Henry A. Derr, . . . . .	Norristown, Pa.
Oliver G. Morris, . . . . .	Line Lexington, Pa.
Samuel Dresher, . . . . .	Norritonville, Pa.
D. S. Heebner, . . . . .	Lansdale, Pa.
Joshua Comly, . . . . .	Philadelphia.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$300,000	00
Capital stock, amount subscribed, . . . . .	150,850	00
Capital stock paid in by last report, . . . . .	176,100	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

**DEBT.**

<i>Funded Debt.</i>		
First mortgage bonds, (due October 1, 1907, bear interest at seven per cent., which is payable April 1 and October 1,) amount,) . . . . .	\$350,000	00
Total amount now of funded debt, . . . . .	850,000	00
<i>Floating Debt.</i>		
The amount now of floating debt, debts due, and wages for October business, . . . . .	209,234	29
Total amount now of floating and funded debt, . . . . .	\$559,234	29
Funded debt, as per last report, . . . . .	\$350,000	00
Floating debt, as per last report, . . . . .	161,021	65

## COST.

Total cost of entire road to date, . . . . .	\$497,138	23
Average of same per mile of road laid, . . . . .	48,265	86
Proportion of same for Pennsylvania, . . . . .	48,265	86

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lansdall to Norristown, . . . . .	10.3	10.3
Length of single main track, . . . . .	10.3	10.3
Aggregate length of main line and branches, . . . . .	10.3	10.3
Aggregate length of sidings and other track not above enumerated, including track to asylum, . . . . .	1.8	1.8
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	12.1	12.1

## Gauge.

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

## Track.

Miles of iron rail in use, . . . . . 13.1  
 Weight of rail per yard, iron, . . . . . 58 pounds.

## Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . . 3  
 Iron bridges, number of, 3; aggregate length, . . . . . 240 feet.

## Stations.

Number of stations on main road: Passenger, 8; freight, 8; total, . . . . . 8  
 Number of wood and water stations on main road, . . . . . 1  
 Value of real estate held by the company, exclusive of roadway, . . . . . \$46,461 98

How is track laid and on what foundation? Iron rails, splices, oak chestnut, and cedar ties, stone and earth ballast.

## Equipment.

The Equipment was furnished by the North Pennsylvania Railroad up to May 14, 1879. Since which date it has been furnished by the Philadelphia and Reading Railroad Company, lessees of the North Pennsylvania Railroad, on a percentage bases.

Average number of cars in passenger trains, including baggage cars, . . . . . 2  
 Average number of cars in freight trains, (four wheeled cars,) . . . . . 10

Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	75 tons.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	176 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 and freight trains, . . . . .	22,330.4
Number of through passengers on main road, . . . . .	7,249
Number of passengers (all classes) carried in cars, . . . . .	18,725
Number of passengers carried one mile, . . . . .	154,199
Number of passengers carried one mile in Pennsylvania, . . . . .	154,199
Number of tons of 2,000 pounds of through freight on main road, . . . . .	6,033 $\frac{1}{2}$ $\frac{3}{8}$
Number of tons of freight carried one mile, . . . . .	52,293 $\frac{1}{2}$ $\frac{3}{8}$
Number of tons of freight carried one mile in Pennsylvania, . . . . .	52,293 $\frac{1}{2}$ $\frac{3}{8}$
Gross amount of tonnage, (2,000 pounds per ton,) . . . . .	6,305 $\frac{1}{2}$ $\frac{3}{8}$
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	25
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	15

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

May, 1879, . . . . .	2,084	August, 1879, . . . . .	5,048
June, 1879, . . . . .	2,690	September, 1879, . . . . .	3,110
July, 1879, . . . . .	3,040	October, 1879, . . . . .	2,758

**Amount of Freight, specifying the quantity in tons of 2,000 pounds.**

Anthracite coal, . . . . .	929 $\frac{1}{2}$ $\frac{3}{8}$	Agricultural products, . . . . .	1,011 $\frac{1}{2}$ $\frac{3}{8}$
Petroleum and other oils, . . . . .	41 $\frac{1}{2}$ $\frac{3}{8}$	Merchandise and manufactures, . . . . .	1,802 $\frac{1}{2}$ $\frac{3}{8}$
Pig iron, . . . . .	56	Live stock, . . . . .	102 $\frac{1}{2}$ $\frac{3}{8}$
Other iron or castings, . . . . .	16 $\frac{1}{2}$ $\frac{3}{8}$	Lumber, . . . . .	485 $\frac{1}{2}$ $\frac{3}{8}$
Stone and lime, . . . . .	168 $\frac{1}{2}$ $\frac{3}{8}$	Other articles, . . . . .	1,691 $\frac{1}{2}$ $\frac{3}{8}$

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

For first-class through and way passengers, proximate average, . . . . .	3 $\frac{1}{2}$ cents.
--	------------------------

**Rate per ton (of 2,000 pounds) per Mile charged for Freight.**

For through freight and coal and local freight and coal, per ton per mile, proximate average, . . . . .	4.38
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**MONTHLY EARNINGS FOR THE YEAR.**  
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
November, 1878, . . . . .					\$539 73
December, 1878, . . . . .					660 36
January, 1879, . . . . .					469 24
February, 1879, . . . . .					448 84
March, 1879, . . . . .					576 96
April, 1879, . . . . .					665 54
May, 1879, . . . . .	\$258	65	\$270	75	568 35
June, 1879, . . . . .	313	25	531	08	844 33
July, 1879, . . . . .	896	20	254	75	650 96
August, 1879, . . . . .	711	50	333	20	1,044 70
September, 1879, . . . . .	371	35	660	99	1,032 34
October, 1879, . . . . .	201	60	778	87	975 47
<b>Total, . . . . .</b>					<b>\$8,474 82</b>

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.
November, 1878, . . . . .					\$651 63
December, 1878, . . . . .					565 78
January, 1879, . . . . .					456 43
February, 1879, . . . . .					461 10
March, 1879, . . . . .					554 28
April, 1879, . . . . .					609 91
May, 1879, . . . . .					282 30
June, 1879, . . . . .					175 59
July, 1879, . . . . .					529 92
August, 1879, . . . . .					1,416 35
September, 1879, . . . . .					371 19
October, 1879, . . . . .					194 37
<b>Total, . . . . .</b>					<b>\$9,168 85</b>

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
January, 1879, . . . . .					\$80	00	\$80 00
March, 1879, . . . . .	\$99	14					99 14
May, 1879, . . . . .					436	70	436 70
June, 1879, . . . . .	99	07			100	00	199 07
July, 1879, . . . . .					6	00	6 00
August, 1879, . . . . .					69	00	69 00
September, 1879, . . . . .	99	07			8	00	107 07
October, 1879, . . . . .					12	00	12 00
<b>Total, . . . . .</b>	<b>\$297</b>	<b>28</b>			<b>\$711</b>	<b>70</b>	<b>\$1,008 98</b>

Total passenger earnings for the year, . . . . .	\$8,474	82
Total freight earnings for the year, . . . . .	6,168	85
Total earnings from all other sources, . . . . .	1,008	98
<b>Total earnings for the year, . . . . .</b>	<b>\$15,652</b>	<b>65</b>
Total receipts from all sources on whole length of line, . . . . .	\$15,652	65
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	15,652	65

**EXPENDITURES FOR OPERATING DURING THE YEAR.**  
*(From May 14, 1879, to October 31, 1879,)*  
**Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$5,033	68
Repairs of bridges, (overhead,) . . . . .	835	86
All other expenses for maintenance of way, . . . . .	1,711	95
<b>Total for maintenance of way, . . . . .</b>	<b>\$7,081</b>	<b>49</b>
<b>Cost per mile of road kept in repair, . . . . .</b>	<b>\$687</b>	<b>52</b>
<b>Proportion for Pennsylvania, . . . . .</b>	<b>687</b>	<b>52</b>

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger and freight department, . . . . .	\$2,989	17
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	68	00
Fuel—number of cords of wood, 24; cost, . . . . .	11	25
Fuel—number of tons of coal, 228; cost, . . . . .	816	32
Oil and waste, including tallow, . . . . .	61	07
Taxes for the year, . . . . .	414	64
Insurance for the year, . . . . .	11	00
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, including expenses from November 1, 1878, to May 14, 1879, . . . . .	796	57
<b>Total miscellaneous for the year, . . . . .</b>	<b>8,431</b>	<b>96</b>
<b>Total miscellaneous for the year, . . . . .</b>	<b>\$13,549</b>	<b>98</b>
<b>Amount per mile of road operated for the year, . . . . .</b>	<b>\$1,315</b>	<b>52</b>
<b>Proportion for Pennsylvania for the year, . . . . .</b>	<b>1,315</b>	<b>53</b>
<b>Total expenditures for operating the road for the year, . . . . .</b>	<b>13,549</b>	<b>98</b>
<b>Total charged to road and equipment, from May 14 to October 31, 1879, . . . . .</b>	<b>7,081</b>	<b>49</b>
<b>Expenses per mile of the road operated for the year, . . . . .</b>	<b>2,003</b>	<b>05</b>
<b>Expenses per mile of single track operated, not including sidings, for the year, . . . . .</b>	<b>2,003</b>	<b>05</b>
<b>Expenses per train mile for the year, . . . . .</b>		<b>\$2.39</b>
<b>Proportion for Pennsylvania, . . . . .</b>		<b>92.39</b>

**EARNINGS.**

Passenger transportation, local and through, . . . . .	\$8,474	82
Freight transportation, local and through, . . . . .	6,168	85
Mail service, . . . . .	297	28
Rents, . . . . .	688	70
All other sources of income, . . . . .	28	00
<b>Total, . . . . .</b>	<b>\$15,652</b>	<b>65</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, from May 14, 1879, . . . . .	\$7,081	49
Miscellaneous, for the year, . . . . .	13,549	98
<b>Total operating expenses, being 100.31808 per cent. of earnings, . . . . .</b>	<b>20,631</b>	<b>47</b>
<b>Deficit, . . . . .</b>	<b>\$4,978</b>	<b>82</b>
<b>Earnings per mile of road operated, . . . . .</b>	<b>\$1,519</b>	<b>67</b>
<b>Expenses per mile of road operated, . . . . .</b>	<b>2,008</b>	<b>05</b>
<b>Deficit, . . . . .</b>	<b>\$4,978</b>	<b>82</b>

General Balance Sheet, October 31, 1879.

DR.			
Construction of road, . . . . .		\$454,800	16
Real estate, . . . . .		46,461	98
Right of way, . . . . .		42,269	07
Six per cent. bonds, (Agricultural Improvement Company,) . . . . .		300	00
Sundry debtors, . . . . .		712	31
Cash, . . . . .		11,872	99
Materials, . . . . .		4	05
Income account, (profit and loss,) . . . . .		185,229	37
		\$741,718	98
CR.			
Capital stock, . . . . .		\$176,100	00
Installments on stock, . . . . .		884	64
Mortgages, . . . . .		2,500	00
Ground rents, . . . . .		3,000	00
Mortgage bonds, . . . . .		350,000	00
Liabilities, debts, and wages for October business, . . . . .		209,234	29
		\$741,718	98

**EXPRESS COMPANIES.**

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? From November 1, 1878, to May 14, 1879, the Stony Creek Railroad was operated by the North Pennsylvania Railroad Company. Since that date no express has been carried over the 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, &c.? No freight or transportation companies run on our road, other than lines of cars belonging to different railroad companies interchanging business with us.

**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? \$297 28 for the fiscal year.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . . \$176,100 00

**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		2
Others, . . . . .						
<b>Total, . . . . .</b>				<b>2</b>		<b>2</b>

## Statement of each Accident.

June 21, 1879. William Yocum; two fingers smashed while coupling cars at Lukens station.

August 30, 1879. Jacob Anderson, while attempting to jump off engine, the latter being in motion, slipped and fell, the engine running over his foot; foot badly mashed.

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

Personally appeared before me, a notary public, James Boyd, president, and Howard Boyd, 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. 1879, according to the best of their knowledge and belief.

(Signed,)

JAMES BOYD, *President.*

HOWARD BOYD, *Treasurer.*

Sworn and subscribed before me, this 3d day of October, A. D. 1880.

WALLACE J. BOYD,

*Notary Public.*

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**REPORT**

OF THE

*Stroudsburg and Bethlehem Railroad Company.*

OFFICE OF THE STROUDSBURG AND BETHLEHEM RAILROAD COMPANY,  
STROUDSBURG, *February 16, 1880.*

HON. AARON K. DUNKEL, *Secretary Internal Affairs:*

SIR: In reply to your letter of the 13th instant, I have to say that nothing has been done towards the construction of the Stroudsburg and Bethlehem railroad since my last report.

I am, sir, very respectfully,

Your obedient servant,

C. BENNETT,

*President Stroudsburg and Bethlehem Railroad Company.*

# R E P O R T

OF THE

*State Line and Sullivan Railroad Company, for the year  
ending December 31, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
N. N. Betts, President, . . . . .	Towanda, Pa.
O. A. Baldwin, Secretary, . . . . .	Towanda, Pa.
William C. Townsend, Treasurer and General Manager, . . . . .	Towanda, Pa.
J. O. Blight, General Superintendent, . . . . .	Towanda, Pa.

General offices at Towanda, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Alfred Jones, . . . . .	Germantown, Pa.
R. H. Rochester, . . . . .	New York.
George D. Jackson, . . . . .	Dushore, Pa.
William N. Whelen, . . . . .	Philadelphia, Pa.
E. T. Fox, . . . . .	Towanda, Pa.
Edward S. Whelen, . . . . .	Philadelphia, Pa.
Nathan Hanley, . . . . .	Albany, N. Y.
S. K. Roberts, . . . . .	Boston, Mass.
C. R. Batt, . . . . .	Boston, Mass.

## CAPITAL STOCK.

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

## DEBT.

<i>Funded Debt.</i>			
First mortgage bonds, (due May 1, 1880, bear interest at seven per cent., which is payable semi-annually,) amount, . . . . .		\$100,000	00
Second mortgage bonds, (due July 1, 1899, bear interest at seven per cent., which is payable semi-annually,) amount, . . . . .		*300,000	00
<i>Floating Debt.</i>			
Debt incurred for any other purpose, and for what:			
Supplies and wages, . . . . .	\$41,677 86		
The amount now of floating debt, . . . . .		\$41,677	86
Total amount now of floating and funded debt, . . . . .		\$441,677	86
Funded debt as per last report, . . . . .	\$400,000 00		
Floating debt as per last report, . . . . .	72,769 40		
Total cash realized from capital stock and debt. †			

\* One thousand dollars of this issue is reserved for the payment of the first mortgage bonds.

† Our road having been purchased at foreclosure sale by the bondholders, whose interest in the bonds is separated by the stocks standing 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, length of single main track, . . . . .	24	24
Length of double 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

**Bridges and Trestles.**

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.

**Stations.**

Number of stations on main road: Passenger, 7; freight, 7; total, . . . . . 7  
 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.\*

How is track laid, and on what foundation? Hemlock, beach, oak, and chestnut ties, ballasted with slate and coal dust.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, . . . . .	2	\$10,000 00
Number of first-class passenger cars, . . . . .	2	1,200 00
Number of baggage, mail, and express cars, . . . . .	1	800 00

Average number of cars in passenger, baggage, and freight trains, . . . . . 45

Average weight of passenger and freight trains, including locomotive and tender, in working order, . . . . . 390 tons.

\* These two species of property have never been separated on our books and both are their valued at \$1,070,000.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	200
Same in Pennsylvania, . . . . .	200

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger, freight, and coal trains,	32,790
Number of through passengers for the year on main road,	553
Number of passengers (all classes) carried in cars, . . . .	8,154
Number of passengers carried one mile, . . . . .	111,578
Number of passengers carried one mile in Pennsylvania, .	111,578
Average rate of speed adopted by ordinary passenger, express, and freight trains, including stops, (miles per hour)	12

**Monthly statement of Passengers (all classes) carried in Cars.**

January, 1879, . . . . .	420	July, 1879, . . . . .	2,421
February, 1879, . . . . .	402	August, 1879, . . . . .	540
March, 1879, . . . . .	589	September, 1879, . . . . .	730
April, 1879, . . . . .	584	October, 1879, . . . . .	488
May, 1879, . . . . .	535	November, 1879, . . . . .	454
June, 1879, . . . . .	493	December, 1879, . . . . .	548

**Amount of Freight, specifying the quantity in tons of 2,000 pounds.**

Anthracite coal, . . . . .	52,993.08
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**Rate of Fare for Passengers charged for the respective classes per Mile, as follows:**

For first-class through passengers, . . . . .	3 $\frac{1}{2}$ cents.
For first-class way passengers, . . . . .	4.07 cents.

**Rate per ton (of 2,000 pounds) per Mile charged for Freight.**

For through and local freight and coal, per ton per mile, .	.012 $\frac{1}{2}$ cents.
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**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .	\$6 00	\$188 65	\$194 65
February, 1879, . . . . .	10 00	190 10	200 10
March, 1879, . . . . .	10 00	229 20	239 20
April, 1879, . . . . .	14 00	243 90	257 90
May, 1879, . . . . .	31 00	213 60	244 60
June, 1879, . . . . .	17 00	215 20	232 20
July, 1879, . . . . .	205 00	481 45	686 45
August, 1879, . . . . .	32 00	230 40	262 40
September, 1879, . . . . .	20 50	222 25	242 75
October, 1879, . . . . .	17 00	229 50	246 50
November, 1879, . . . . .	8 00	198 25	206 25
December, 1879, . . . . .	292 28	285 65	577 91
<b>Total, . . . . .</b>	<b>\$662 76</b>	<b>\$2,878 15</b>	<b>\$3,540 91</b>

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .					\$3,768	96
February, 1879, . . . . .					3,664	19
March, 1879, . . . . .					3,068	04
April, 1879, . . . . .					2,660	41
May, 1879, . . . . .					2,589	89
June, 1879, . . . . .					2,936	88
July, 1879, . . . . .					1,898	73
August, 1879, . . . . .					2,252	08
September, 1879, . . . . .					2,819	07
October, 1879, . . . . .					3,031	82
November, 1879, . . . . .					3,337	21
December, 1879, . . . . .					3,244	26
Total, . . . . .					\$35,271	54

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . . . .	\$38	08	\$31	98	\$143	65	\$263	71
February, 1879, . . . . .			7	38	156	67	164	05
March 1879, . . . . .			9	33	146	45	155	78
April, 1879, . . . . .	93	33	5	83	1,151	81	1,250	97
May, 1879, . . . . .			6	80	145	16	151	96
June 1879, . . . . .			7	38	235	37	302	75
July, 1879, . . . . .	98	10	7	35	329	35	434	80
August, 1879, . . . . .	6	71	7	04	294	79	308	54
Septembr 1879, . . . . .			9	79	463	15	472	94
October, 1879, . . . . .	243	55	6	47	173	08	423	10
November, 1879, . . . . .			7	35	362	91	370	26
December, 1879, . . . . .	73	71	21	18	411	11	506	00
Total, . . . . .	\$303	48	\$127	88	\$4,073	50	\$4,804	86

Total earnings from sales of coal and dust for the year, . . . . .	\$19,470	32
Total passenger earnings for the year, . . . . .	3,540	91
Total freight earnings for the year, . . . . .	35,271	54
Total earnings from all other sources, . . . . .	4,804	86

Total earnings for the year, . . . . . \$63,087 68

Total receipts from all sources on whole length of line, . . . . . \$63,087 68

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New locomotives, number of, 1, . . . . . \$1,000 00

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$6,528	44
Repairs of bridges, . . . . .	597	24
Repairs of buildings and fixtures, . . . . .	400	00

Total for maintenance of way, . . . . . \$7,525 68

Cost per mile of road kept in repair, . . . . . \$301 01  
 Proportion for Pennsylvania, . . . . . 301 01

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$1,578	26
Repairs of passenger, baggage and mail cars, . . . . .	27	50
All other expenses for maintenance of motive power and cars, . . . . .	4,249	82
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$5,855</b>	<b>08</b>
Cost per mile of road operated, . . . . .	224	20
Proportion for Pennsylvania, . . . . .	224	20

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	} \$14,433	47
Salaries, wages, and incidentals chargeable to freight department, . . . . .		
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .		
Fuel—number of tons of coal, 1,017; cost, . . . . .	1,118	70
Oil and waste, . . . . .	332	54
Taxes, . . . . .	1,397	47
Insurance, . . . . .	1,016	45
Telegraph expenses, . . . . .	148	01
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	15,185	11
<b>Total miscellaneous, . . . . .</b>	<b>\$33,636</b>	<b>75</b>
Amount per mile of road operated, . . . . .	\$122	64
Proportion for Pennsylvania, . . . . .	122	64
Total expenditures for operating the road, . . . . .	47,017	51
Total charged to road and equipment, . . . . .	10,000	00
Expenses per mile of the road operated, . . . . .	1,880	70
Expenses per mile of single track operated, not including sidings, . . . . .	1,959	06
Expenses per train mile, . . . . .	1	48

## EARNINGS.

Passenger transportation, local and through, . . . . .	\$3,540	91
Freight transportation, local and through, . . . . .	35,271	54
Mail service, . . . . .	603	48
Express service, . . . . .	127	88
Rents, . . . . .	3,878	79
All other sources of income, . . . . .	19,665	03
<b>Total, . . . . .</b>	<b>\$63,087</b>	<b>63</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$7,525	68
Maintenance of motive power and cars, . . . . .	5,855	08
Miscellaneous, . . . . .	33,636	75
<b>Total operating expenses, being over 74 per cent. of earnings, . . . . .</b>	<b>\$47,017</b>	<b>51</b>
<b>Net earnings, . . . . .</b>	<b>\$16,070</b>	<b>12</b>
Earnings per mile of road operated, . . . . .	\$2,523	51
Expenses per mile of road operated, . . . . .	1,880	70
<b>Net earnings, . . . . .</b>	<b>642</b>	<b>81</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.

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? \$974 19 per annum.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$1,000,000 00

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

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, 1879, according to the best of their knowledge and belief.

(Signed)

N. N. BETTS, *President.*

WM. C. TOWNSEND, *Treasurer.*

Sworn and subscribed before me, this 2d day of February, A. D. 1880.

W. H. DODGE, *Notary Public.*

R E P O R T

OF THE

*Sunbury and Lewistown Railway Company, for the year ending . . . . . 1879.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Aaron Fires, President, . . . . .	Philadelphia.
George Bull, Secretary, . . . . .	Philadelphia.
J. Hart, Treasurer, . . . . .	Doylestown, Pa.
James H. Campbell, General Solicitor, . . . . .	_____
<i>Names of Directors.</i>	<i>Residences.</i>
James H. Campbell, . . . . .	Philadelphia.
Josiah Hart, . . . . .	Doylestown, Pa.
Samuel G. Lewis, . . . . .	Philadelphia.
John W. Moffly, . . . . .	Philadelphia.
George Shannon, . . . . .	Norristown, Pa.
R. W. Shenk, . . . . .	Lancaster, Pa.

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$600,000	00
Capital stock authorized by votes of company, . . . . .	12,000	00
Capital stock, amount subscribed, . . . . .	600,000	00
Capital stock paid in by last report, . . . . .	181,000	00
Capital stock, total amount now paid in, . . . . .	181,000	00
Capital stock, number of shares issued, . . . . .	12,000	
Capital stock, amount paid in on each share, about, . . . . .	18	41 $\frac{1}{2}$
Capital stock, par value of each share, . . . . .	50	00

## DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1896, bear interest at seven per cent., which is payable January and July 1,) amount, . . . . .	\$500,000	00
Total amount now of funded debt, . . . . .	\$500,000	00

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line from Lewistown to Selinsgrove, . . . . .	44	
Aggregate length of main line and branches, . . . . .	44	

## Gauge.

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

## Track.

Miles of iron rail in use, . . . . .	38.46
Miles of steel rail in use, . . . . .	6.18
Weight of rail per yard, { Iron, . . . . .	52 pounds.
{ Steel, . . . . .	60 pounds.

## Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . .	73
Wooden bridges, number of, 66; aggregate length, . . . . .	4,240 feet.
Wooden trestles, number of, 7; aggregate length, . . . . .	3,142 feet.

## Stations.

Number of stations on main road: Passenger, 16; freight, 14; total, . . . . .	30
Number of engine-houses and shops in Pennsylvania, 7; total number entire road, . . . . .	7
Number of wood and water stations on main road, . . . . .	4

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

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . 12,000 shares.
Amount of stock issued as stock dividends, and dates of
issue: Whole amount issued in the year 1876; no other
stock issued.

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

Personally appeared before me, Aaron Fries, president, and J. Hart,
treasurer, of the Sunbury and Lewistown Railway Company, who, being
duly sworn, 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 . . . . . A. D. 187 , according to the best of
their knowledge and belief.

(Signed,)

AARON FRIES, President.

J. HART, Treasurer.

Sworn and subscribed before me, this 5th day of February, A. D. 1880.

WM. P. SWOPE, Notary Public.

REPORT

OF THE

Sunbury, Hazleton and Wilkes-Barre Railway Com-
pany, for the year ending December 31, 1879.

OFFICERS ELECTED MAY 19, 1879.

Names.

Residences.

J. N. DuBarry, President, . . . . . Philadelphia.
Albert Hewson, Secretary, . . . . . Philadelphia.
William Taylor, Treasurer, . . . . . Cambridge, N. J.

General office at 233 South Fourth street, Philadelphia.

Names of Directors.

Residences.

W. B. Cummings, . . . . . Philadelphia.
Wistar Morris, . . . . . Philadelphia.
Henry M. Phillips, . . . . . Philadelphia.
G. B. Roberts, . . . . . Philadelphia.
Edmund Smith, . . . . . Philadelphia.
J. Price Wetherill, . . . . . Philadelphia.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$3,350,000	00
Capital stock authorized by votes of company, . . . . .	1,000,000	00
Capital stock, amount subscribed, . . . . .	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

**DEBT.**

<b>Funded Debt.</b>		
First mortgage bonds, (due . . . . ., bear interest at five per cent., which is payable . . . . .) amount, . . . . .	\$1,000,000	00
Second mortgage bonds, (due . . . . ., bear interest at six per cent., which is payable . . . . .) amount, . . . . .	1,350,000	00
Total amount now of funded debt, . . . . .	\$2,350,000	00

**COST.**

Total cost of entire road to date, . . . . . \$3,500,000 00

**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 Sunbury to Tomhicken, . . . . .	43.44	43.44
Length of single main track, . . . . .	43.44	43.44
Aggregate length of leased roads, . . . . .	43.44	43.44
Aggregate length of sidings, and other track not above enumerated, . . . . .	6.88	6.88
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	49.72	49.73

**Gauge.**

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

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 29  
 Wooden bridges, number of, 13; aggregate length, . . . . . 873 feet.  
 Wooden trestles, number of, 16; aggregate length, . . . . . 4,123 feet.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Catawissa railroad at Catawissa.

**Stations.**

Number of stations on main road, passenger, 15; freight, 13; total, . . . . . 28



Number of engine-houses and shops in Pennsylvania, 1;  
 total number entire road, . . . . . 1  
 Number of wood and water stations on main road, . . . . . 5  
 How is track laid and on what foundation? White oak cross-ties and  
 stone ballast.

This road is leased and returns are made by the Pennsylvania Railroad Company, to which company it is leased for fifty years, from May 1, 1878.

**STOCK AND DIVIDENDS.**

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

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

Personally appeared before me, J. N. DuBarry, president, and W. Taylor, treasurer, of the Sunbury, Hazleton and Wilkes-Barre 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,)

J. N. DuBARRY, *President.*

W. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this 4th day of February, A. D. 1880.

JOHN C. SIMS, Jr., *Notary Public.*

**R E P O R T**

OF THE

*Susquehanna and Clearfield Railroad Company, for  
 the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
G. B. Roberts, President, . . . . .	Philadelphia, Pa.
Albert Hewson, Secretary, . . . . .	Philadelphia, Pa.
William Taylor, Treasurer, . . . . .	Cambridge, N. J.

General office at 283 South Fourth street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
A. J. Cassatt, . . . . .	Philadelphia, Pa.
John P. Green, . . . . .	Philadelphia, Pa.
Strickland Kneass, . . . . .	Philadelphia, Pa.
Wistar Morris, . . . . .	Philadelphia, Pa.
N. Parker Shortridge, . . . . .	Wynnewood, Pa.
Edmund Smith, . . . . .	Philadelphia, 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, . . . . .	175,000	00
Capital stock, total amount now paid in, . . . . .	17,500	00
Capital stock, number of shares issued, . . . . .	3,500	
Capital stock, amount paid in on each share, . . . . .	5	00
Capital stock, par value of each share, . . . . .	50	00

## DEBT.

Total cash realized from capital stock and debt, . . . . . \$17,500 00

## CHARACTERISTICS OF ROAD.

## Main Line.

Length of main line—from near Keating, on Philadelphia and Erie railroad, to near mouth of Moshannon creek, about thirty-five miles. All in Pennsylvania.

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

Personally appeared before me, G. B. Roberts, president, and W. Taylor, treasurer, of the Susquehanna and Clearfield 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. 1879, according to the best of their knowledge and belief.

(Signed)

G. B. ROBERTS, *President.*

W. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this 7th day of February, A. D. 1880.

JOHN C. SIMS, Jr., *Notary Public.*

## R E P O R T

## OF THE

*Slate Ridge and Delta Railway Company, for the year ending December 31, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Foulk Jones, President, . . . . .	Slate Hill, York county.
John Macomber, Secretary, . . . . .	Delta, York county.
S. G. Boyd, Treasurer, . . . . .	York, York county.

<i>Names of Directors.</i>	<i>Residences.</i>
John Macomber, . . . . .	Delta, York county.
Robert S. Parke, . . . . .	Delta, York county.
Edger Mobley, . . . . .	Bryansville, York county.
John S. Murphey, . . . . .	Woodbine, York county.
John S. McElwain, . . . . .	Fawn Grove, York county.
H. W. Ramsay, . . . . .	Delta, York county.
William J. McCurdy, . . . . .	Slate Hill, York county.
S. G. Boyd, . . . . .	York, York county.
A. C. McCurdy, . . . . .	Bryansville, York county.
Asa Jones, . . . . .	Fawn Grove, York county.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$2,000	00
Capital stock, amount subscribed, . . . . .	2,000	00
Capital stock, total amount now paid in, . . . . .	200	00
Capital stock, amount paid in on each share, . . . . .	5	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

Total cash realized from capital stock, . . . . . \$200 00

**COST.**

Total cost of entire road to date, . . . . .	\$109	00
Average of same per mile of road, . . . . .	109	00
Proportion of same for Pennsylvania, . . . . .	109	00

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Delta station, on Peach Bottom railway, to Pennsylvania and Maryland State line, near Delta, Pa.,	1	1
Length of main track, . . . . .	1	1

**Gauge.**

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

The Slate Ridge and Delta Railway Company has been organized under the act of the Legislature of Pennsylvania to authorize the formation and regulation of railroad corporations, approved the 4th day of April, A. D. 1868, and the supplements thereto, to construct a connecting link between the Peach Bottom railway, near Delta, in York county, Pennsylvania, and the Baltimore and Delta railway, a corporation created under the laws of Maryland, at a point on the Pennsylvania and Maryland State line, near the said village of Delta.

The line has been finally located. The right of way has been secured, and the grading and masonry, which is very light, has been let to responsible parties at satisfactory rates. But, as yet, no grading has been done, and no expenditures have been made on account of construction.

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

Personally appeared before me, Foulk Jones, president, and S. G. Boyd, treasurer, of the Slate Ridge and Delta 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)

FOULK JONES, *President.*

S. G. BOYD, *Treasurer.*

Sworn and subscribed before me, this 12th day of January, A. D. 1880.

JOHN MACOMBER, *Justice of the Peace.*

## R E P O R T

OF THE

*Somerset and Cambria Railroad Company, for the year ending September 30, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
C. Donnelly, President, . . . . .	Pittsburgh, Pa.
Welty McCullough, Secretary, . . . . .	Greensburg, Pa.
<i>Names of Directors.</i>	<i>Residences.</i>
Robert Garrett, . . . . .	Baltimore, Md.
J. G. Harvey, . . . . .	Baltimore, Md.
C. C. Musselman, . . . . .	Somerset, Pa.
W. H. Koonts, . . . . .	Somerset, Pa.
Welty McCullough, . . . . .	Greensburg, Pa.
D. J. Morrell, . . . . .	Johnstown, Pa.

### CAPITAL STOCK.

Capital stock, amount subscribed, . . . . .	\$100,000	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<b>Bonded Debt.</b>	
Total amount now of bonded debt, . . . . .	\$75,000 00

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Rockland to Somerset, about, . . . . .		9
Length not completed, about, . . . . .		35

How is track laid, and on what foundation? Iron rails, on oak ties, in stone bed.

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.		Local.		Total.	
August, 1879, . . . . .					\$305	90
September, 1879, . . . . .					457	50
Total, . . . . .					\$763	40

**From Transportation of Freight.**

MONTHS.	Through.		Local.		Total.	
August, 1879, . . . . .					\$204	58
September, 1879, . . . . .					469	84
Total, . . . . .					\$674	42

**From all other Sources.**

MONTHS.	Mails.	Express.		Miscellaneous.		Total.	
August, 1879, . . . . .		\$31	00				
September, 1879, . . . . .		70	55				
Total, . . . . .		\$101	55				

Total passenger earnings for the year, . . . . .	\$763	40
Total freight earnings for the year, . . . . .	674	42
Total earnings from all other sources, . . . . .	101	55
Total earnings for the year, . . . . .	\$1,539	37

## EARNINGS.

Total earnings, . . . . .	\$1,589	37
<b>Operating Expenses.</b>		
Maintenance of way and buildings, motive power and cars, and pay-roll vouchers	687	55
Total operating expenses, being 55 per cent of earnings.		
Net earnings, . . . . .	\$851	62

On the 15th of August, 1879, the road passed into present hands, previous to which time we cannot furnish data for this 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.? Baltimore and Ohio Express. Fifteen cents per hundred pounds.

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

STATE OF PENNSYLVANIA, )  
County of Allegheny, ) ss:

Personally appeared before me, Charles Donnelly, president, and Welty McCullough, secretary, of the Somerset and Cambria 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. 1879, according to the best of their knowledge and belief.

(Signed)

C. DONNELLY, *President.*

WELTY McCULLOUGH, *Secretary.*

Sworn and subscribed before me, this 5th day of March, A. D. 1880.

JOHN M. ROURKE, *Notary Public.*

**R E P O R T**

OF THE

*Salisbury and Baltimore Railroad and Coal Company,  
for the year ending November 3, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
John Anspach, President, . . . . .	Philadelphia.
Charles E. Anspach, Secretary and Treasurer, . . . . .	Philadelphia.
A. H. Coffroth, General Solicitor, . . . . .	Somerset, Pa.
F. T. Wilson, Chief Engineer, . . . . .	Jersey Shore, Pa.

*Names of Directors.*

<i>Names.</i>	<i>Residences.</i>
John Anspach, . . . . .	Philadelphia.
Charles E. Anspach, . . . . .	Philadelphia.
F. J. Anspach, . . . . .	Philadelphia.
James Anspach, . . . . .	Philadelphia.
F. T. Wilson, . . . . .	Jersey Shore, Pa.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$1,500,000	00
Capital stock authorized by votes of company, . . . . . 90,000 shares.		
Capital stock, total amount now paid in, as near as can be ascertained, . . . . .	64,000	00
Capital stock, number of shares issued, . . . . . 7,848		
Capital stock, par value of each share, . . . . .	50	00

For detailed report of railroad, see Salisbury Railroad Company report.  
W. S. BISSELL, *President.*

STATE OF PENNSYLVANIA, }  
County of Philadelphia, ) <sup>88</sup> :

Personally appeared before me, Charles E. Anspach, secretary and treasurer of the Salisbury and Baltimore 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 November 3, A. D. 1879, according to the best of his knowledge and belief.

(Signed)

CHAS. E. ANSPACH,  
*Secretary and Treasurer.*

Sworn and subscribed before me, this 5th day of April, A. D. 1880.

W. W. DOUGHERTY,  
*Notary Public.*

# R E P O R T

OF THE

*Shenango and Allegheny Railroad Company, for the  
year ending November 30, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
A. G. Egbert, President, . . . . .	Franklin, Pa.
T. H. Wells, First Vice President, . . . . .	Youngstown, O.
R. B. Roosevelt, Second Vice President, . . . . .	New York city.
T. H. Linnell, Secretary, . . . . .	Greenville, Pa.
C. A. Derickson, Treasurer, . . . . .	Meadville, Pa.
J. T. Blair, General Superintendent, . . . . .	Greenville, Pa.

General office at Greenville, Mercer county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
R. B. Roosevelt, . . . . .	New York city.
S. Burke, . . . . .	Cleveland, O.
D. Derickson, . . . . .	Meadville, Pa.
S. C. T. Dodd, . . . . .	Franklin, Pa.
H. B. Wick, . . . . .	Youngstown, O.
J. M. Bredin, . . . . .	Franklin, 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, . . . . .	200,000	00
Capital stock, total amount now paid in, . . . . .	200,000	00
Capital stock, number of shares issued, . . . . . 4,000		
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00
Capital stock, average market value during the year, . . . . .		50

## DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due April 1, 1889, and July 1, 1907,) bear interest at seven per cent., which is payable semi-annually,) amount,	\$1,105,000	00
Total amount now of funded debt, . . . . .	\$1,105,000	00
<i>Floating Debt.</i>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . . \$75,035 31		
Debt incurred for any other purpose, . . . . . 84,339 66		
The amount now of floating debt, . . . . .	159,374	97
Funded debt as per last report, . . . . . \$1,097,000 00		
Floating debt as per last report, . . . . . 166,339 66		
Total cash realized from capital stock and debt, . . . . .	\$1,107,495	19



**COST.**

Total cost of entire road to date, . . . . .	\$1,046,630	87
Average of same per mile of road laid, . . . . .	22,752	84½
Proportion of same for Pennsylvania, . . . . .	22,752	84½
Total cost of entire equipment, . . . . .	147,940	84
Average cost of equipment per mile of road operated by company, . . . . .	3,216	09
Proportion of same for Pennsylvania, . . . . .	3,216	09
Cost of road and equipment per mille, . . . . .	25,968	94
Proportion of same for Pennsylvania, . . . . .	25,968	94

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Shenango to Hilliard, . . . . .	46	46
Length of single main track, . . . . .	46	46
Aggregate length of main line and branches, . . . . .	46	46
Aggregate length of sidings and other track not above enumerated, . . . . .	8½	8½
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	54½	54½

**Gauge.**

What is the gauge of your lines? . . . . . 4 feet 9½ inches.

**Track.**

Miles of iron rail in use, . . . . . 54 <sup>293</sup>/<sub>8780</sub>  
 Miles of steel rail in use, . . . . . ½  
 Weight of rail per yard, { Iron, . . . . . 50, 56, 60, 64 and 68  
                                   { Steel, . . . . . 56

What is the relative durability, practicability of use and value, as used on your road? Steel rail not in use long enough to give comparison.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 24  
 Wooden bridges, number of, 23; aggregate length, . . . . . 893 feet.  
 Wooden trestles, number of, 4; aggregate length, . . . . . 705 feet.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Atlantic and Great Western railroad, at Shenango, Pa.; New Castle and Franklin railroad, near Mercer, Pa.

Number of crossings of highways, at grade, in this Commonwealth, . . . . . 54  
 Number of crossings of highways under railroad, . . . . . 2  
 Number of crossings at which there are neither gates nor flagmen, . . . . . 54

What regulations govern your employes in regard to these crossings? Three blasts of whistle and ringing the bell to give notice of approaching train.

## Stations.

Number of stations on main road: Passenger, 1; passenger and freight, 11; total, . . . . .	12
Number of engine-houses and shops in Pennsylvania, 3; total number entire road, . . . . .	3
Number of wood and water stations on main road, . . . . .	4
Value of real estate held by the company, exclusive of roadway, . . . . .	\$25,000 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, . . . . .	\$25,000 00
How is track laid, and on what foundation? Track laid with cross-ties on gravel and coal slack ballast.	

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, . . . . .	4	\$7,864 72
Number of locomotives of more than 20 tons weight, . . . . .	2	7,864 72
Number of first-class passenger cars, . . . . .	2	4,500 00
Number of baggage, mail and express cars: owned, 1, leased, 1, total, . . . . .	2	2,200 00
Number of freight cars, { House cars, 4 } { Trucks, . 27 } . . . . .	31	777 40
Number of coal, ore, and stone cars, . . . . .	65	800 00
Number of caboose cars, . . . . .	5	800 00
Number of oil-tank cars, 51: leased, 33; owned, . . . . .	18	722 67

What kind of train brake is in use on your road? Hand brake.	
Average number of cars in passenger trains, including baggage cars, . . . . .	2
Average number of cars in freight trains, . . . . .	17
Average weight of passenger trains, including locomotive and tender, in working order, . . . . .	70 tons.
Average weight of freight trains, including locomotive and tender, in working order, . . . . .	256 tons.

## Employees.

Average number of persons regularly employed by company, including officials, . . . . .	125
Same in Pennsylvania, . . . . .	125

## DOINGS OF THE YEAR.

## Transportation and total Miles Run.

Number of passengers (all classes) carried in cars, . . . . .	27,851
Number of passengers carried one mile, . . . . .	500,642
Number of passengers carried one mile in Pennsylvania, . . . . .	500,642
Number of tons of freight carried one mile, . . . . .	8,907,479
Number of tons of freight carried one mile in Pennsylvania, . . . . .	8,907,479
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	288,465

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.**

November, 1878, . . . . .	2,317	June, 1879, . . . . .	1,745
December, 1878, . . . . .	1,732	July, 1879, . . . . .	2,913
January, 1879, . . . . .	1,586	August, 1879, . . . . .	3,310
February, 1879, . . . . .	2,509	September, 1879, . . . . .	3,290
March, 1879, . . . . .	2,386	October, 1879, . . . . .	2,068
April, 1879, . . . . .	2,041	November, 1879, . . . . .	1,954

**Amount of Freight, specifying the quantity in tons of 2000 pounds.**

Bituminous coal, . . . . .	144,043	Agricultural products, . . . . .	6,208
Petroleum and other oils, . . . . .	95,146	Merchandise and manufactures, . . . . .	11,295
Pig iron, . . . . .	13	Live stock, . . . . .	10
Other iron or castings, . . . . .	833	Lumber, . . . . .	10,551
Iron and other ores, . . . . .	8,030	Other articles, . . . . .	10,553
Stone and lime, . . . . .	1,783		

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

For first-class way passengers, . . . . . 3.47 cents.

**Rate per ton (of 2,000 pounds) per Mile charged for Freight.**

For local freight, per ton per mile, . . . . . 2.253 cents.  
 For local coal, per ton per mile, . . . . . 1.602 cents.  
 For local oil, per ton per mile, . . . . . 1.169 cents.

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.		Local.		Total.	
December, 1878, . . . . .			\$1,397	25	\$1,397	25
January, 1879, . . . . .			1,129	75	1,129	75
February, 1879, . . . . .			1,061	20	1,061	20
March, 1879, . . . . .			1,760	04	1,760	04
April, 1879, . . . . .			1,629	70	1,629	70
May, 1879, . . . . .			1,410	10	1,410	10
June, 1879, . . . . .			1,177	45	1,177	45
July, 1879, . . . . .			1,641	85	1,641	85
August, 1879, . . . . .			1,786	88	1,786	88
September, 1879, . . . . .			1,675	55	1,675	55
October, 1879, . . . . .			1,461	30	1,461	30
November, 1879, . . . . .			1,259	42	1,259	42
<b>Total, . . . . .</b>			<b>\$17,390</b>	<b>44</b>	<b>\$17,390</b>	<b>44</b>

## From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
December, 1878, . . . . .		\$8,301 68	\$8,301 68
January, 1879, . . . . .		12,587 09	12,587 09
February, 1879, . . . . .		9,227 29	9,227 29
March, 1879, . . . . .		13,125 37	13,125 37
April, 1879, . . . . .		10,280 51	10,280 51
May, 1879, . . . . .		12,028 44	12,028 44
June, 1879, . . . . .		8,399 68	8,399 68
July, 1879, . . . . .		5,970 25	5,970 25
August, 1879, . . . . .		6,839 52	6,839 52
September, 1879, . . . . .		9,147 57	9,147 57
October, 1879, . . . . .		17,046 70	17,046 70
November, 1879, . . . . .		16,930 34	16,930 34
Total, . . . . .		\$130,184 44	\$130,184 44

## From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous	Total.
December, 1878, . . . . .	\$162 86	\$54 34		\$217 20
January, 1879, . . . . .	162 86	25 39		188 25
February, 1879, . . . . .	162 86	16 28		179 14
March, 1879, . . . . .	162 86	28 19		191 05
April, 1879, . . . . .	162 86	28 59		191 45
May, 1879, . . . . .	162 86	44 06		206 92
June, 1879, . . . . .	162 86	29 31		192 17
July, 1879, . . . . .	162 87	49 02		211 89
August, 1879, . . . . .	162 87	26 79		189 66
September, 1879, . . . . .	162 87	30 75	\$203 00	396 62
October, 1879, . . . . .	162 87	38 07		200 94
November, 1879, . . . . .	162 87	65 88	114 00	342 75
Total, . . . . .	\$1,954 87	\$436 67	\$317 00	2,703 04

Total passenger earnings for the year, . . . . .	\$17,390	44
Total freight earnings for the year, . . . . .	130,184	44
Total earnings from all other sources, . . . . .	2,708	04
Total earnings for the year, . . . . .	\$150,282	92
Total receipts from all sources on whole length of line, . . . . .	\$150,282	92
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	150,282	92

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Engine-houses, car sheds, wood and coal sheds, and water tanks, . . . . .	\$104	30
Total, . . . . .	\$104	30
Proportion for Pennsylvania, . . . . .	\$104	30

**EXPENDITURES FOR OPERATING DURING THE YEAR.****Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, bridges included,	\$22,748	67
New iron rails, number of tons, 106 $\frac{1}{2}$ $\frac{1}{4}$ ,	3,213	40
Repairs of buildings and fixtures,	1,148	37
Repairs of fences,	13	80
<b>Total for maintenance of way,</b>	<b>\$27,124</b>	<b>24</b>
Cost per mile of road kept in repair,	589	65 $\frac{3}{4}$
Proportion for Pennsylvania,	589	65 $\frac{3}{4}$

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

Repairs of locomotives,	\$7,722	75
Repairs of passenger, baggage, mail, and freight cars,	9,918	85
<b>Total for maintenance of motive power and cars,</b>	<b>\$17,671</b>	<b>60</b>
Cost per mile of road operated,	\$384	16 $\frac{1}{2}$
Proportion for Pennsylvania,	384	16 $\frac{1}{2}$

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger and freight departments,	\$17,682	94
Wages of switchmen, signal-men, gate-keepers, and watchmen,	1,148	70
Fuel—number of cords of wood, 343, cost,	456	98
Fuel—number of tons of coal, 505 $\frac{1}{2}$ , cost,	6,995	04
Oil and waste,	1,057	55
Damage for loss of goods and baggage,	298	99
Taxes,	2,042	52
Insurance,	72	00
Amount paid other corporations or individuals for use of all other cars,	13,512	70
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	7,303	21
<b>Total miscellaneous,</b>	<b>\$50,570</b>	<b>68</b>
Amount per mile of road operated,	1,099	36 $\frac{7}{8}$
Proportion for Pennsylvania,	1,099	36 $\frac{7}{8}$
Total expenditures for operating the road,	95,366	47
Total charge to road and equipment,	104	30
Expenses per mile of the road operated,	2,073	18

**EARNINGS.**

Passenger transportation, local and through,	\$17,390	44
Freight transportation, local and through,	180,184	44
Mail service,	1,954	37
Express service,	436	67
All other sources of income,	317	00
<b>Total,</b>	<b>\$150,282</b>	<b>92</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings,	\$27,124	24
Maintenance of motive power and cars,	17,671	60
Miscellaneous,	50,570	68
<b>Total operating expenses, being 63<math>\frac{122}{100}</math> per cent. of earnings,</b>	<b>95,366</b>	<b>47</b>
<b>Net earnings,</b>	<b>\$54,916</b>	<b>45</b>

Deficit, after paying interest on bonds, rental of rolling stock, and all deductions from income, . . . . .	\$40,294	25
Earnings per mile of road operated, . . . . .	3,267	02
Expenses per mile of road operated, . . . . .	2,073	18
Net earnings, . . . . .	54,916	45
Deficit, . . . . .	40,294	25

## GENERAL BALANCE SHEET.

DR.		
Construction, . . . . .	\$1,176,802	51
Real estate, . . . . .	17,768	70
Discount on bonds, . . . . .	197,504	82
Supplies in locomotive and car department, . . . . .	2,910	19
Supplies in engineering department, . . . . .	3,527	25
Supplies in stationery department, . . . . .	1,455	61
Due by treasurer, . . . . .	30	01
Due by agents on account of freight, . . . . .	1,802	69
Due by agents on account of passengers, . . . . .	130	46
Due by J. H. Deveraux, receiver of A. and G. W. R. R., . . . . .	2,654	71
Due by Mercer Mining and Manufacturing company, . . . . .	8,265	19
Due by Standard Oil Company, . . . . .	2,878	66
Due by J. T. Blair, treasurer <i>pro tem.</i> , . . . . .	3,103	81
Due by U. S. Post-office Department, . . . . .	624	00
Due by U. S. Express Company, . . . . .	65	88
Due by U. S. Government, . . . . .	41	80
Due by First National Bank, Cleveland, O., . . . . .	72	12
Due by Kimberly, Carnes & Co., . . . . .	654	08
Due by State of Pennsylvania, . . . . .	56	04
Due by trustees, . . . . .	334	73
Due by sundry individuals and companies, . . . . .	3,332	62
General interest and exchange, . . . . .	5,316	63
Perfection of title, . . . . .	8	35
Use of foreign cars and engines, . . . . .	13,532	68
Accrued interest on bonded debt, . . . . .	74,829	91
Legal expenses, . . . . .	150	00
Sarah Barry, . . . . .	3,093	90
	\$1,520,947	35
CR.		
Capital stock, . . . . .	\$200,000	00
First mortgage bonds, first issue, . . . . .	905,000	00
First mortgage bonds, second issue, . . . . .	200,000	00
Income, . . . . .	56,458	38
Rents, . . . . .	114	00
Due for interest on bonds, . . . . .	61,944	10
Due for supplies, . . . . .	7,978	10
Due for wages, . . . . .	14,417	46
Due U. S. Rolling Stock Company, . . . . .	5,938	14
Due bills payable, . . . . .	66,500	23
Due Pithole Valley Railway Company, . . . . .	930	64
Due sundry individuals and companies, . . . . .	1,666	30
	\$1,520,947	35

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, &c.? United States Express Company. Terms, twenty cents per one hundred pounds.

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

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, \$7,660 06; Thomas Mellon, \$1,536; Pithole Valley Railway Company, \$1,152.

**U. S. MAIL.**

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,954 37 per annum; mails transported six times per week, each way, over the road.

**STOCK AND DIVIDENDS.**

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

Surplus invested as follows:		
Balance of accounts due company, . . . . .	\$24,046	80
Material, fuel, and stores, . . . . .	7,893	05

**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	. . . . .
<b>Total,</b> . . . . .	. . . . .	. . . . .	1	. . . . .	1	. . . . .

**Statement of each Accident.**

Reiss C. McGilvray, aged fourteen years, son of Lewis McGilvray, manager of the Greenville rolling-mill, found dead on track near rolling-mill, about four o'clock on Thursday morning, October 16, 1879, supposed to have been killed during the night by switch engine or cars while switching.

STATE OF PENNSYLVANIA, )  
 County of Mercer, ) ss :

Personally appeared before me, Thomas H. Wells, vice president, and James T. Blair, auditor, of the Shenango and Allegheny Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true,

full, and correct statement of the condition and affairs of said company for the financial year ending November 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

THOMAS H. WELLS, *Vice President.*

J. T. BLAIR, *Auditor.*

Sworn and subscribed before me this 7th day of April, A. D. 1880.

RALPH MAXWELL, *Notary Public.*

## REPORT

OF THE

*Sharpsville Railroad Company, for the year ending December 31, 1879.*

### OFFICERS.

<i>Officers.</i>	<i>Residences.</i>
Walter Pierce, President, . . . . .	Sharpsville, Pa.
David Agnew, Secretary and Treasurer, . . . . .	Sharpsville, Pa.
Walter Pierce, General Superintendent, . . . . .	Sharpsville, Pa.

#### *Names of Directors.*

<i>Names of Directors.</i>	<i>Residences.</i>
B. H. Henderson, . . . . .	Sharon, Pa.
Joseph Forker, . . . . .	Sharon, Pa.
John Phillips, . . . . .	Sharon, Pa.
Jonas J. Pierce, . . . . .	Sharpsville, Pa.
William L. Scott, . . . . .	Erie, Pa.
H. C. Blossom, . . . . .	Cleveland, O.

### CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$350,000	00
Capital stock authorized by votes of company, . . . . .	350,000	00
Capital stock, amount subscribed, . . . . .	350,000	00
Capital stock, total amount now paid in: Fully paid, \$313,850; partially, \$3,879 70; total, . . . . .	317,729	70
Capital stock, number of shares issued for which certificates have been issued, . . . . .	6,277	
Capital stock, amount paid in on each share, viz: On 6,277 shares, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

### DEBT.

<i>Floating Debt.</i>		
Debt incurred for any other purpose, and for what: Labor, supplies, &c., . . . . .	\$5,618	47
The amount now of floating debt, . . . . .	\$5,618	47
Total cash realized from capital stock and debt, . . . . .	\$317,729	70



**COST.**

Total cost of entire road to date, . . . . .	\$300,776	45
Average of same per mile of road laid, . . . . .	14,794	70
Proportion of same for Pennsylvania, . . . . . All.		
Total cost of entire equipment, . . . . .	25,650	00
Average cost of equipment per mile of road operated by company, . . . . .	1,271	78
Proportion of same for Pennsylvania, . . . . . All.		
Cost of road and equipment per mile, . . . . .	16,066	48
Proportion of same for Pennsylvania, . . . . . All.		

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Sharpsville to Carbon, . . . . .	10.00	All.
Length of single main track, . . . . .	10.00	All.
<b>Branches.</b>		
Oakland branch, from Oakland Switch to Oakland Shaft No. 8, . . . . .	.51	All.
Home branch, from Home Switch to Home Shaft No. 2, . . . . .	.62	All.
Pierce Frampton branch, from Oakland Switch to Pierce Frampton Shaft, . . . . .	1.16	All.
Neshannock branch, from Neshannock Switch to Phillips Shaft No. 2, . . . . .	1.75	All.
Snyder branch, from Snyder Switch to Snyder Shaft No. 2, . . . . .	1.30	All.
Hickory branch, from Hickory Switch to Hickory Shaft, . . . . .	.25	All.
Bethel branch, from Bethel Switch to Bethel Shaft, . . . . .	.30	All.
Carbon branch, from Lusk's Switch to Carbon Bank, . . . . .	.41	All.
Aggregate length of main line and branches, . . . . .	16.30	All.
Aggregate length of sidings and other track not above enumerated, . . . . .	4.08	All.
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	20.38	All.

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . All iron.  
 Weight of rail per yard, iron, . . . . . 56 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, (5 on main line, 2 on branches,) . . . . .	7
Wooden bridges, number of, 3, (main line;) aggregate length, . . . . .	90 feet.
Iron bridges, number of, 1, (main line;) aggregate length, . . . . .	40 feet.
Wooden trestles, number of, 3, (1 main line;) aggregate length, . . . . .	220 feet.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? The Erie and Pittsburgh railroad, at Sharpsville, Mercer county, Pa.; the Middlesex and Bethel Coal railroad, at Bethel, Mercer county, Pa.

Number of crossings of highways, at grade, in this Commonwealth, (14 on main line, 5 on branches and yard track,) . . . . .	19
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 grade, at which there are neither gates nor flagmen, . . . . .	18

What regulations govern your employes in regard to these crossings? Regulations require engineer to blow whistle and ring bell on approaching crossings. Flagmen, at the one crossing where such employé is stationed, warns teams of approach of engine or train by waving flag. No accident at a highway crossing has ever happened on this road.

**Stations.**

Number of stations on main road, freight, . . . . .	1
Number of engine-houses and shops in Pennsylvania, 1; total number entire road, . . . . .	1
Number of wood and water stations on main road, . . . . .	2

How is track laid, and on what foundation? Fifty-sixth iron rail laid, with fish-plates, on cross-ties; about 2,640 ties per mile; ballast—gravel, furnace cinder, and mine waste.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	1	
Number of locomotives of more than 20 tons, and less than 30 tons weight,	3	
Number of coal cars, ore, and stone cars, (shippers furnish their own cars,) . . . . .	3	

Average weight of freight trains, including locomotive and tender, in working order, about, . . . . . 245 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . . 40  
 Same in Pennsylvania, . . . . . All.

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of tons of freight (coal) carried one mile, . . . . . 1,457,950  
 Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . . 218,984  
 Average rate of speed adopted by freight trains, including stops, (miles per hour,) about, . . . . . 12

**Amount of Freight, specifying the quantity in tons of 2,000 pounds.**

Bituminous coal, . . . . . 218,984

**Rate per ton (of 2,000 pounds) per Mile charged for Freight.**

For through coal, per ton per mile, . . . . . 2.60 cents.  
 For local coal, per ton per mile, about average, . . . . . 2.98 cents.

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.		Local.		Total.	
July, 1879, . . . . .	\$25	00			\$25	00
October, 1879, . . . . .	15	00			15	00
Total, . . . . .	\$40	00			\$40	00

**From Transportation of Freight.**

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .			\$2,414	25	\$2,414	25
February, 1879, . . . . .	\$29	48	2,212	10	2,241	58
March, 1879, . . . . .	46	12	1,208	88	1,249	96
April, 1879, . . . . .	215	78	4,022	29	4,338	02
May, 1879, . . . . .	243	76	4,452	84	4,696	10
June, 1879, . . . . .	354	97	3,576	97	3,981	94
July, 1879, . . . . .	407	85	3,887	69	4,294	94
August, 1879, . . . . .	408	81	3,571	81	3,975	62
September, 1879, . . . . .	324	74	3,051	84	3,376	58
October, 1879, . . . . .	181	46	3,699	55	3,880	99
November, 1879, . . . . .	196	52	2,512	22	2,710	74
December, 1879, . . . . .	324	52	3,925	13	4,249	65
Total, . . . . .	\$2,730	41	\$38,529	90	\$41,260	81

## From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .			\$124 50	\$124 50
February, 1879, . . . . .			204 70	204 70
March, 1879, . . . . .			284 89	284 89
April, 1879, . . . . .			304 20	304 20
May, 1879, . . . . .			251 61	251 61
June, 1879, . . . . .			928 06	928 06
July, 1879, . . . . .			576 60	576 60
August, 1879, . . . . .			528 60	528 60
September, 1879, . . . . .			620 60	620 60
October, 1879, . . . . .			714 67	714 67
November, 1879, . . . . .			695 05	695 05
December, 1879, . . . . .			593 63	593 63
Total, . . . . .			\$5,827 11	\$5,827 11
Total passenger earnings for the year, . . . . .				\$40 00
Total freight earnings for the year, . . . . .				41,260 31
Total earnings from all other sources, . . . . .				5,827 11
Total earnings for the year, . . . . .				\$47,127 43
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, . . . . .	\$9,212 59
Total, . . . . .	\$9,212 59
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, . . . . .	\$4,698 98
New iron rails, number of tons, 6, . . . . .	324 92
Total for maintenance of way, . . . . .	\$5,023 90
Cost per mile of road kept in repair, . . . . .	\$247 11
Proportion for Pennsylvania, . . . . . All.	

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$8,120 82
Repairs of freight cars, . . . . .	50 38
Total for maintenance of motive power and cars, . . . . .	\$8,171 20
Cost per mile of road operated, . . . . .	\$162 23
Proportion for Pennsylvania, . . . . . All.	

Miscellaneous.

Salaries, wages, and incidentals chargeable to freight department, . .	\$9,177	52
Fuel—number of cords of wood, 212½; cost, \$212 50, . . . }	2,458	94
Fuel—number of tons of coal, 1,201.30; cost, \$2,246 44, }		
Oil and waste, . . . . .	372	04
Damages for injuries to persons, . . . . .	15	00
Taxes, . . . . .	1,361	29
Insurance, . . . . .	167	20
Telegraph expenses, . . . . .	25	20
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . .	3,099	31
<b>Total miscellaneous, . . . . .</b>	<b>\$16,676</b>	<b>50</b>
Amount per mile of road operated, . . . . .	\$820	29
Proportion for Pennsylvania, . . . . . All.		
Total expenditures for operating the road, . . . . .	16,676	50
Total charged to road and equipment, . . . . .	24,871	60
Expenses per mile of the road operated, . . . . .	1,223	39
Proportion for Pennsylvania, . . . . . All.		

EARNINGS.

Passenger transportation, through, . . . . .	\$40	00
Freight transportation, local, . . . . .	\$38,529 90,	} Total,
Freight transportation, through, . . . . .	2,730 41,	
Rents, . . . . .	164	74
All other sources of income, . . . . .	5,827	11
<b>Total, . . . . .</b>	<b>\$47,292</b>	<b>21</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$5,023	90
Maintenance of motive power and cars, . . . . .	3,171	20
Miscellaneous, . . . . .	16,676	50
<b>Total operating expenses, being 52.59 per cent. of earnings, . . .</b>	<b>\$24,871</b>	<b>60</b>
Net earnings, . . . . .	\$22,420	61
Earnings per mile of road operated, . . . . .	2,342	46
Expenses per mile of road operated, . . . . .	1,223	39
Net earnings, . . . . .	22,420	61

GENERAL BALANCE SHEET, JANUARY 1, 1880.

<b>DR.</b>			
Construction, . . . . .	\$300,776	45	
Equipment, . . . . .	25,650	00	
Inventory: Material on hand, . . . . .	1,939	33	
Cash, . . . . .	6,434	14	
Accounts receivable, . . . . .	11,968	86	
	<b>\$346,768</b>	<b>78</b>	
<b>CR.</b>			
Capital stock authorized, \$350,000.			
Capital stock paid in full, . . . . .	\$313,850 00		
Capital stock, partial payments, . . . . .	3,879 70		
	<b>\$317,729</b>	<b>70</b>	
Accounts payable, . . . . .	5,618	47	
Sinking fund, . . . . .	1,000	00	
Surplus, . . . . .	22,420	61	
	<b>\$346,768</b>	<b>78</b>	

## STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$313,850, for which certificates have been issued.

Rate and date of all cash dividends on stock of original and consolidated companies. January 20, 1879, cash dividend of three per cent. declared and paid, amounting to \$9,415 50.

Number and per cent. of dividends, one, . . . . .	\$9,415	50
Paid to sinking fund, . . . . .	1,000	00
Balance for the year, or surplus, . . . . .	12,005	11
Surplus at commencement of the year, . . . . .	10,415	50
Total surplus, . . . . .	22,420	61

## ACCIDENTS TO PERSONS.

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

## Statement of each Accident.

June, 1879. Jonas Ray, an employé of the company, in coupling cars at Oakland switch, injured one of his hands severely, which prevented him from resuming work for a short time.

September. Henry Myers, an employé of the company, lost one finger in coupling cars at Sharpsville.

Robert Lytle, an employé in attempting to get on the train while in motion, slipped and one of his feet was injured which disabled him from work for a short time. The date of this accident not remembered.

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

Personally appeared before me, Walter Pierce, president, and David Agnew, treasurer, of the Sharpsville 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. 1879, according to the best of their knowledge and belief.

(Signed)

WALTER PIERCE, *President.*

DAVID AGNEW, *Treasurer.*

Sworn and subscribed before me, this 20th day of April, A. D. 1880.

P. J. BARTLESON, *Notary Public.*

# REPORT

OF THE

*Tioga Railroad Company, for the year ending December 31, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
F. N. Drake, President, . . . . .	Corning, N. Y.
H. H. Cook, Vice President, . . . . .	New York city.
D. S. Drake, Secretary, . . . . .	Elmira, N. Y.
H. H. Cook, Treasurer, . . . . .	New York city.
L. H. Shattuck, General Superintendent, . . . . .	Blossburg, Pa.
C. C. Drake, General Freight and Passenger Agent, . . . . .	Elmira, N. Y.

General offices at Elmira, Chemung county, New York.

<i>Names of Directors.</i>	<i>Residences.</i>
F. N. Drake, . . . . .	Corning, N. Y.
J. A. Drake, . . . . .	Corning, N. Y.
A. S. Kendall, . . . . .	Corning, N. Y.
D. S. Drake, . . . . .	Elmira, N. Y.
L. H. Shattuck, . . . . .	Blossburg, Pa.
S. F. Reynolds, . . . . .	Elmira, N. Y.
H. H. Cook, . . . . .	New York city.
E. C. Cook, . . . . .	Bath, N. Y.
C. C. Drake, . . . . .	Elmira, N. Y.
H. D. V. Pratt, . . . . .	Elmira, N. Y.
M. P. Bush, . . . . .	Buffalo, 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, . . . . .	11,618	00
Capital stock, amount subscribed, . . . . .	580,900	00
Capital stock paid in by last report, . . . . .	580,900	00
Capital stock, total amount now paid in, . . . . .	580,900	00
Capital stock, number of shares issued, . . . . .	11,618	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

## DEBT.

<b>Funded Debt.</b>		
First mortgage bonds, (due May 1, 1882, bear interest at seven per cent.,) amount, . . . . .	\$239,500	00
Third rail mortgage bonds, (due November 1, 1896, bear interest at seven per cent.,) amount, . . . . .	125,000	00
Tioga railroad extension bonds, (due October 1, 1905, bear interest at seven per cent.,) amount, . . . . .	285,000	00
Total amount now of funded debt, . . . . .	\$629,500	00
Total amount now of floating and funded debt, . . . . .	629,500	00
Total cash realized from capital stock and debt, . . . . .	\$1,210,400	00

## COST.

Total cost of entire road to date, 68 miles, . . . . .	\$1,539,886	04
Average of same per mile of road laid, . . . . .	22,644	65
Proportion of same for Pennsylvania, 58.6 miles, . . . . .	1,326,976	49
Total cost of entire equipment, 48 miles, . . . . .	506,098	85
Average cost of equipment per mile of road operated by company, . . . . .	7,442	63
Proportion of same for Pennsylvania, 58.6 miles, . . . . .	436,188	12
Cost of road and equipment per mile, . . . . .	30,067	23
Proportion of same for Pennsylvania, 58.6 miles, . . . . .	1,768,114	47

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from State Line Junction to Arnot, Pa. . . . .	50 $\frac{1}{2}$	44 00
<b>Branches.</b>		
From Blossburg to Morris Run, length of single track, . . . . .	4	4
<b>Leased Roads.</b>		
From State Line to junction with Northern Central Railway, near city of Elmira, New York, length of road, . . . . .	6 $\frac{1}{2}$	
Aggregate length of main line and branches, . . . . .	48	
Aggregate length of leased roads, . . . . .	6 $\frac{1}{2}$	
Aggregate length of sidings and other track not above enumerated, . . . . .	13 $\frac{1}{2}$	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	68	58 $\frac{1}{2}$

There is third rail on whole line and switches, excepting four miles on branch from Blossburg to Morris Run.

## Gauge.

What is the gauge of your lines? There is third rail, making gauge 4 feet 8 $\frac{1}{2}$  inches and 6 feet.

## Track.

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

35



Miles of steel rail in use, steel and steel top, . . . . .		33
Weight of rail per yard, { Iron, . . . . .		56 and 64
{ Steel, . . . . .		60 and 66

**Bridges and Trestles.**

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.

**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 road-way, . . . . .		\$39,901 51
Value of real estate held by the company, exclusive of road-way, in Pennsylvania, . . . . .		37,901 51

How is track laid, and on what foundation? On oak, chestnut, and hemlock ties; fish plates, joints, and gravel and loam.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight, . . . . .	1	\$12,500 00
Number of locomotives of more than 30 tons weight, . . . . .	6	10,600 00
Number of locomotives of more than 20 tons weight, . . . . .	10	10,600 00
Number of first-class passenger cars, . . . . .	5	3,000 00
Number of second-class passenger cars, . . . . .	3	2,500 00
Number of baggage, mail, and express cars, . . . . .	3	2,000 00
Number of freight cars: House cars, 18; trucks, 58; total, . . . . .	76	500 00
Number of coal, ore, and stone cars, . . . . .	866	240 00
Number of caboose cars, . . . . .	7	500 00

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, . . . . .	66,865
Number of miles run by freight trains, . . . . .	36,092
Number of miles run by coal trains, . . . . .	184,872
Number of through passengers for the year on main road, . . . . .	4,431½
Number of passengers (all classes) carried in cars, . . . . .	73,186½
Number of passengers carried one mile, . . . . .	1,002,888
Number of passengers carried one mile in Pennsylvania, . . . . .	753,163
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	670,720
Number of tons of freight carried one mile, . . . . .	28,333,648
Number of tons of freight carried one mile in Pennsylvania, . . . . .	26,172,049
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	691,137
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,) . . . . .	12

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

January, 1879, . . . . .	4,895½	July, 1879, . . . . .	7,219
February, 1879, . . . . .	4,551½	August, 1879, . . . . .	7,224
March, 1879, . . . . .	5,333½	September, 1879, . . . . .	5,860½
April, 1879, . . . . .	6,176	October, 1879, . . . . .	6,768½
May, 1879, . . . . .	5,953½	November, 1879, . . . . .	6,268½
June, 1879, . . . . .	5,996	December, 1879, . . . . .	6,940

## Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal, . . . . .	1,520	Stone and lime, . . . . .	2,496
Bituminous coal, . . . . .	647,653	Agricultural products, . . . . .	8,269
Petroleum and other oils, . . . . .	334	Merchandise and manufactures, . . . . .	13,920
Pig iron, . . . . .	45	Live stock, . . . . .	633
Railroad iron, . . . . .	700	Lumber, . . . . .	14,422
Other iron or castings, . . . . .	600	Other articles, . . . . .	513
Iron and other ores, . . . . .	33		

## 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.

## Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile, . . . . .	5 cents.
For through coal, per ton per mile, . . . . .	2½ cents.

Special rates, when run in quantities of 100,000 tons, per ton per mile, . . . . . 1½ cents.  
 For local freight, per ton per mile, . . . . . 7 cents.  
 For local coal, per ton per mile, . . . . . 4 cents.

**MONTHLY EARNINGS FOR THE YEAR.**  
 From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$1,771 82
February, 1879, . . . . .			1,687 29
March, 1879, . . . . .			2,188 68
April, 1879, . . . . .			2,891 85
May, 1879, . . . . .			2,218 55
June, 1879, . . . . .			2,278 70
July, 1879, . . . . .			3,389 02
August, 1879, . . . . .			3,321 58
September, 1879, . . . . .			2,472 48
October, 1879, . . . . .			2,715 67
November, 1879, . . . . .			2,298 09
December, 1879, . . . . .			2,588 49
<b>Total, . . . . .</b>			<b>\$29,267 17</b>

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .			\$22,092 04
February, 1879, . . . . .			23,180 58
March, 1879, . . . . .			25,141 48
April, 1879, . . . . .			26,514 77
May, 1879, . . . . .			29,009 28
June, 1879, . . . . .			31,651 71
July, 1879, . . . . .			31,346 74
August, 1879, . . . . .			26,541 06
September, 1879, . . . . .			26,519 26
October, 1879, . . . . .			33,892 40
November, 1879, . . . . .			32,566 05
December, 1879, . . . . .			42,010 28
<b>Total, . . . . .</b>			<b>\$350,465 55</b>

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1879, . . . . .		\$58 89	\$53 21	\$136 60
February, 1879, . . . . .	\$737 44	58 64	79 62	870 70
March, 1879, . . . . .		68 33	373 90	442 28
April, 1879, . . . . .		92 81	84 07	176 88
May, 1879, . . . . .	739 52	131 72	107 09	978 33
June, 1879, . . . . .		184 53	433 11	617 64
July, 1879, . . . . .	739 52	147 15	305 31	1,191 98
August, 1879, . . . . .		161 02	95 65	766 67
September, 1879, . . . . .		174 79	691 47	866 26
October, 1879, . . . . .	739 52	121 85	238 24	1,099 61
November, 1879, . . . . .		110 58	98 18	203 76
December, 1879, . . . . .		111 04	540 28	651 27
<b>Total, . . . . .</b>	<b>\$2,956 00</b>	<b>\$1,410 86</b>	<b>\$3,125 08</b>	<b>\$7,491 96</b>

Total passenger earnings for the year, . . . . .	\$29,267	17
Total freight earnings for the year, . . . . .	350,465	55
Total earnings from all other sources, . . . . .	7,491	98
Total earnings for the year, . . . . .	\$387,224	65
Total receipts from all sources on whole length of line, . . . . .	\$387,224	65

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Extension or alteration of road, . . . . .	\$5,469	37
Passenger and freight houses, . . . . .	1,573	79
Engine-houses, car-sheds, wood and coal-sheds, and water-tanks, . . . . .	430	00
New locomotives, number, 1, . . . . .	4,000	00
New freight cars, number, 10, . . . . .	4,262	92
New machine shops, machinery, and tools, . . . . .	695	78
Total, . . . . .	\$16,331	86

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

*Cost of Maintenance of Way and Buildings.*

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$27,945	10
New steel-top rails, number of tons, 76, . . . . .	2,685	00
New steel rails, number of tons, 100, . . . . .	5,500	00
Repairs of bridges, . . . . .	577	84
Repairs of buildings and fixtures, . . . . .	1,994	50
Repairs of fences, . . . . .	275	42
All other expenses for maintenance of way, . . . . .	2,266	30
Total for maintenance of way, . . . . .	\$41,244	16

*Cost of Maintenance of Motive Power and Cars.*

Repairs of locomotives, . . . . .	\$17,400	49
Repairs of machinery, . . . . .	2,938	33
Repairs of passenger, baggage, and mail cars, . . . . .	1,502	84
Repairs of freight cars, . . . . .	20,791	02
Total for maintenance of motive power and cars, . . . . .	\$42,632	18

*Miscellaneous.*

Salaries, wages, and incidentals chargeable to passenger and freight departments, . . . . .	\$56,960	49
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	3,364	06
Fuel—coal, . . . . .	17,690	98
Oil and waste, . . . . .	5,321	80
Damages for injuries to persons, . . . . .	150	00
Damages for cattle killed or injured, . . . . .	100	00
Damages for loss of goods and baggage, . . . . .	50	00
Back revenue taxes, . . . . .	21,600	99
Taxes, . . . . .	5,580	15
Insurance, . . . . .	1,147	09
Telegraph expenses, . . . . .	4,833	27
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	14,978	46
Total miscellaneous, . . . . .	\$131,777	29
Total expenditures for operating the road, . . . . .	\$215,653	63
Total charged to road and equipment, . . . . .	16,321	86
Expenses per mile of the road operated, . . . . .	3,411	55
Expenses per mile of single track operated, not including sidings, . . . . .	4,248	82

**EARNINGS.**

Passenger transportation, local and through, . . . . .	\$29,267	17
Freight transportation, local and through, . . . . .	350,465	55
Mail service, . . . . .	2,956	00
Express service, . . . . .	1,410	85
Rents, . . . . .	1,953	75
All other sources of income, . . . . .	1,171	33
<b>Total, . . . . .</b>	<b>\$387,224</b>	<b>65</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . .	\$41,244 16	
Maintenance of motive power and cars, . . . . .	42,632 18	
Miscellaneous, . . . . .	131,777 29	
<b>Total operating expenses, being 55<math>\frac{7}{10}</math> per cent. of earnings, . . . . .</b>	<b>215,653</b>	<b>63</b>
<b>Net earnings, . . . . .</b>	<b>\$171,571</b>	<b>02</b>
<b>Earnings per mile of road operated, (54<math>\frac{4}{10}</math> miles,) . . . . .</b>	<b>\$7,092</b>	<b>02</b>
<b>Expenses per mile of road operated, (54<math>\frac{4}{10}</math> miles,) . . . . .</b>	<b>3,949</b>	<b>70</b>
<b>Net earnings, (54<math>\frac{4}{10}</math> miles,) . . . . .</b>	<b>\$3,142</b>	<b>30</b>

**EXPRESS COMPANIES.**

What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repair of cars, &c. ? United States Express Company ; pay eighteen cents per one hundred pounds, from all stations.

**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, \$57 28 per mile ; branches, \$42 75 per mile.

**STOCK AND DIVIDENDS.**

Amount of preferred stock, . . . . .	\$189,700 00
Amount of common stock now outstanding, . . . . .	391,200 00

Balance for the year, or surplus, . . . . .	\$123,712	13
Surplus at the commencement of the year, . . . . .	1,298,846	74
<b>Total surplus, . . . . .</b>	<b>\$1,417,558</b>	<b>87</b>
Surplus invested as follows :		
Cash and loans, . . . . .	\$1,020,316	90
Balance of accounts due company, . . . . .	286,273	04
Material, fuel, and stores, . . . . .	85,786	29
Other items, . . . . .	75,182	64

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

Personally appeared before me, Franklin N. Drake, president, and H. H. Cooke, treasurer, of the Tioga Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be pre-

pared by the proper officers and agents of this company, and having carefully examined the 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)

FRANKLIN N. DRAKE, *President.*

H. H. COOKE, *Treasurer.*

Sworn and subscribed before me by Franklin N. Drake, this 27th day of January, A. D. 1879.

CHAS. H. THOMPSON,  
*Commissioner for Pennsylvania.*

Sworn to and subscribed before me, by the above-named H. H. Cooke, treasurer, in the city of New York, county and State of New York, this 28th day of January, A. D. 1880.

Witness my hand and official seal.

WILLIAM H. CLARKSON,  
*Commissioner for Pennsylvania in New York.*

## R E P O R T

OF THE

*Tresckow Railroad Company, for the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
E. W. Clark, President, . . . . .	Philadelphia.
S. Shepherd, Secretary and Treasurer, . . . . .	Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
George Whitney, . . . . .	Philadelphia.
Fisher Hazard, . . . . .	Mauch Chunk.
James M. Wilcox, . . . . .	Philadelphia.
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

**DEBT.**

<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$101,454 81	
The amount now of floating debt, . . . . .		\$101,454 81
Floating debt as per last report, . . . . .	\$100,866 81	

**COST.**

Total cost of entire road to date, . . . . . \$231,454 31

**CHARACTERISTICS OF ROAD.**

<b>Main Line.</b>	<b>MILES.</b>	
	Whole length.	Length in Penn'a.
Length of main line, from Silverbrook to Audenried, . . . . .		6½
Length of single main track, . . . . .		6½
Aggregate length of sidings and other track not above enumerated, . . . . .		1½
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .		7 7/8

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 7.2 miles.  
 Weight of rail per yard, steel, . . . . . 50 pounds.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Lehigh Valley railroad at Audenried, Pa.

**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.  
 Operated in connection with the Lehigh and Susquehanna railroad, therefore no separate account is kept of its business.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . . \$130,000 00

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

Personally appeared before me, E. W. Clark, president, and S. Shep-

perd, 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. 187 , according to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*

S. SHEPPERD, *Treasurer.*

Sworn and subscribed before me, this 27th day of February, A. D. 1830.

W. C. ALDERSON, *Notary Public.*

**R E P O R T**

OF THE

*Tyrone and Clearfield Railway Company, for the year ending December 31, 1879.*

**OFFICERS, ELECTED MAY 5, 1879.**

<i>Names.</i>	<i>Residences.</i>
G. B. Roberts, President, . . . . .	Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer, . . . . .	Philadelphia, Pa.
General office at 238 South Fourth street, Philadelphia, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Josiah Bacon, . . . . .	Philadelphia, Pa.
J. N. DuBarry, . . . . .	Philadelphia, Pa.
Strickland Kneass, . . . . .	Philadelphia, Pa.
Wistar Morris, . . . . .	Philadelphia, Pa.
Henry M. Phillips, . . . . .	Philadelphia, Pa.
Thomas A. Scott, . . . . .	Philadelphia, Pa.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$1,000,000	00
Capital stock authorized by votes of company, . . . . .	1,000,000	00
Capital stock, amount subscribed, . . . . .	1,000,000	00
Capital stock paid in by last report, . . . . .	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

**DEBT.**

Total cash realized from capital stock, as represented by construction account, . . . . .	\$1,000,000	00
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COST.

Total cost of entire road to date, as represented by books of the company, . . . . .	\$1,000,000	00
Average of same per mile of road laid, . . . . .	16,893	44
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 Vall station to Curwensville, . . . . .	44.04	44.04
Length of single main track, . . . . .	44.04	44.04
<b>Branches.</b>		
Moshannon branch, from Osceola to { mines, . . . . .	Length of branch, . . . . .	8.90
	Length of single track, . . . . .	8.90
Goss Run branch, from junction to { mines, . . . . .	Length of branch, . . . . .	1.91
	Length of single track, . . . . .	1.91
Mapleton branch, from junction to { mines, . . . . .	Length of branch, . . . . .	2.21
	Length of single track, . . . . .	2.21
Phillipsburg branch, from Phillipsburg { to mines, . . . . .	Length of branch, . . . . .	3.88
	Length of single track, . . . . .	3.88
Aggregate length of main line and branches, . . . . .	60.89	60.89
Aggregate length of sidings and other track not above enumerated, . . . . .	8.56	8.56
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	69.45	69.45
Length of track laid, if not completed, . . . . . Complete.		

Gauge.

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

Track.

Miles of iron rail in use, in main track, . . . . . 29.47  
 Miles of steel rail in use, in main track, . . . . . 31.42  
 Weight of rail per yard, { Iron, . . . . . 56 lbs.  
 { Steel, . . . . . 56 and 60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . . 46  
 Wooden bridges, number of, 46; aggregate length, . . . . . 3,843 feet.

Stations.

Number of stations on main road: Passenger, 28; freight, 28; total, . . . . . 56  
 Number of engine-houses and shops in Pennsylvania, 2; total number entire road, . . . . . 2  
 Number of wood and water stations on main road, . . . . . 8

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

This road is leased, and returns are made by the Pennsylvania Railroad Company, to which company it is leased for ninety-nine years, from August 15, 1877.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, 20,000 shares, \$1,000,000 00  
 Rate and date of all cash dividends on stock of original and consolidated companies :

Dividend February 15, three and one half per cent. on . . . 1,000,000 00  
 Dividend August 15, three and one half per cent. on . . . 1,000,000 00

Number and per cent. of dividends: Two dividends of three and one half per cent. each, on, . . . . .	\$1,000,000	00
Amount paid in dividends, . . . . .	70,000	00

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

Personally appeared before me, G. B. Roberts, president, and Albert Hewson, treasurer of the Tyrone and Clearfield 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 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,)

G. B. ROBERTS, *President.*

ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this 6th day of February, A. D. 1880.

JNO. C. SIMS, Jr., *Notary Public.*

**R E P O R T**

OF THE

*Waynesburg and Washington Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
Joseph G. Ritchie, President, . . . . .	Waynesburg, Pa.
William T. Lantz, Vice President, . . . . .	Waynesburg, Pa.
W. S. Bryson, Vice President, . . . . .	Washington, Pa.
William Loughman, Vice President, . . . . .	West Union, Greene county, Pa.
E. L. Christman, Vice President, . . . . .	Washington, Pa.
C. E. Bower, Secretary and Treasurer, . . . . .	Waynesburg, Pa.
R. F. Downey, General Solicitor, . . . . .	Waynesburg, Pa.
J. G. Ritchie, General Superintendent, . . . . .	Waynesburg, Pa.

General offices at Waynesburg, Greene county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
R. A. McConnell, . . . . .	Waynesburg, Pa.
William A. Hook, . . . . .	Waynesburg, Pa.
Henry C. Sayers, . . . . .	Waynesburg, Pa.
Samuel Luse, . . . . .	Waynesburg, Pa.
Justus F. Temple, . . . . .	Waynesburg, Pa.
W. G. W. Day, . . . . .	Waynesburg, Pa.
Levi Pettit, . . . . .	Hopkins' Mill, Greene county, Pa.
Jacob Swart, . . . . .	Hopkins' Mill, Greene county, Pa.
James M. Dunn, . . . . .	West Union, Pa.
J. F. Bell, . . . . .	Amity, Washington county, Pa.
D. E. Baker, . . . . .	Baker Station, Washington county, Pa.
M. L. A. McCracken, . . . . .	Washington, Pa.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$270,000	00
Capital stock, amount subscribed, . . . . .	136,550	00
Capital stock paid in by last report, . . . . .	92,334	32
Capital stock, total amount now paid in, . . . . .	100,316	47
Capital stock, amount paid in on each share: Most all paid in full.		
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<i>Funded Debt.</i>		
First mortgage bonds, (due July 1, 1897, bear interest at seven per cent., which is payable January 1 and July 1,) amount, . . . . .	\$97,900	00
Total amount now of funded debt, . . . . .	\$97,900	00
<i>Floating Debt.</i>		
Unfunded debt incurred for construction, equipment, or purchase of property, and debt incurred for any other purpose, . . . . .	\$16,087 07	
The amount now of floating debt, . . . . .	16,087	07
Total amount now of floating and funded debt, . . . . .	\$113,937	07

**COST.**

*Total cost of entire road to date, . . . . .	\$139,342	89
Average of same per mile of road laid, . . . . .	4,875	52
Proportion of same for Pennsylvania, . . . . .	All.	
Total cost of entire equipment, . . . . .	20,375	41
Average cost of equipment per mile of road operated by company, . . . . .	712	92
Proportion of same for Pennsylvania, . . . . .	All.	
Cost of road and equipment per mile, . . . . .	5,588	44
Proportion of same for Pennsylvania, . . . . .	All.	

\*This amount is only for items named in note: Taxes, salaries, discount of bonds, &c., which were incurred during construction, not in the amount given.

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Waynesburg, Pa., to Washington, Pa.,	27.93	27.93
Length of single main track, . . . . .	27.93	27.93
Aggregate length of main line and branches, . . . . .	27.93	27.93
Aggregate length of sidings and other track not above enumerated, . . . . .	.65	.65
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	28.58	28.58

## Gauge.

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

## Track.

Miles of iron rail in use, . . . . . 28.58  
 Weight of rail per yard, iron, . . . . . 30 lbs.

## Bridges and Trestles.

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, . . . . . 3,791 feet.

## Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Wheeling, Pittsburgh and Baltimore, and Pittsburgh Southern railroads, at Washington, Pa.; all have same depot and terminal facilities.

## Stations.

Number of stations on main road, passenger and freight, . . . . . 26  
 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 road-way, . . . . . \$1,800 00  
 Value of real estate held by the company, exclusive of road-way, in Pennsylvania, . . . . . 1,800 00

How is track laid, and on what foundation? Foundation, common earth excavation; rails laid on cross-ties, which are laid on stone ballast. About three fourths of the entire length of road is ballasted with stone.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 10 tons weight, . . . . .	2	\$5,250	00
Number of first-class passenger cars, . . . . .	1	2,500	00
Number of second-class passenger cars, . . . . .	1	450	00
Number of baggage, mail, and express cars, . . . . .	2	500	00
*Number of freight cars: House cars, 1; trucks, 10; total, . . . . .	11	275	00

Average number of cars in passenger and freight trains, including baggage cars, . . . . . 4

Average weight of passenger and freight trains, including locomotive and tender, in working order, . . . . . 40 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . . 37

Same in Pennsylvania, . . . . . 37

**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger and freight trains, . . . . . 32,700

Number of through passengers for the year on main road, . . . . . 8,230

Number of passengers (all classes) carried in cars, . . . . . 24,232

Number of passengers carried one mile, . . . . . 407,660

Number of passengers carried one mile in Pennsylvania, . . . . . 407,660

Number of tons of 2,000 pounds of through freight for the year on main road, . . . . . 4,369

Number of tons of freight carried one mile, . . . . . 164,860

Number of tons of freight carried one mile in Pennsylvania, . . . . . 164,860

Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . . 8,009

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,) . . . . . 12

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

January, 1879, . . . . .	807	July, 1879, . . . . .	3,579
February, 1879, . . . . .	1,083	August, 1879, . . . . .	5,870
March, 1879, . . . . .	1,087	September, 1879, . . . . .	2,187
April, 1879, . . . . .	1,182	October, 1879, . . . . .	2,774
May, 1879, . . . . .	1,322	November, 1879, . . . . .	1,187
June, 1879, . . . . .	1,385	December, 1879, . . . . .	1,819

\* Under this title are enumerated three stock cars, seven gondolas, used, as necessary, with racks for merchandise, or with sides for coal, etc.

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

Bituminous coal, . . . . .	1,603	Agricultural products, . . . . .	2,904
Petroleum and other oils, . . . . .	64	Merchandise and manufactures, . . . . .	1,361
Pig iron, . . . . .	10	Live stock, . . . . .	867
Railroad iron, . . . . .	8	Lumber, . . . . .	312
Other iron or castings, . . . . .	104	Other articles, . . . . .	562
Stone and lime, . . . . .	184		

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.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile, 14 <sup>3</sup>/<sub>10</sub> cents, first class; 12 <sup>6</sup>/<sub>10</sub> cents, second class.

For through coal, per ton per mile, 1 <sup>8</sup>/<sub>10</sub> cents.

For local freight per ton per mile, 22 <sup>1</sup>/<sub>4</sub> cents, first class; 20 cents, second class.

For local coal, per ton per mile, 3 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .	\$342 10	\$184 95	\$527 05
February, 1879, . . . . .	376 05	214 65	590 70
March, 1879, . . . . .	363 95	237 90	601 85
April, 1879, . . . . .	430 99	232 65	663 55
May, 1879, . . . . .	538 00	250 35	788 35
June, 1879, . . . . .	507 00	265 30	772 30
July, 1879, . . . . .	876 00	541 70	1,417 70
August, 1879, . . . . .	737 00	933 25	1,720 25
September, 1879, . . . . .	841 00	422 48	1,263 48
October, 1879, . . . . .	962 00	558 20	1,520 20
November, 1879, . . . . .	555 00	206 15	761 15
December, 1879, . . . . .	718 00	259 70	1,007 70
Total, . . . . .	\$7,247 00	\$4,387 28	\$11,634 28

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1879, . . . . .	\$502 38	\$240 00	\$742 38
February, 1879, . . . . .	711 13	172 78	883 91
March, 1879, . . . . .	612 93	294 75	907 68
April, 1879, . . . . .	671 96	328 55	1,000 51
May, 1879, . . . . .	777 70	386 94	1,164 64
June, 1879, . . . . .	947 20	276 15	1,223 35
July, 1879, . . . . .	727 05	375 03	1,102 10
August, 1879, . . . . .	777 58	384 06	1,161 64
September, 1879, . . . . .	1,320 88	471 07	1,791 95
October, 1879, . . . . .	1,040 20	538 73	1,578 93
November, 1879, . . . . .	615 14	356 09	971 23
December, 1879, . . . . .	600 47	455 19	1,055 66
Total, . . . . .	\$9,304 60	\$4,279 36	\$13,583 96

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . .	\$100	35	\$21	96			\$122	31
February, 1879, . . .	102	31	18	34	\$13	00	133	65
March, 1879, . . .	102	31	16	29	18	85	137	45
April, 1879, . . .	102	31	22	61	7	60	132	52
May, 1879, . . .	102	31	40	80	11	30	154	41
June, 1879, . . .	102	31	33	98	16	55	152	84
July, 1879, . . .	102	31	39	71	11	55	153	57
August, 1879, . . .	102	31	37	80	19	00	159	11
September, 1879, . . .	102	31	40	45	19	50	162	26
October, 1879, . . .	102	31	49	91	21	90	174	12
November, 1879, . . .	102	30	62	14	19	50	183	94
December, 1879, . . .	102	31	*40	00	25	10	167	41
<b>Total, . . . . .</b>	<b>\$1,225</b>	<b>75</b>	<b>\$423</b>	<b>99</b>	<b>\$183</b>	<b>85</b>	<b>\$1,833</b>	<b>59</b>

Total passenger earnings for the year, . . . . .	\$11,634	23
Total freight earnings for the year, . . . . .	18,548	96
Total earnings from all other sources, . . . . .	1,833	59
<b>Total earnings for the year, . . . . .</b>	<b>\$27,051</b>	<b>83</b>
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	\$27,051	83

\* Estimated.

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Land or land damages, . . . . .	\$3,517	43
Passenger and freight houses, . . . . .	855	87
New passenger cars, number, 1; new mail and baggage cars, number, 1; new freight cars, number, 4, . . . . .	1,856	74
New machine shops, machinery, and tools, . . . . .	128	16
Any other expenditures chargeable to this account, . . . . .	1,967	59
<b>Total, . . . . .</b>	<b>\$7,825</b>	<b>79</b>
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, . . . . .	\$6,024	90
New iron rails, number of tons, 8, . . . . .	339	78
Repairs of bridges, . . . . .	574	35
Repairs of fences, . . . . .	10	50
All other expenses for maintenance of way, . . . . .	482	45
<b>Total for maintenance of way, . . . . .</b>	<b>\$7,430</b>	<b>98</b>
Cost per mile of road kept in repair, . . . . .	\$260	00
Proportion for Pennsylvania, . . . . .	All.	

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$430	03
Repairs of passenger, baggage, mail, and freight cars, . . . . .	1,566	69
All other expenses for maintenance of motive power and cars, . . . . .	125	77
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$2,122</b>	<b>48</b>
Cost per mile of road operated, . . . . .	\$74	26
Proportion for Pennsylvania, . . . . . All.		

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger and freight departments, . . . . .	\$4,237	94
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	284	28
Fuel—number of tons of coal, 939; cost, . . . . .	1,236	69
Oil and waste, . . . . .	248	83
Damages for loss of goods and baggage, . . . . .	61	07
Taxes, . . . . .	153	15
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	3,813	92
<b>Total miscellaneous, . . . . .</b>	<b>\$10,035</b>	<b>86</b>
Amount per mile of road operated, . . . . .	\$359	33
Proportion for Pennsylvania, . . . . . All.		
Total expenditures for operating the road, . . . . .	19,589	84
Expenses per mile of the road operated, . . . . .	685	42
Expenses per mile of single track operated, not including sidings, . . . . .	701	37
Expenses per train mile, . . . . .		59
Proportion for Pennsylvania, . . . . . All.		

## EARNINGS.

Passenger transportation, local, . . . . .	\$4,387 28	} Total,	\$11,634 28
Passenger transportation, through, . . . . .	7,247 00		
Freight transportation, local, . . . . .	\$4,279 36	} Total,	13,588 96
Freight transportation, through, . . . . .	9,304 60		
Mail service, . . . . .			1,225 75
Express service, . . . . .			423 99
All other sources of income, . . . . .			183 85
<b>Total, . . . . .</b>			<b>\$27,051 83</b>
<b>Operating Expenses.</b>			
Maintenance of way and buildings, . . . . .	\$7,430 98		
Maintenance of motive power and cars, . . . . .	2,122 46		
Miscellaneous, . . . . .	10,085 88		
<b>Total operating expenses, being 72.7 per cent. of earnings, . . . . .</b>			<b>\$19,589 34</b>
<b>Net earnings, . . . . .</b>			<b>\$7,462 49</b>
Earnings per mile of road operated, . . . . .	\$946		53
Expenses per mile of road operated, . . . . .	701		37
<b>Net earnings per mile of road operated, . . . . .</b>	<b>\$245</b>		<b>16</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, who pay twenty-five cents per hundred pounds for all freight, &c., shipped by them; also paying \$20 per month to railroad company for messenger, the company's conductor acting as messenger.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? About \$1,225 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, . . . . .	. . . . .	2	. . . . .	. . . . .	. . . . .	2
Others, . . . . .	. . . . .	. . . . .	. . . . .	1	. . . . .	1
Total, . . . . .	. . . . .	2	. . . . .	1	. . . . .	3

Statement of each Accident.

June 5. Rufus Funk, a laborer in stone quarry, jumped from train while in motion, above Rees' mill, breaking leg.

July 16. Charles Murray, a laborer, hand slightly crushed while coupling cars in yard at Waynesburg.

September 10. Stephen Keenan, laborer, arm fractured while coupling cars in Waynesburg yard.

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

Personally appeared before me, J. G. Ritchie, president, and C. E. Bower, treasurer, of the Waynesburg and Washington Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

J. G. RITCHIE, *President.*

C. E. BOWER, *Treasurer.*

Sworn and subscribed before me, this 23d day of January, A. D. 1880.

JOHN MUNNELL, *Justice of the Peace.*

**R E P O R T**

OF THE

*West Chester Railroad Company, for the year ending  
December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
G. B. Roberts, President, . . . . .	Philadelphia.
Albert Hewson, Secretary, . . . . .	Philadelphia.
William Taylor, Treasurer, . . . . .	Cambridge, N. J.

General office at 233 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
W. S. Cottringer, . . . . .	Philadelphia.
John P. Green, . . . . .	Philadelphia.
Albert Hewson, . . . . .	Philadelphia.
James A. Logan, . . . . .	Philadelphia.
William A. Patton, . . . . .	Philadelphia.
George B. Roberts, . . . . .	Philadelphia.
S. W. White, . . . . .	Philadelphia.

**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, amount now paid in, . . . . .	165,000	00
Capital stock, number of shares issued, . . . . .	8,300	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

First mortgage bonds bear interest at five per cent., amount, \$11,000 00

**COST.**

Total cost of entire road to date, . . . . . \$165,000 00

**CHARACTERISTICS OF ROAD.**

<i>Main Line.</i>	<b>MILES.</b>	
	Whole length.	Length in Penn'a.
Length of main line, from Malvern to West Chester, . . . . .	9.24	9.24
Length of single main track, . . . . .	9.24	9.24
Aggregate length of main line and branches, . . . . .	9.24	9.24
Aggregate length of sidings and other track not above enumerated, . . . . .	.55	.55
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	9.79	9.79

Gauge.

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

Track.

Miles of iron rail in use, in main track, January 1, 1880, . . . . . 9.24 miles.  
 Weight of rail per yard, { Iron, . . . . . 45 & 56 lbs.  
                                   { Steel, . . . . . 60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . . 2  
 Wooden bridges, number of, 2; aggregate length, . . . . . 40 feet.

Stations.

Number of stations on main road: Passenger, 9; freight, 9; total, . . . . . 18  
 Number of engine-houses and shops in Pennsylvania, 2; total number entire road, . . . . . 2  
 Number of wood and water stations on main road, . . . . . 2  
 How is track laid, and on what foundation? White oak cross-ties; stone ballast.

This road is leased and returns are made by the Pennsylvania Railroad Company, to which company it is leased for ninety-nine years, from the 6th day of August, 1879.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, . . . . .	\$29,704	73
Land or land damages, . . . . .	7,649	54
Passenger and freight houses, . . . . .	87	00
Total, . . . . .	\$37,391	27
Proportion for Pennsylvania, . . . . .	\$37,391	27

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . 3,300 shares.

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

Personally appeared before me, G. B. Roberts, president, and William Taylor, treasurer, of the West Chester 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 and correct statement of the condition and affairs of said company, for the financial year ending De-

ember 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

G. B. ROBERTS, *President.*

W. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this 6th day of February, A. D. 1880.

JOHN C. SIMS, Jr., *Notary Public.*

## R E P O R T

OF THE

*West Chester and Philadelphia Railroad Company, for  
the year ending October 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. Edward Farnum, President, . . . . .	Philadelphia.
A. Lewis Smith, Secretary, . . . . .	Media, Delaware county, Pa.
Thomas H. Hall, Treasurer, . . . . .	West Chester, Chester county, Pa.
Henry K. Smith, General Superintendent, . . . . .	Philadelphia.

General offices at Philadelphia, 3100 Chestnut street.

<i>Names of Directors.</i>	<i>Residences.</i>
Lorenzo Beck, . . . . .	West Chester, Chester county, Pa.
George Callaghan, . . . . .	Philadelphia.
Charles Fairlamb, . . . . .	West Chester, Chester county, Pa.
Marshall B. Hickman, . . . . .	West Chester, Chester county, Pa.
Edward Hoopes, . . . . .	Philadelphia.
William H. Miller, . . . . .	Howellville, Delaware county, Pa.
Samuel Riddle, . . . . .	Glen Riddle, Delaware county, Pa.
Samuel J. Sharpless, . . . . .	Philadelphia.
Albert C. Roberts, . . . . .	Philadelphia.

### CAPITAL STOCK.

Capital stock authorized by law, \$3,900,000, less \$825,000 of old preferred and common, redeemed by exchange, . . . . .	\$2,950,000	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	821,300	00
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<b>Funded Debt.</b>		
General mortgage bonds, (due April 1, 1891, bear interest at seven per cent., which is payable April and October,) amount issued, . .	\$1,100,000	00
Total amount now of funded debt, . . . . .	<u>\$1,100,000</u>	<u>00</u>
<b>Floating Debt.</b>		
Debt incurred for any other purpose, and for what: Ground rents and mortgages, . . . . .	27,512	50
Total amount now of floating and funded debt, . . . . .	<u>\$1,127,512</u>	<u>50</u>
Total capital stock and debt, . . . . .	<u>\$1,948,812</u>	<u>50</u>

**COST.**

Total cost of entire road to date: Construction, \$1,547,105 14; real estate, \$339,072 37; total, . . . . .	\$1,886,177	51
Average of same per mile of road laid, . . . . .	71,717	77 $\frac{1}{2}$
Proportion of same for Pennsylvania, . . . . All in Pennsylvania.		
Total cost of entire equipment, . . . . .	163,012	00
Average cost of equipment per mile of road operated by company, . . . . .	6,193	17 $\frac{1}{2}$
Proportion of same for Pennsylvania, . . . . All in Pennsylvania.		
Cost of road and equipment per mile, (\$2,049,189 51,) . . . . .	79,915	95 $\frac{1}{2}$

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from West Chester to Philadelphia, . . . .	26 $\frac{3}{4}$	All.
Length of single main track, . . . . .	26 $\frac{3}{4}$	
Aggregate length of sidings and other track not above enumerated, . . . . .	4 $\frac{1}{2}$	

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 10.9  
 Miles of steel rail in use, . . . . . 15.4  
 Weight of rail per yard, { Iron, . . . . . 58 pounds.  
                                   { Steel, . . . . . 56 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 23  
 Wooden bridges, number of, 13; aggregate length, . . . . 2,221 feet.  
 Iron bridges, number of, 10; aggregate length, . . . . . 859 feet.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Junction railroad, at West Philadelphia.

**Stations.**

Number of stations on main road : Passenger, 23 ; freight, 16 ; total, . . . . . 24  
 Number of engine-houses and shops in Pennsylvania : 2 engine-houses, 1 shop ; total number entire road, . . . 3  
 Number of wood and water stations on main road, . . . 5  
 Value of real estate held by the company, exclusive of roadway, depots, station-houses, and shops, . . . . \$339,072 37  
 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, balance gravel.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, . . . .	8	\$5,400 00
Number of locomotives of more than 20 tons weight, . . . .	1	5,400 00
Number of locomotives of more than 10 tons weight, . . . .	1	5,400 00
Number of first-class passenger cars, . . . . .	22	2,590 90 1/2
Number of baggage, mail, and express cars, . . . . .	5	1,500 00
Number of freight cars: House cars, 25; trucks, 29; total, . .	54	500 00
Number of coal, ore, and stone cars, . . . . .	13	300 00
Number of caboose cars, . . . . .	1	1,000 00

Average number of cars in passenger trains, including baggage cars, . . . . . 4  
 Average number of cars in freight trains, . . . . . 20  
 Average weight of passenger trains, including locomotive and tender, in working order, . . . . . 100 tons.  
 Average weight of freight trains, including locomotive and tender, in working order, . . . . . 340 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . . 160  
 Same in Pennsylvania, . . . . . All in Pennsylvania.

**DOINGS OF THE YEAR.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . . 209,384  
 Number of miles run by freight trains, . . . . . 16,848  
 Number of miles run by extra trains, . . . . . 29,558  
 Number of through passengers for the year on main road, averaged as through, . . . . . 228,055

Number of passengers (all classes) carried in cars, . . . . .	738,127
Number of passengers carried one mile, . . . . .	8,209,966
Number of passengers carried one mile in Pennsylvania, . . . . .	All.
Number of tons of 2,000 pounds of through freight for the year on main road, averaged, . . . . .	40,648
Number of tons of freight carried one mile, . . . . .	1,463,359
Number of tons of freight carried one mile in Pennsylvania, . . . . .	All.
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	95,439
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . .	17
Average rate of speed adopted by express trains, including stops, (miles per hour,) . . . . .	30
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . .	5

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

November, 1878, . . . . .	53,660	June, 1879, . . . . .	70,879
December, 1878, . . . . .	55,896	July, 1879, . . . . .	75,182
January, 1879, . . . . .	53,898	August, 1879, . . . . .	61,493
February, 1879, . . . . .	44,855	September, 1879, . . . . .	75,738
March, 1879, . . . . .	51,819	October, 1879, . . . . .	65,061
April, 1879, . . . . .	59,153		
May, 1879, . . . . .	69,493	Total, . . . . .	733,127

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

Anthracite and bituminous coal, . . . . .	44,119	Lumber, . . . . .	6,630
Stone, lime, and brick, . . . . .	4,333	Other articles, . . . . .	4,364
Agricultural product, . . . . .	13,746		
Merchandise and manufactures, . . . . .	22,242	Total, . . . . .	95,439

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

Average rate of fare per passenger per mile, . . . . . 2 <sup>267</sup>/<sub>1000</sub> cents.

**Rate per ton (of 2,000 pounds) per Mile charged for Freight.**

Average rate of freight, per ton per mile, . . . . . 7 <sup>139</sup>/<sub>1000</sub> cents.

**MONTHLY EARNINGS FOR THE YEAR.**

**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
November, 1878, . . . . .			\$15,107 53
December, 1878, . . . . .			15,299 42
January, 1879, . . . . .			13,217 71
February, 1879, . . . . .			11,228 81
March, 1879, . . . . .			14,426 33
April, 1879, . . . . .			14,849 40
May, 1879, . . . . .			17,250 08
June, 1879, . . . . .			17,526 75
July, 1879, . . . . .			18,557 48
August, 1879, . . . . .			16,032 03
September, 1879, . . . . .			16,494 19
October, 1879, . . . . .			16,157 28
<b>Total, . . . . .</b>			<b>\$186,147 01</b>

We make no apportionment of through and local business.

## From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
November, 1878, . . . . .			\$9,922 58
December, 1878, . . . . .			7,203 11
January, 1879, . . . . .			7,860 34
February, 1879, . . . . .			6,580 16
March, 1879, . . . . .			8,335 45
April, 1879, . . . . .			9,861 07
May, 1879, . . . . .			9,872 86
June, 1879, . . . . .			9,731 60
July, 1879, . . . . .			8,989 87
August, 1879, . . . . .			7,934 16
September, 1879, . . . . .			8,305 88
October, 1879, . . . . .			9,865 10
Total, . . . . .			\$104,461 68

We make no apportionment of through and local business.

## From all Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
November, 1878, . . . . .			\$344 84	\$344 84
December, 1878, . . . . .	\$531 52		298 76	830 28
January, 1879, . . . . .			285 51	285 51
February, 1879, . . . . .	101 88		493 39	593 77
March, 1879, . . . . .	582 22		270 16	852 38
April, 1879, . . . . .			917 63	917 63
May, 1879, . . . . .			211 82	211 82
June, 1879, . . . . .	582 21		7,057 19	7,639 40
July, 1879, . . . . .			329 55	329 55
August, 1879, . . . . .			240 08	240 08
September, 1879, . . . . .	495 64		218 77	714 41
October, 1879, . . . . .			937 66	937 66
Total, . . . . .	\$2,292 97		\$11,550 86	\$13,843 33

Total passenger earnings for the year, . . . . .	\$186,147 01
Total freight earnings for the year, . . . . .	104,461 68
Total earnings from all other sources, . . . . .	13,843 33
Total earnings for the year, . . . . .	\$304,452 02
Total receipts from all sources on whole length of line, . . . . .	\$304,452 02
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . . All in Pennsylvania.	

Express included in freight earnings.

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, . . . . .	\$6,000 00
Land or land damages, . . . . .	1,380 75
Passenger and freight houses, . . . . .	1,034 06
New locomotives, automatic brakes, . . . . .	1,760 00
New passenger cars, automatic brakes, . . . . .	5,303 02
New mail and baggage cars, automatic brakes, . . . . .	814 00
Net change of revenue account from re-valuation of equipments and investments, . . . . .	2,821 25
Total, . . . . .	\$19,113 08
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 new rails, . . . . .	\$28,236	82
New rails and joints, . . . . .	1,832	74
Repairs of bridges, . . . . .	14,951	27
Repairs of buildings and fixtures, . . . . .	8,518	90
<b>Total for maintenance of way, . . . . .</b>	<b>\$46,089</b>	<b>23</b>
Cost per mile of road kept in repair, . . . . .	1,278	87
Proportion for Pennsylvania, . . . . . All in Pennsylvania.		

*Cost of Maintenance of Motive Power and Cars.*

Repairs of rolling stock, . . . . .	\$22,701	26
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$22,701</b>	<b>26</b>
Cost per mile of road operated, . . . . .	\$630	59
Proportion for Pennsylvania, . . . . . All.		

*Miscellaneous.*

Salaries, wages, and incidentals chargeable to passenger and freight departments, . . . . .	\$23,789	86
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	12,285	43
Fuel, water and light for all purposes, . . . . .	20,222	40
Oil and waste and train incidentals, . . . . .	2,958	33
Loss of goods, . . . . .	162	18
Taxes, State and local, . . . . .	8,348	71
Telegraph expenses, . . . . .	1,491	50
Amount paid for use of cars, tolls, and teaming, . . . . .	5,365	93
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	28,385	90
<b>Total miscellaneous, . . . . .</b>	<b>\$103,010</b>	<b>24</b>
Amount per mile of road operated, . . . . .	2,861	39
Total expenditures for operating the road, ground rents not included in the above, . . . . .	\$171,750	73
Expenses per mile of the road operated, . . . . .	4,770	85
Expenses per train mile, . . . . .		67
Proportion for Pennsylvania, . . . . . All.		

**EARNINGS.**

Passenger transportation, local and through, . . . . .	\$186,147	01
Freight transportation, local and through, . . . . .	104,461	68
Mail service, . . . . .	2,292	97
Rents, . . . . .	4,020	09
All other sources of income, . . . . .	7,530	27
<b>Total, . . . . .</b>	<b>\$304,452</b>	<b>02</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . . \$46,089	23	
Maintenance of motive power and cars, . . . . . 22,701	26	
Miscellaneous, . . . . . 103,010	24	
<b>Total operating expenses being 56.4 per cent. of earnings, . . . . .</b>	<b>171,750</b>	<b>73</b>
<b>Net earnings, . . . . .</b>	<b>\$132,701</b>	<b>29</b>

Earnings per mile of road operated, . . . . .	\$8,457	00
Expenses per mile of road operated, . . . . .	4,770	85
Net earnings, . . . . .	\$3,686	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.? Adams Express Company, at \$1,800 per annum.

**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.? They use cars of this company, and they run on regular trains.

**U. S. MAIL.**

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,982 56, including side service.

**STOCK AND DIVIDENDS.**

Amount of preferred stock, 16,426 shares, . . . . .	\$821,300	00
Rate and date of all cash dividends on consolidated preferred stock of company :		
Dividend of four per cent., January, 1879, . . . . .	32,852	00
Dividend of three per cent., January, 1879, . . . . .	24,639	00

Number and per cent. of dividends: Two, (four and three per cent.)		
Amount paid in dividends, . . . . .	\$57,491	00
Surplus at the commencement of the year, or revenue account, . . . . .	237,434	93
Total surplus or revenue balance, October 31, 1879, . . . . .	228,598	13
Surplus invested as follows:		
Cash and loans, . . . . .	\$38,758	03
Balance of accounts due company, bills receivable or loans, . . . . .	86,468	61
Material, fuel, stores, and balance of sundry balances, . . . . .	2,994	48
Other items: Construction and equipment, . . . . .	100,377	01
	\$228,598	13

**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, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .		. . . . .
Total, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	1	. . . . .

Statement of each Accident.

December 22, 1878. Unknown man, who had been collecting cigar stumps swept from cars in West Philadelphia depot, either went to sleep under train or laid on track; two rear cars of out-going train run over and cut off his head.

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. 1879, according to the best of their knowledge and belief.

(Signed) J. EDWARD FARNUM, *President.*  
 THOS. H. HALL, *Treasurer.*

Affirmed and subscribed before me, this 30th day of December, A. D. 1879.  
 WM. A. THORP, *Magistrate.*

**R E P O R T**

OF THE

*Western Pennsylvania Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
Strickland Kneass, President, . . . . .	Philadelphia.
James R. McClure, Secretary and Treasurer, . . . . .	Philadelphia.

General offices at No. 233 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
George B. Roberts, . . . . .	Philadelphia.
Josiah Bacon, . . . . .	Philadelphia.
Edmund Smith, . . . . .	Philadelphia.
Wistar Morris, . . . . .	Philadelphia.
Strickland Kneass, Philadelphia, . . . . .	Philadelphia.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$4,000,000	00
Capital stock, amount subscribed, . . . . .	1,022,450	00
Capital stock paid in by last report, . . . . .	1,022,450	00
Capital stock, total amount now paid in, . . . . .	1,022,450	00

## DEBT.

Funded Debt.	
First mortgage bonds, (due April 1, 1893, bear interest at six per cent., which is payable April 1 and October 1,) amount, . . . . .	\$800,000 00
First mortgage bonds, Pittsburgh branch, (due January 1, 1896, bear interest at six per cent., which is payable January and July 1,) amount, . . . . .	1,000,000 00
General mortgage bonds, (due October 1, 1901, bear interest at seven per cent., which is payable April and October 1,) amount, . . . . .	1,200,000 00
Total amount now of funded debt, . . . . .	\$3,000,000 00
Floating Debt.	
Debt incurred for any other purpose, and for what: Outstanding coupons, . . . . .	\$44,508 00
The amount now of floating debt, . . . . .	44,508 00
Total amount now of floating and funded debt, . . . . .	\$3,044,508 00
Funded debt as per last report, . . . . .	\$3,000,000 00
Total cash realized from capital stock and debt, . . . . .	\$4,022,450 00

## COST.

Total cost of entire road to date, . . . . . \$3,990,507 06

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Blairsville to Allegheny City, . . . . .	63.50	63.50
Length of single main track, . . . . .	58.30	58.30
Length of double main track, . . . . .	5.20	5.20
Branches.		
Butler Branch, from Freeport to Butler, . . . . .	Length of branch, . . . . .	21.05
	Length of single track, . . . . .	21.05

## Gauge.

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

## Track.

Miles of iron rail in use, in main track, . . . . .	73.28
Miles of steel rail in use, in main track, . . . . .	11.27
Weight of rail per yard, { Iron, . . . . .	56 pounds.
{ Steel, . . . . .	60 pounds.

## Bridges and Trestles.

Number of bridges and trestles on whole line, . . . . .	43
Wooden bridges, number of, 34; aggregate length, . . . . .	5,591 feet.
Stone bridges, number of, 6; aggregate length, . . . . .	49 feet.
Wooden trestles, number of, 3; aggregate length, . . . . .	993 feet.

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Allegheny Valley railroad, at Freeport; Pittsburgh, Fort Wayne and Chicago railroad, at Allegheny City.

**Stations.**

Number of stations on main road: Passenger, 64; freight, 47; total, . . . . . 111  
 Number of engine-houses and shops in Pennsylvania, 7; total number entire road, . . . . . 7  
 Number of wood and water stations on main road, . . . . . 16  
 Number of tunnels, 2; aggregate length, . . . . . 2,025

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

The Western Pennsylvania railroad is leased to the Pennsylvania Railroad Company for a term of five years, from and after the first day of January, 1877, to whom you are referred for information relative to the operating of the line.

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

Extension or alteration of road, . . . . .	\$630	65
Land or land damages, . . . . .	1,312	50
Any other expenditures chargeable to this account, . . . . .	1,008	65
<b>Total, . . . . .</b>	<b>\$2,946</b>	<b>80</b>

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding: 20,449 shares,  
 at \$50, . . . . . \$1,022,450 00

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

Personally appeared before me, Strickland Kneass, president, and James R. McClure, treasurer, of the Western 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\* 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) STRICKLAND KNEASS, *President.*  
 JAMES R. McCLURE, *Treasurer.*

Sworn and subscribed before me this 26th day of January, A. D. 1880.  
 JOHN C. SIMS, Jr., *Notary Public.*

\* Much of the information called for by the foregoing blanks being required of the lessee company, the word "full," in the above affidavit, is stricken out.

# REPORT

OF THE

*Western Maryland Railroad Company, for the year  
ending November 30, 1879.*

## OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. M. Hood, President, . . . . .	Baltimore.
Alexander Rieman, Vice President, . . . . .	Baltimore.
John S. Harden, Secretary and Treasurer, . . . . .	Baltimore.
Marshall and Fisher, General Solicitors, . . . . .	Baltimore.
J. M. Hood, Chief Engineer, General Manager, and General Sup't, . . . . .	Baltimore.

General Offices at Baltimore.

<i>Names of Directors.</i>	<i>Residences.</i>
Samuel H. Adams, . . . . .	Baltimore.
Christian Devries, . . . . .	Baltimore.
Daniel J. Foley, . . . . .	Baltimore.
George M. Gill, . . . . .	Baltimore.
E. G. Hipsley, . . . . .	Baltimore.
Nicholas G. Penniman, . . . . .	Baltimore.
J. Alexander Preston, . . . . .	Baltimore.
Alexander Rieman, . . . . .	Baltimore.
Joshua Biggs, . . . . .	Frederick county, Md.
John K. Longwell, . . . . .	Carroll county, Md.
George W. Harris, . . . . .	Washington county, Md.
Charles W. Humrichouse, . . . . .	Washington county, Md.
John Welty, . . . . .	Washington county, Md.

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$1,000,000	00
Capital stock, total amount now paid in, . . . . .	682,250	00
Capital stock, number of shares issued, . . . . .	13,645	
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 1890, bear interest at six per cent., which is payable January and July,) amount, . . . . .	\$600,000	00
Second mortgage bonds, (due 1895, bear interest at six per cent., which is payable January and July,) amount, . . . . .	600,000	00
Preferred second mortgage bonds, (due 1895, bear interest at six per cent., which is payable January and July,) amount, . . . . .	600,000	00
Third mortgage bonds, (due 1900, bear interest at six per cent., which is payable January and July,) amount, . . . . .	875,000	00
Fourth mortgage bonds, (due 1902, bear interest at six per cent., which is payable January and July,) amount, . . . . .	1,000,000	00
Total amount now of funded debt, . . . . .	\$3,675,000	00
Funded coupons, eight per cent., . . . . .	177,596	00
Total amount now of funded debt, . . . . .	\$3,852,596	00

**COST.**

Total cost of entire road to date, and equipment, . . . . \$4,536,895 07

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole Length.	Length in Penn'a.
Length of main line, from Baltimore to Williamsport, Maryland,	90	½
Aggregate length of sidings and other track not above enumerated,	11½	
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	101½	

**Gauge.**

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

**Track.**

Miles of iron rail in use, . . . . . 95½  
 Miles of steel rail in use, . . . . . 6  
 Weight of rail per yard, } Iron, . . . . . 56 pounds.  
                                   } Steel, . . . . . 60 pounds.

**Bridges and Trestles.**

Number of bridges and trestles on whole line, . . . . . 116  
 Wooden bridges and trestles, number of, 112; aggregate length, . . . . . 6,145 feet.  
 Iron bridges, number of, 4; aggregate length, . . . . . 316 feet.

**Stations.**

Number of stations on main road, passenger and freight, . . . . . 53  
 Number of engine-houses and shops, . . . . . 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, . . . . .	9	1,800 00
Number of freight cars, } House cars, 130, } } Trucks, . . . 20, }	150	550 00
Number of coal, ore, and stone cars, . . . . .	142	500 00
Number of caboose and stock cars, . . . . .	14	600 00

Average number of cars in passenger trains, including baggage cars, . . . . .	4
Average number of cars in freight trains, . . . . .	10

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . .	200 to 250
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**DOINGS OF THE YEAR.**

**Transportation and total Miles Run.**

Number of miles run by passenger, freight, and coal trains,	431,380
Number of passengers (all classes) carried in cars, . . .	362,168
Number of passengers carried one mile, . . . . .	8,502,388
Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	136,220
Number of tons of freight carried one mile, . . . . .	5,469,519
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . . . .	136,220
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, 1878, . . . . .	30,559	April, 1879, . . . . .	18,370
November, 1878, . . . . .	20,265	May, 1879, . . . . .	21,948
December, 1878, . . . . .	19,250	June, 1879, . . . . .	38,875
January, 1879, . . . . .	17,201	July, 1879, . . . . .	45,646
February, 1879, . . . . .	15,361	August, 1879, . . . . .	73,792
March, 1879, . . . . .	18,490	September, 1879, . . . . .	41,911

**Amount of Freight, specifying the quantity in tons of 2,000 pounds.**

Anthracite coal, . . . . .	16,483	Merchandise and manufactures, . . . . .	29,048
Bituminous coal, . . . . .	21,317	Live stock, . . . . .	3,127
Iron and other ores, . . . . .	1,148	Lumber, . . . . .	9,900
Stone and lime, . . . . .	4,639	Other articles, . . . . .	50,558

**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.

**Rate per ton (of 2,000 pounds) per Mile charged for Freight.**

For through and local freight and coal, per ton per mile, average, . . . . .	3, <sup>307</sup> / <sub>1000</sub> cents.
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MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
October, 1878, . . . . .		\$12,275 76	
November, 1878, . . . . .		8,846 76	
December, 1878, . . . . .		8,651 79	
January, 1879, . . . . .		7,158 50	
February, 1879, . . . . .		6,578 33	
March, 1879, . . . . .		8,103 67	
April, 1879, . . . . .		8,445 68	
May, 1879, . . . . .		9,394 41	
June, 1879, . . . . .		13,375 89	
July, 1879, . . . . .		17,374 24	
August, 1879, . . . . .		24,755 42	
September, 1879, . . . . .		15,284 15	
Total, . . . . .		\$140,244 60	

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
October, 1878, . . . . .		\$15,264 27	
November, 1878, . . . . .		15,724 69	
December, 1878, . . . . .		14,571 60	
January, 1879, . . . . .		12,983 32	
February, 1879, . . . . .		14,149 69	
March, 1879, . . . . .		14,859 34	
April, 1879, . . . . .		12,731 57	
May, 1879, . . . . .		14,564 74	
June, 1879, . . . . .		11,975 90	
July, 1879, . . . . .		10,661 77	
August, 1879, . . . . .		15,243 72	
September, 1879, . . . . .		23,166 41	
Total, . . . . .		\$175,397 02	

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
October, 1878, . . . . .	\$509 28	\$619 06	\$1,565 20	\$2,693 54
November, 1878, . . . . .	509 28	583 14	1,356 80	2,449 23
December, 1878, . . . . .	509 28	467 83	1,608 12	2,580 23
January, 1879, . . . . .	509 28	620 11	1,504 37	2,633 76
February, 1879, . . . . .	509 28	352 74	1,408 82	2,263 84
March, 1879, . . . . .	509 28	353 67	1,598 82	2,461 77
April, 1879, . . . . .	509 28	413 66	1,701 48	2,624 42
May, 1879, . . . . .	509 28	419 90	1,951 39	2,880 57
June, 1879, . . . . .	509 28	461 91	2,011 04	2,982 23
July, 1879, . . . . .	509 28	437 70	2,208 95	3,155 93
August, 1879, . . . . .	509 28	420 23	1,686 08	2,615 59
September, 1879, . . . . .	509 28	449 02	1,499 64	2,457 94
Total, . . . . .	\$6,111 36	\$5,598 97	\$20,090 71	\$31,801 04

Total passenger earnings for the year, . . . . .	\$140,244	60
Total freight earnings for the year, . . . . .	175,397	02
Total earnings from all other sources, . . . . .	31,801	04
Total earnings for the year, . . . . .	\$347,442	66

**EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.**

New freight cars—number, 25, . . . . .	\$10,250	00
Any other expenditures chargeable to this account, . . . . .	927	70
Total, . . . . .	\$11,177	70

**EXPENDITURES FOR OPERATING DURING THE YEAR.**

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

Repairs of roads, exclusive of bridges, . . . . .	\$66,962	42
New iron rails, number of tons, 340. . . . .		
New steel rails, number of tons, 100. . . . .		
Repairs of bridges, . . . . .	923	53
Repairs of buildings and fixtures, . . . . .	4,229	69
All other expenses for maintenance of way, . . . . .	262	98
Total for maintenance of way, . . . . .	\$72,378	62

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

Repairs of locomotives, . . . . .	\$9,950	39
Repairs of machinery, . . . . .	7,567	04
Repairs of passenger, baggage, and mail cars, . . . . .	5,671	82
Repairs of freight cars, . . . . .	5,451	48
All other expenses for maintenance of motive power and cars, . . . . .	1,064	89
Total for maintenance of motive power and cars, . . . . .	\$29,705	62

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger and freight departments; wages of switchmen, signal-men, gate-keepers, and watchmen; fuel, wood and coal; oil and waste, . . . . .	\$108,204	98
Damages for loss of goods and baggage, . . . . .	413	11
Telegraph expenses, . . . . .	3,468	88
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	15,588	35
Total miscellaneous, . . . . .	\$127,675	32
Total expenditures for operating the road, . . . . .	\$229,759	56

**EARNINGS.**

<b>Operating Expenses.</b>		
Total operating and extraordinary expenses being 78.10 per cent. of earnings, . . . . .	\$274,347	58
Net earnings, . . . . .	73,065	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, &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.

**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? Net \$5,803 41; pay according to weight.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, shares, . . . 13,645

**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, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Total, . . . . .	. . . . .	1	. . . . .	. . . . .	. . . . .	. . . . .

**Statement of each Accident.**

September 3, 1879. John Taylor, brakeman of a night freight train, while coupling cars at Emory Grove station, had his right arm crushed between the bumpers, necessitating its amputation.

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 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 September 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

J. M. HOOD, *President.*

JOHN S. HARDEN, *Treasurer.*

Sworn, affirmed, and subscribed before me, this 29th day of January, A. D. 1880.

MURRAY HANSON,

*A Commissioner for Pennsylvania, residing in Baltimore city, Md.*

# R E P O R T

OF THE

## *Wheeling, Pittsburgh and Baltimore Railroad Company, for the year ending September 30, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residence.</i>
J. B. Washington, President, . . . . .	Pittsburgh, Pa.
W. W. Smith, Secretary, . . . . .	Washington, Pa.
W. H. Ijams, Treasurer, . . . . .	Baltimore, Md.
Jas. L. Randolph, Chief Engineer, . . . . .	Martinsburg, W. Va.

General offices at Washington, Pa.

### *Names of Directors.*

<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, . . . . .	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

### COST.

Total cost of entire road to date, . . . . .	\$462,820	66
Average of same per mile of road laid, 1.32, . . . . .	14,463	14½
Proportion of same for Pennsylvania, 17.32, . . . . .	245,873	47

### CHARACTERISTICS OF ROAD.

<i>Main Line.</i>	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, iron and steel, . . . . . 50 lbs.

**Bridges and Trestles.**

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 00  
 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 cars, . . . . . 2  
 Average number of cars in freight trains, . . . . . 3  
 Average weight of passenger trains, including locomotive and tender, in working order, . . . . . 75 tons.  
 Average weight of freight trains, including locomotive and tender, in working order, . . . . . 75 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . . 30  
 Same in Pennsylvania, . . . . . 15

**DOINGS OF THE YEAR.**

**Transportation and Total Miles Run.**

Number of miles run by passenger trains, . . . . . 28,680  
 Number of miles run by freight trains, (mixed,) . . . . . 21,168  
 Number of through passengers for the year on main road, . . . . . 326  
 Number of passengers (all classes,) carried in cars, . . . . . 44,026  
 Number of passengers carried one mile, . . . . . 582,024  
 Number of passengers carried one mile in Pennsylvania, . . . . . 329,200  
 Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . . . . 15½  
 Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . . . . 14

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

October, 1878, . . . . .	4,537	April, 1879, . . . . .	2,612
November 1878, . . . . .	3,187	May, 1879, . . . . .	3,988
December, 1878, . . . . .	3,192	June, 1879, . . . . .	4,619
January, 1879, . . . . .	2,698	July, 1879, . . . . .	4,832
February, 1879, . . . . .	2,478	August, 1879, . . . . .	4,663
March, 1879, . . . . .	2,902	September, 1879, . . . . .	4,323

## Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Bituminous coal, . . . . .	2,658	Live stock, . . . . .	1,826
Petroleum and other oils, . . . . .	56	Lumber, . . . . .	2,075
Pig iron, . . . . .	21	Other articles, . . . . .	4,158
Other iron or castings, . . . . .	103		
Stone and lime, . . . . .	219	Total, . . . . .	15,130
Agricultural products, . . . . .	2,055		
Merchandise and manufactures, . . . . .	1,959		

## 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 Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
October, 1878, . . . . .			\$2,168 65
November, 1878, . . . . .			1,523 65
December, 1878, . . . . .			1,525 87
January, 1879, . . . . .			1,290 68
February, 1879, . . . . .			1,182 15
March, 1879, . . . . .			1,387 25
April, 1879, . . . . .			1,248 45
May, 1879, . . . . .			1,910 87
June, 1879, . . . . .			2,208 13
July, 1879, . . . . .			2,307 67
August, 1879, . . . . .			2,329 74
September, 1879, . . . . .			2,066 35
October, 1879, . . . . .			2,566 60
November, 1879,* . . . . .			1,687 54
December, 1879,* . . . . .			2,024 28
Total, fifteen months, . . . . .			\$27,326 88

\* Estimated.

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
October, 1878, . . . . .			\$2,148 45
November, 1878, . . . . .			1,335 88
December, 1878, . . . . .			1,209 26
January, 1879, . . . . .			1,125 55
February, 1879, . . . . .			1,006 66
March, 1879, . . . . .			1,818 30
April, 1879, . . . . .			1,163 67
May, 1879, . . . . .			1,305 17
June, 1879, . . . . .			1,665 20
July, 1879, . . . . .			1,059 24
August, 1879, . . . . .			1,393 77
September, 1879, . . . . .			2,136 84
October, 1879, . . . . .			2,662 68
November, 1879,* . . . . .			1,487 21
December, 1879,* . . . . .			2,055 00
Total, . . . . .			\$23,067 88

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
October, 1878, . . . . .	\$115 75	\$137 90		\$253 65
November, 1878, . . . . .	115 75	110 76		226 51
December, 1878, . . . . .	115 74	136 58		252 32
January, 1879, . . . . .	115 72	103 16		218 88
February, 1879, . . . . .	115 72	85 81		291 03
March, 1879, . . . . .	115 80	103 97		219 77
April, 1879, . . . . .	115 80	106 14		221 94
May, 1879, . . . . .	115 80	168 50		284 30
June, 1879, . . . . .	106 32	291 28		397 60
July, 1879, . . . . .	115 80	301 35		417 15
August, 1879, . . . . .	115 80	187 44		303 24
September, 1879, . . . . .	115 64	169 82		285 46
October, 1879, . . . . .	115 80	194 66		310 46
November, 1879, * . . . .	115 80	115 37		231 17
December, 1879, * . . . .	115 80	140 00		255 80
Total, . . . . .	\$1,727 04	\$2,352 24		\$4,079 28

Total passenger earnings for the year, ended September 30, 1879, . . . . .	\$21,048 46
Total freight earnings for the year, . . . . .	16,862 99
Total earnings from all other sources, . . . . .	3,281 85
Total earnings for the year, . . . . .	\$41,193 30
Total receipts from all sources on whole length of line, fiscal year, . . . . .	\$41,193 30
Proportion of earnings in Pennsylvania to earnings of whole line, $\frac{1}{3}$ , . . . . .	21,883 94

\* Estimated.

## EXPENDITURES FOR OPERATING DURING THE YEAR.

## Cost of Maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$10,685	54
New iron rails, number of tons, 46,424, . . . . .	923	78
New steel rails, number of tons, 97,111, . . . . .	3,670	62
Repairs of bridges, . . . . .	2,589	81
Repairs of buildings and fixtures, . . . . .	119	98
All other expenses for maintenance of way, . . . . .	1,101	89
<b>Total for maintenance of way, . . . . .</b>	<b>\$19,091</b>	<b>12</b>
Cost per mile of road kept in repair, . . . . .	\$596	59½
Proportion for Pennsylvania, . . . . .	10,142	15½

## Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives, . . . . .	\$1,685	79
Repairs of passenger, baggage, and mail cars, . . . . .	1,033	17
Repairs of freight cars, . . . . .	801	48
All other expenses for maintenance of motive power and cars, . . . . .	3,677	88
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$7,197</b>	<b>82</b>
Cost per mile of road operated, \$224 98½, . . . . .	\$224	98
Proportion for Pennsylvania, 1½, . . . . .	3,823	84

## Miscellaneous.

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$2,516	38
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	1,446	90
Fuel—wood and coal, . . . . .	1,000	73
Oil, waste, and tallow, . . . . .	380	92
Losses by accidents, . . . . .	140	86
Taxes, . . . . .	1,007	12
Telegraph expenses, . . . . .	11	40
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	802	01
<b>Total miscellaneous, . . . . .</b>	<b>\$7,305</b>	<b>82</b>
Amount per mile of road operated, \$228 30½, . . . . .	\$228	30
Proportion for Pennsylvania, \$3,881 21½, . . . . .	3,881	21
Total expenditures for operating the road, \$19,091 12 + \$7,197 82 + \$7,305 82 =	33,594	76
Expenses per mile of the road operated, \$1,049 83½, . . . . .	1,049	78
Proportion for Pennsylvania, \$17,940 96½, . . . . .	17,940	96



**EARNINGS.**

Passenger transportation, local and through, . . . . .	\$21,048	46
Freight transportation, local and through, . . . . .	16,862	99
Mail service, . . . . .	1,879	64
Express service, . . . . .	1,902	21
<b>Total, . . . . .</b>	<b>\$41,198</b>	<b>30</b>
<b>Operating Expenses.</b>		
Maintenance of way and buildings, . . . . . \$19,091 12		
Maintenance of motive power and cars, . . . . . 7,197 82		
Miscellaneous, . . . . . 7,805 82		
<b>Total operating expenses, being 81<sup>11</sup>/<sub>100</sub> per cent. of earnings, . . .</b>	<b>38,594</b>	<b>76</b>
<b>Net earnings, . . . . .</b>	<b>\$7,598</b>	<b>54</b>
Earnings per mile of road operated, . . . . .	\$1,287	29
Expenses per mile of road operated, . . . . .	1,049	88
<b>Net earnings per mile of road operated, . . . . .</b>	<b>\$237</b>	<b>46</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.? Company does its own express business.

**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, . . . . .						
<b>Total, . . . . .</b>			<b>1</b>		<b>1</b>	

**Statement of each Accident.**

February 6, 1879. Yard-engine, whilst pushing train 805 over city grade, near corner Seventeenth and Wood streets, Wheeling, West Virginia, ran over and instantly killed conductor A. E. Sneadiker, who is supposed to have fallen whilst attempting to climb up on engine, after cutting loose from the train.

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

Personally appeared before me, J. B. Washington, president of the Wheeling, Pittsburgh, and Baltimore Railroad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be pre-

pared 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. 1879, according to the best of his knowledge and belief.

(Signed)

J. B. WASHINGTON, *President.*

Sworn and subscribed before me this 3d day of February, A. D. 1880.

J. J. McCORMICK, *Notary Public.*

STATE OF MARYLAND, }  
City of Baltimore, } ss:

Personally appeared before me, William H. Ijams, treasurer of the Wheeling, Pittsburgh, and Baltimore 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. 1879, according to the best of his knowledge and belief.

(Signed)

W. H. IJAMS, *Treasurer.*

Sworn and subscribed before me, this 5th day of February, A. D. 1880.

OTTO BENNER, *J. P.*

## R E P O R T

OF THE

*Wilmington and Northern Railroad Company, for the year ending December 31, 1879.*

### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Colonel H. A. Dupont, President, . . . . .	Near Wilmington, Del.
P. S. Ermold, Secretary and Treasurer, . . . . .	Coatesville, Pa.
L. Waln Smith, General Solicitor, . . . . .	_____
J. H. Thompson, Engineer and General Superintendent, . . . . .	Coatesville, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Colonel H. A. Dupont, . . . . .	Near Wilmington, Del.
Charles Baber, . . . . .	Pottsville, Pa.
George Brooke, . . . . .	Birdsboro', Pa.
L. Waln Smith, . . . . .	Philadelphia.
L. Taylor Dickson, . . . . .	Philadelphia.
Charles V. Baird, . . . . .	Philadelphia.
Doctor Charles Huston, . . . . .	Coatesville, Pa.

**CAPITAL STOCK.**

Capital stock authorized by votes of company, . . . . .	\$1,500,000	00
Capital stock, amount issued, . . . . .	1,253,050	00
Capital stock issued at last report, . . . . .	1,253,050	00
Capital stock, total amount now issued, . . . . .	1,253,050	00
Capital stock, number of shares issued, . . . . . 25,081		
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<b>Funded Debt.</b>		
French Creek branch bonds, in Pennsylvania, just issued, . . . . .	\$10,000	00
Rockland Mill branch bonds, in Delaware, just issued, . . . . .	3,000	00
Total cash realized from capital stock, . . . . .	1,253,050	00

**COST.**

Same as per last year's report.

**CHARACTERISTICS OF ROAD.**

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Wilmington, Del., to Birdsboro', Pa., . . . . .	63.6	51.6
Length of single main track, . . . . .	63.6	51.6
<b>Branches.</b>		
Reading branch, from Birdsboro' to } Length of branch, . . . . .	6.9	6.9
High's, } Length of single track, . . . . .	6.9	6.9
French Creek branch, from Springfield to French Creek mines, Pa., length of single track, about, . . . . .	6	
Rockland Mill branch, from Dupont's station to Rockland Mills, Del., length of single track, about, . . . . .	1	
Aggregate length of main line and branches, . . . . .	70.5	58.5
Aggregate length of sidings and other track not above enumerated, . . . . .	11.3	11.1
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	81.8	69.6

**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, . . . . . 76.4  
 Miles of steel rail in use, . . . . . 5.4  
 Weight of rail per yard, { Iron, . . . . . 56 lbs.  
                                   { Steel, . . . . . 50 and 56 lbs.

**Bridges and Trestles.**

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? Philadelphia and Baltimore Central railroad, at Chadds Ford Junction. Waynesburg branch of Pennsylvania railroad, at Waynesburg Junction.

What railroads cross your road, either over or under your grade, in this Commonwealth, and where? Pennsylvania railroad at Coatesville, (over grade.)

**Stations.**

Number of stations on main road : Passenger, 35 ; freight, 30 ; total, . . . . . 35  
 Number of stations on branches, passenger, . . . . . 3  
 Number of engine-houses and shops in Pennsylvania, 1 ;  
 total number entire road, . . . . . 2  
 Number of water stations on main road, . . . . . 9

How is track laid, and on what foundation? Eight feet cross-ties ; gravel and sand ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight, . . . . .	5	\$13,400 00
Number of locomotives of more than 20 tons weight, . . . . .	6	11,500 00
Number of first-class passenger cars, . . . . .	4	4,300 00
Number of second-class passenger cars, . . . . .	4	2,550 00
Number of baggage, mail, and express cars, . . . . .	3	2,641 00
Number of freight cars: House cars, 39 ; trucks, 98, . . . . .	137	670 00

Average number of cars in passenger trains, including baggage cars, . . . . . 2  
 Average number of cars in freight trains, . . . . . 18  
 Average weight of passenger trains, including locomotive and tender, in working order, . . . . . 76 tons.  
 Average weight of freight trains, including locomotive and tender, in working order, . . . . . 310 tons.

**Employees.**

Average number of persons regularly employed by company, including officials, . . . . . 181  
 Same in Pennsylvania, . . . . . 162

**DOINGS OF THE YEAR.****Transportation and total Miles run.**

Number of miles run by passenger trains, . . . . . 113,799  
 Number of miles run by freight trains, . . . . . 47,148  
 Number of through passengers for the year on main road, . . . . . 3,323  
 Number of passengers (all classes) carried in cars, . . . . . 93,538  
 Number of passengers carried one mile, . . . . . 1,140,090  
 Number of passengers carried one mile in Pennsylvania, . . . . . 912,469

Number of tons of 2,000 pounds of through freight for the year on main road, . . . . .	12,503
Number of tons of freight carried one mile, . . . . .	2,929,101
Number of tons of freight carried one mile in Pennsylvania, . . . . .	2,381,015
Gross amount of tonnage for the year, (2,000 pounds per ton.) . . . . .	241,352
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, 1879, . . . . .	5,357	July, 1879, . . . . .	9,830
February, 1879, . . . . .	4,685	August, 1879, . . . . .	14,201
March, 1879, . . . . .	6,739	September, 1879, . . . . .	8,120
April, 1879, . . . . .	6,522	October, 1879, . . . . .	8,391
May, 1879, . . . . .	6,693	November, 1879, . . . . .	7,221
June, 1879, . . . . .	7,276	December, 1879, . . . . .	8,508

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

Anthracite coal, . . . . .	48,282	Stone and lime, . . . . .	20,086
Bituminous coal, . . . . .	34,790	Agricultural products, . . . . .	7,665
Pig iron, . . . . .	27,961	Merchandise and manufactures, . . . . .	32,694
Other iron or castings, . . . . .	26,443	Lumber, . . . . .	14,763
Iron and other ores, . . . . .	28,768		

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

For first-class through passengers, . . . . .	2 <sup>3</sup> / <sub>4</sub> cents.
For first-class way passengers, . . . . .	3 cents.

Rate per ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile, . . . . .	2 <sup>1</sup> / <sub>4</sub> cents.
For through coal, per ton per mile, . . . . .	1 <sup>1</sup> / <sub>3</sub> cents.
For local freight, per ton per mile, . . . . .	3 cents.
For local coal, per ton per mile, . . . . .	2 <sup>7</sup> / <sub>8</sub> cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$365	26	\$1,613	94	\$1,979	20
February, 1879, . . . . .	360	30	1,351	86	1,712	16
March, 1879, . . . . .	388	51	1,917	68	2,303	19
April, 1879, . . . . .	450	00	1,557	92	2,007	92
May, 1879, . . . . .	463	24	1,857	26	2,320	50
June, 1879, . . . . .	567	43	1,644	70	2,212	13
July, 1879, . . . . .	536	87	2,664	78	3,201	65
August, 1879, . . . . .	685	46	3,729	48	4,414	94
September, 1879, . . . . .	865	45	1,951	51	2,816	96
October, 1879, . . . . .	463	75	2,518	70	2,982	45
November, 1879, . . . . .	363	24	2,046	09	2,409	33
December, 1879, . . . . .	375	69	2,248	63	2,624	32
<b>Total, . . . . .</b>	<b>\$5,885</b>	<b>20</b>	<b>\$25,102</b>	<b>55</b>	<b>\$30,987</b>	<b>75</b>

## From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1879, . . . . .	\$430	14	\$6,455	84	\$9,885	96
February, 1879, . . . . .	460	49	6,176	90	6,637	89
March, 1879, . . . . .	568	26	8,153	15	8,721	41
April, 1879, . . . . .	462	13	8,884	94	9,347	07
May, 1879, . . . . .	458	62	8,303	17	8,761	79
June, 1879, . . . . .	665	46	8,202	66	8,868	12
July, 1879, . . . . .	536	28	7,586	29	8,123	57
August, 1879, . . . . .	832	50	8,515	94	9,348	44
September, 1879, . . . . .	834	62	10,432	78	11,267	40
October, 1879, . . . . .	835	43	11,632	28	12,467	69
November, 1879, . . . . .	568	65	10,779	23	11,347	88
December, 1879, . . . . .	8,946	25	9,532	43	13,478	68
Total, . . . . .	\$10,598	83	\$104,655	59	\$115,254	42

## From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1879, . . . . .			\$161	29	\$332	75	\$494	04
February, 1879, . . . . .			158	51	203	86	356	87
March, 1879, . . . . .	\$775	21	158	05	202	16	1,135	42
April, 1879, . . . . .			160	32	220	72	381	04
May, 1879, . . . . .			168	29	205	85	374	14
June, 1879, . . . . .	782	69	197	70	188	74	1,169	13
July, 1879, . . . . .			228	23	210	05	438	28
August, 1879, . . . . .			244	43	136	55	380	98
September, 1879, . . . . .	780	19	282	21	175	66	1,238	06
October, 1879, . . . . .			273	08	223	18	496	26
November, 1879, . . . . .			236	42	142	43	378	85
December, 1879, . . . . .	780	19	119	22	220	17	1,119	58
Total, . . . . .	\$3,118	28	\$2,882	75	\$2,461	62	\$7,962	65

Total passenger earnings for the year, . . . . .	\$80,987	75
Total freight earnings for the year, . . . . .	115,254	42
Total earnings from all other sources, . . . . .	7,962	65
Total earnings for the year, . . . . .	\$154,204	82
Total receipts from all sources on whole length of line, . . . . .	\$154,204	82
Proportion of earnings in Pennsylvania to earnings of whole line, . . . . .	128,504	02

## EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, . . . . .	\$1,740	45
Any other expenditures chargeable to this account, . . . . .	853	50
Total, . . . . .	\$2,593	95

**EXPENDITURES FOR OPERATING DURING THE YEAR.****Cost of Maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails, . . . . .	\$23,526	43
New iron rails, number of tons, 152, . . . . .	5,237	13
New steel rails, number of tons, 252, . . . . .	11,044	19
Repairs of bridges, . . . . .	14,621	64
Repairs of buildings and fixtures, . . . . .	1,166	65
Repairs of fences, . . . . .	82	35
All other expenses for maintenance of way, . . . . .	1,236	73
<b>Total for maintenance of way, . . . . .</b>	<b>\$56,915</b>	<b>12</b>
Cost per mile of road kept in repair, . . . . .	\$790	49
Proportion for Pennsylvania, . . . . .	47,429	27

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

Repairs of locomotives, . . . . .	\$6,053	22
Repairs of machinery, . . . . .	65	52
Repairs of passenger, baggage, and mail cars, . . . . .	3,358	72
Repairs of freight cars, . . . . .	6,244	79
All other expenses for maintenance of motive power and cars, . . . . .	3,103	10
<b>Total for maintenance of motive power and cars, . . . . .</b>	<b>\$18,830</b>	<b>35</b>
Cost per mile of road operated, . . . . .	\$261	53
Proportion for Pennsylvania, . . . . .	15,691	96

**Miscellaneous.**

Salaries, wages, and incidentals chargeable to passenger department, . . . . .	\$9,272	19
Salaries, wages, and incidentals chargeable to freight department, . . . . .	13,192	87
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . . . .	2,017	87
Fuel—number of tons of coal, 4,195; cost, . . . . .	17,594	21
Oil and waste, . . . . .	1,089	88
Damages for loss of goods and baggage, . . . . .	322	99
Taxes, . . . . .	3,197	98
Telegraph expenses, . . . . .	650	90
Amount paid other corporations or individuals for use of all other cars, . . . . .	3,680	20
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . . . .	21,615	69
<b>Total miscellaneous, . . . . .</b>	<b>\$72,634</b>	<b>78</b>
Amount per mile of road operated, . . . . .	\$1,008	81
Proportion for Pennsylvania, . . . . .	60,528	99
Total expenditures for operating the road, . . . . .	148,330	25
Expenses per mile of the road operated, . . . . .	2,060	83
Proportion for Pennsylvania, . . . . .	123,650	21

**EARNINGS.**

Passenger transportation, local . . . . .	\$25,102 55	} Total,	\$30,987	75
Passenger transportation, through, . . . . .	5,845 20			
Freight transportation, local, . . . . .	104,655 59	} Total,	115,254	42
Freight transportation, through, . . . . .	10,598 83			
Mail service, . . . . .			3,118	28
Express service, . . . . .			2,342	75
Rents and all other sources of income, . . . . .			2,461	62
<b>Total, . . . . .</b>			<b>\$154,204</b>	<b>82</b>
<b>Operating Expenses.</b>				
Maintenance of way and buildings, . . . . .	\$56,915 12			
Maintenance of motive power and cars, . . . . .	18,830 35			
Miscellaneous, . . . . .	72,634 78			
<b>Total operating expenses, . . . . .</b>			<b>148,380</b>	<b>25</b>
<b>Net earnings, . . . . .</b>			<b>\$5,824</b>	<b>57</b>
Earnings per mile of road operated, . . . . .			\$2,141	73
Expenses per mile of road operated, . . . . .			2,060	83

**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 Coatesville and Reading, twelve cents per one hundred pounds. Between local points, one and a half first-class rates.

**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? \$5,118 28 per annum.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . \$1,253,050 00

Surplus invested as follows:			
Cash, . . . . .	\$9,648	85	
Balance of accounts due company, . . . . .	21,395	70	
Material, fuel, and stores, . . . . .	6,232	10	
Other items, tools, . . . . .	3,357	67	

**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, . . . . .			3	3	3	3
<b>Total, . . . . .</b>			<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>



## Statement of each Accident.

March 23, 1879. John Harrington, a repairman, fell between cars of a gravel train at Wawaset, and was fatally injured.

August 30, 1879. John Roth, a carpenter, fatally injured at Centre by a piece of timber rolling over him.

November 20, 1879. John Foot, a brakeman; leg crushed while coupling cars at Beaver; died of injuries received.

November 26, 1879. John Scott, brakeman; foot injured while coupling cars at Waynesburg Junction.

December 22, 1879. Edward Murphy, brakeman; shoulder slightly injured while coupling cars at Coatesville.

December 22, 1879. William Brown, brakeman; arm slightly injured while coupling cars at Coatesville.

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

Personally appeared before me, Colonel H. A. du Pont, president, and P. S. Ermold, treasurer, of the Wilmington and Northern Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

H. A. DuPONT, *President.*

P. S. ERMOLD, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1880.

O. H. BRANSON, *Notary Public.*

# REPORT

OF THE

*Wilcox and Howard Hill Improvement Railroad Company, for the year ending December 31, 1879.*

**OFFICERS.**

<i>Names.</i>	<i>Residences.</i>
Thomas L. Kane, President, . . . Kane, Pa.	
Harry G. Clay, Secretary, . . . 522 Walnut street, Philadelphia, Pa.	
Samuel Field, Treasurer, . . . . Corner Front and Walnut streets, Philadelphia, Pa.	
<i>Names of Directors.</i>	<i>Residences.</i>
Thomas L. Kane, . . . . .	Kane, Pa.
Samuel Field, . . . . .	Philadelphia, Pa.
H. G. Clay, . . . . .	Philadelphia, Pa.
Hon. Frederick Fraley, . . . . .	Philadelphia, Pa.
Hon. B. D. Hamlin, . . . . .	Smethport, Pa.
Hon. A. I. Wilcox, . . . . .	Wilcox, Pa.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . . \$500,000 00  
 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.

**COST.**

Total cost of entire road to date, . . . . . \$72,428 98

**CHARACTERISTICS OF ROAD.**

<b>Main Line.</b>	<b>MILES.</b>	
	Whole length.	Length in Penn'a
Proposed length of main line, from New York State line to Reynoldsville, . . . . .	94	

**Crossings.**

What railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Erie railroad, at Johnsonburg.

**STOCK AND DIVIDENDS.**

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

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

Personally appeared before me, Thomas L. Kane, president, and Samuel Field, treasurer, of the Wilcox and Howard Hill Improvement 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. 1879, according to the best of their knowledge and belief.

(Signed)

THOMAS L. KANE, *President.*  
SAMUEL FIELD, *Treasurer.*

Sworn and subscribed before me, this 11th day of December, A. D. 1879.  
D. T. HALL, *Justice of the Peace.*

Sworn and subscribed before me, this 13th day of December, A. D. 1879, by Samuel Field, that the above statement is true and correct.  
W. W. DOUGHERTY, *Notary Public.*

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## R E P O R T

OF THE

*West Chester and Phoenixville Railroad Company, for the year ending December 31, 1879.*

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### OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William E. Lockwood, President, . . . . .	Glen Loch and Philadelphia.
William Painter, Vice President, . . . . .	Philadelphia.
* D. M. McFarland, Secretary and Treasurer, . . . . .	West Chester, Pa.
Edward S. Taylor, Chief Engineer, . . . . .	Cape May, N. J.

General offices at 259 South Third street; now, April 19, 1880, at 255 South Third street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
William E. Lockwood, . . . . .	Glen Loch and Philadelphia.
William E. Barber, . . . . .	West Whiteland, Pa.
Barton D. Evans, . . . . .	West Chester, Pa.
John Rutter, . . . . .	West Chester, Pa.
* David M. McFarland, . . . . .	West Chester, Pa.
S. M. Painter, . . . . .	West Chester, Pa.
William Painter, . . . . .	Philadelphia.

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\* Resigned October 6, 1879, awaiting the reorganization of the company, and qualification of his successor, to turn over the books and property of the company.

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$250,000	00
Capital stock authorized by votes of the company, . . . . . 2,550 shares.		
Capital stock, amount subscribed, . . . . . Ten per cent.		
Capital stock paid in by last report, . . . . . Ten per cent.		
Capital stock, total amount now paid in—see remarks, . . . . . Ten per cent.		
Capital stock, amount paid in on each share: See remarks.		
Capital stock, par value of each share, . . . . .	50	00

## CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from West Chester to Phoenixville, about.	14	All.

## Gauge.

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

OFFICE OF WEST CHESTER AND PHENIXVILLE RAILROAD COMPANY,  
225 SOUTH THIRD STREET,  
PHILADELPHIA, April 21, 1880.

About the last of the year 1867, J. Clemens Sharpless, Esq., at that time assistant resident engineer of the Pennsylvania railroad, tendered his resignation, and it was accepted to take effect January 1, 1868, and during the year 1868 he was employed by William E. Lockwood to survey and locate a line for a railroad connecting the Pennsylvania and the Chester Valley railroads. This line was run and located by him, and some work done upon it by Mr. Lockwood, it was at that time intended to connect with the Pennsylvania railroad as then located and ultimately a part of a line from West Chester to Phoenixville, subsequently, (in July, 1872.) the Pennsylvania railroad abandoned their then line, moving the road bed north and south, straightening and elevating the road bed some six feet. About the time of the commencement of this work of straightening the Pennsylvania railroad, it was deemed expedient to procure the charter of the West Chester and Phoenixville railroad, and the following gentlemen were named as corporators: William E. Lockwood, J. T. Murtagh, Henry R. Guss, John J. Parker, Edward H. Hall, Thomas P. Evans, William D. Christman, Samuel M. Painter, Charles H. Pennypacker, Henry S. Evans, Joseph P. Wilson, Alban Garrett, John Rutter, Josiah Hoopes, William Marshall, E. B. Moore, Robert Otto, Cadwalder C. Sellers, Samuel J. Parker, J. Elwood Painter, William P. Townsend, Henry Sharpless, Jefferson Shaner, Stephen G. Snare, D. W. C. Lewis, N. A. Pennypacker, Lewis W. Shields, E. T. Pennypacker, Samuel J. Reeves, John Griffin, Samuel Cornett, Henry Loucks, John W. McCurdy, Archimedes Robb, Wayne MacVeagh, Charles M. Wheatly.

The charter was procured and an organization effected, with William E. Lockwood as its executive and official head, and he has so continued continuously up to the present time, and still is its president at the date of the making of this report. The charter of the West Chester and Phoenixville Railroad Company was approved March 9, 1870. Mr. Garagues, an engineer in the employ of the Pennsylvania railroad at the time their road was being straightened near the above named point of connection, modified Mr. Sharpless' survey and location to conform to the new line and grade adopted by the Pennsylvania railroad. Very considerable work was done on this section between the Chester Valley and Pennsylvania roads, and the line was so run as to connect with the line to West Chester on the south of the newly located line of the Pennsylvania railroad.

The engineer of the West Chester and Phoenixville Railroad Company, Edward S. Taylor, Esquire, has made a rough estimate of the work done at the time he commenced his survey, and found about eight thousand cubic yards of earth embankment, and two hundred cubic yards of second-class masonry, (culvert.) His estimate, considering the time the work was done, being prior to July, 1872, is based at forty cents per cubic yard of embankment, and four dollars per cubic yard for masonry. These prices are predicated upon similar work which was being done by Messrs. Nead & Son, for the Pennsylvania Railroad Company, at or near the point of connection heretofore named, and some of it nearly at the same time. So near was this work of grading and masonry on this one mile completed, that Mr. Sharpless was willing to contract to complete it, according to his survey and location, for the sum of \$3,600.

The work heretofore done may now be classified and estimated as follows :

First, cost of organization, State enrollment tax for railroad and telegraphic purposes, &c., . . . . .	\$1,083 36
Interest account, . . . . .	639 17
Second, estimate for engineering, stationery, postage, and advertising, &c., . . . . .	1,892 18
Interest account, . . . . .	567 85
Third, engineer's estimate for grading and masonry, eight thousand cubic yards of embankment at forty cents, . . . . .	3,200 00
Interest account, . . . . .	1,728 00
Two hundred cubic yards of second-class masonry, at \$4, . . . . .	800 00
Interest account, . . . . .	432 00
	\$10,342 56

The itemized accounts to be rendered to the re-organized company may change these estimates somewhat, but probably in no way materially.

This company is at present re-organizing, a majority of its directors at the date of December 31, 1879, having since resigned. Its first item of indebtedness, as above stated, is almost entirely due to its vice president. All the other indebtedness is due to its president. Some of these subscriptions

to its stock having become uncollectible on account of being outlawed, under the decisions of the courts, said shares have been assigned back to or purchased by the company. The two gentlemen to whom the company is indebted have agreed to accept stock of the re-organized company in settlement of its indebtedness to them, the direction of the company agreeing to assume the action of its executive officer in behalf of the Company, as heretofore recited.

This statement will explain the qualification of its officers heretofore made as to the question of construction. Nearly all the right of way from the Chester Valley railroad to the crossing of the Pennsylvania railroad, and for some distance on the south of it, is upon the property of the president of this company, and the question of right of way is now awaiting adjustment.

WILLIAM E. LOCKWOOD.

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

I Personally appeared before me, . . . . ., president of the West Chester and Phoenixville 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. 1879, according to the best of his knowledge and belief.

(Signed.)

WILLIAM E. LOCKWOOD, *President.*

Sworn and subscribed before me, this 21st day of April, A. D. 1880.

W. W. DOUGHTERTY, *Notary Public.*

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**PASSENGER RAILWAY REPORTS.**

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# PASSENGER RAILWAY REPORTS.

## R E P O R T

OF THE

*Allentown Passenger Railway Company, for the year ending October 31, 1879.*

### OFFICERS.

NAMES.		Residence.	Salary.
Samuel Lewis,	President,	Allentown, Pa.	
Joseph E. Balliet,	Secretary and Treasurer,	Allentown, Pa.,	\$100 00
H. T. Bleckley,	General Superintendent,	Allentown, Pa.,	500 00

General office at Allentown, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
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, \$200 scrip, . . . . .	450		
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, (due January 18, 1880, bear interest at seven per cent., which is payable semi-annually,) amount, . . . . .		\$12,000	00
Total amount now of floating and funded debt, . . . . .		\$12,000	00
Funded debt, as per last report, . . . . .	\$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, . . . . .	3.44 miles.
Length of double track, including sidings, . . . . .	2 sidings.
Gauge of road, . . . . .	4 feet 8½ inches.
Weight of rail per yard on main track, . . . . .	19 pounds.
Number of car-houses, shops, and stables, . . . . .	2
Number of depots, . . . . .	1
Number of first-class passenger cars, . . . . .	2
Average value of each, . . . . .	\$500 00
Number of second-class passenger cars, . . . . .	4
Average value of each, . . . . .	\$275 00
Number of passengers that may be seated in each car, . . . . .	30
Number of other cars: 1 repair car, \$100; 2 sleighs, (\$30 each,) \$60, . . . . .	\$160 00
Number of horses and mules owned by the company, . . . . .	14
Average value of each, including harness, . . . . .	\$107 00
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
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	4
Number of trips each day, . . . . .	33
How many miles does each horse travel daily? . . . . .	12
How is track laid, and on what foundation? String-pieces and cross-ties, on cinder and stone foundation.	
Average time consumed by cars in passing over the road, . . . . .	1 hour.

Describe the route of your road in detail, giving the streets occupied and connection with other roads. Starting on Hamilton street, near Ninth; thence down Hamilton to Fifth, down Fifth to Walnut, down Walnut to Fourth, down Fourth to Hamilton; thence along said street to the Lehigh and Susquehanna railroad depot, crossing the Jordan and Lehigh bridges, and Lehigh Valley railroad track, another branch of the road branching off to Second street; thence along said street south to the Lehigh Valley railroad depot; thence along the Lehigh Valley railroad to East Penn junction, crossing the county bridge; the main track of the road being continued on second street north to Linden, along Linden to Ridge avenue, up Ridge avenue to Gordon, down Gordon to Front, to the terminus of the road, at Allentown furnace.

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

November, 1878, . . . . .	6,810½	June, 1879, . . . . .	7,868
December, 1878, . . . . .	7,431	July, 1879, . . . . .	8,804½
January, 1879, . . . . .	6,478½	August, 1879, . . . . .	12,200
February, 1879, . . . . .	5,900½	September, 1879, . . . . .	10,611
March, 1879, . . . . .	7,614½	October, 1879, . . . . .	13,082
April, 1879, . . . . .	7,236		
May, 1879, . . . . .	8,892	Total, . . . . .	102,373½

Rate of Fare for Passengers charged.

Single fare: 10 cents, until July 21, 1879; now, . . . . . 5 cents.  
 Tickets in packages of four sold for 25 cents, until July 21, 1879; now five for . . . . . 25 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road bed and railway, . . . . .		\$366	23
Repairs of building, . . . . .		122	26
Taxes on real estate, . . . . .		65	12
<b>Total, . . . . .</b>		<b>\$553</b>	<b>61</b>
Operating the Road.			
On account of horses, . . . . .		\$63	25
Harness and repairs, . . . . .		52	26
Repairs to cars, . . . . .		476	26
Horse shoeing, . . . . .		293	33
Hay and feed, . . . . .		1,344	56
Office expenses, stationery, and depot expenses, . . . . .		89	15
Salaries, . . . . .		533	26
Insurance, . . . . .		107	02
Watchmen, switchmen, hostlers, pay-roll, . . . . .		1,965	30
General expense of stable, . . . . .		7	56
Cleaning track, . . . . .		110	35
Fluid, fuel, oil, and gas, . . . . .		68	51
<b>Total, . . . . .</b>		<b>\$5,684</b>	<b>42</b>

RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
November, 1878, . . . . .	\$147 60	\$50 00			\$497 60
December, 1878, . . . . .	577 35	50 00			627 35
January, 1879, . . . . .	464 60	50 00			514 60
February, 1879, . . . . .	421 80	55 00			476 80
March, 1879, . . . . .	560 15				560 15
April, 1879, . . . . .	553 40	60 00			613 40
May, 1879, . . . . .	670 05	182 90			852 95
June, 1879, . . . . .	548 20	25 00			573 20
July, 1879, . . . . .	535 88	75 00			610 88
August, 1879, . . . . .	687 95	50 00			737 95
September, 1879, . . . . .	525 10	25 00			550 10
October, 1879, . . . . .	648 35	50 00			698 35
<b>Total, . . . . .</b>	<b>\$6,635 43</b>	<b>\$672 90</b>			<b>\$7,308 33</b>

## SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road, . . . . .	\$5,684	42
For interest, . . . . .	840	00
For miscellaneous, . . . . .	31	90
For municipal taxes, . . . . .	96	20
For State taxes, . . . . .	147	96
Total, . . . . .	\$6,800	48

## GENERAL BALANCE SHEET, NOVEMBER 1, 1879.

DR.			
Construction, . . . . .	\$24,992	04	
Cars, . . . . .	7,096	57	
Live stock, . . . . .	3,938	75	
Real estate, . . . . .	15,785	36	
Tools, . . . . .	135	51	
Harness, . . . . .	366	77	
Furniture, . . . . .	15	00	
Cash, . . . . .	1,936	50	
Bills receivable, . . . . .	79	66	
Profit and loss, . . . . .	2,913	84	
	\$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 Joseph 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 October 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

SAMUEL LEWIS, *President.*

JOSEPH E. BALLIET, *Treasurer.*

Sworn and subscribed before me, this 15th day of December, A. D. 1879.

THOS. O. GINKINGER,

*Notary Public.*

# REPORT

OF THE

*Central Passenger Railway Company, for the year ending December 31, 1879.*

## OFFICERS.

NAMES.		Residence.	Salary.
C. Stoltz, . . . . .	President, . . . . .	Reading, Pa., . . . . .	None.
E. Moser, . . . . .	Secretary, . . . . .	Reading, Pa., . . . . .	None.
E. Moser, . . . . .	Treasurer, . . . . .	Reading, Pa., . . . . .	None.
E. Moser, . . . . .	General Manager, . . . . .	Reading, Pa., . . . . .	None.
E. Moser, . . . . .	General Superintendent, . . . . .	Reading, Pa., . . . . .	\$600 00

### *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

\* Road purchased at sheriff's sale, and C. P. R. W. Co. organized and stock distributed among the purchasers.

## DEBT.

<b>Funded Debt.</b>		
First mortgage bonds, (due 1885, bear interest at seven per cent., which is payable April and October,) amount, . . . . .	\$24,200	00
Total amount now of funded debt, . . . . .	\$24,000	00
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment or purchase of property, . . . . .	\$12,074 76	
Total amount now of floating debt, . . . . .	12,074	76
Total amount now of floating and funded debt, . . . . .	\$36,074	76
Funded debt as per last report, . . . . .	\$24,200 00	
Floating debt as per last report, . . . . .	12,228 81	

## COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction, . . . . .	\$62,329	91	\$62,329	91
Equipment, . . . . .	16,602	50	16,607	50
Total cost, . . . . .	\$78,932	41	\$78,937	41

## CHARACTERISTICS OF ROAD.

Length of road laid, . . . . .	2 $\frac{2}{5}$ miles.
Length of double track, including siding, . . . . .	$\frac{6}{10}$ miles.
Gauge of road, . . . . .	5 feet 2 $\frac{1}{2}$ inches.
Weight of rail per yard on main track, . . . . .	45 pounds.
Number of car-houses, shops, and stables, . . . . .	1
Number of depots, . . . . .	1
Number of first-class passenger cars, . . . . .	6
Average value of each : Bought at sheriff's sale, and included in road. Cannot say.	
Number of passengers that may be seated in each car : 4 cars, seat 14 each ; 2 cars, seat 42 each.	
Number of horses and mules owned by the company, . . . . .	17
Average value of each, including harness : Bought with road and equipment. Cannot say.	
Average weight in pounds of passenger cars, exclusive of passengers and baggage : 4 cars, 2,000 pounds each ; 2 cars, 3,500 pounds each.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour) . . . . .	4.7
Number of trips each day, . . . . .	42
How many miles does each horse travel daily ? . . . .	22
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 street ; thence along Penn street to Eleventh street ; thence along Perkiomen avenue to near Nineteenth street ; thence on lane to depot. No connection with other roads, 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, 1879, . . . . .	7,890	August, 1879, . . . . .	22,106
February, 1879, . . . . .	6,770	September, 1879, . . . . .	16,644
March, 1879, . . . . .	7,853	October, 1879, . . . . .	19,377
April, 1879, . . . . .	8,834	November, 1879, . . . . .	10,657
May, 1879, . . . . .	16,644	December, 1879, . . . . .	10,643
June, 1879, . . . . .	19,017		
July, 1879, . . . . .	28,791	Total, . . . . .	175,235

Rate of Fare for Passengers charged.

Single fare, 5 cents, children 3 cents.  
 Commutation books, 125 tickets, for \$4 50.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road bed and railway, . . . . .		\$287	77
Taxes on real estate, . . . . .		287	77
Operating the Road.			
On account of horses, . . . . .		352	19
Harness and repairs, . . . . .		65	00
Repairs to cars, . . . . .		453	23
Horse shoeing, . . . . .		279	97
Hay and feed, . . . . .		1,789	88
Office expenses, stationery, and depot expenses, . . . . .		102	00
Salaries, . . . . .		600	00
Insurance, . . . . .		20	00
Watchmen, switchmen, hostlers, pay-roll, . . . . .		767	08
General expense of stable, . . . . .		115	85
Conductors and drivers, . . . . .		1,360	09
Fluid, fuel, oil, and gas, . . . . .		199	98
Total, . . . . .		\$6,054	80

Receipts on Construction and Equipment account during the Year.

Other sources, . . . . .	\$55	17
Total, . . . . .	\$55	17

RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1879, . . . . .	\$380 27				\$380 27
February, 1879, . . . . .	267 06				267 06
March, 1879, . . . . .	317 64				317 64
April, 1879, . . . . .	374 34			\$3 10	377 44
May, 1879, . . . . .	737 86				737 86
June, 1879, . . . . .	866 76				866 76
July, 1879, . . . . .	1,305 74			1 00	1,306 74
August, 1879, . . . . .	1,023 27			2 35	1,025 62
September, 1879, . . . . .	782 09			35	782 44
October, 1879, . . . . .	877 58				877 58
November, 1879, . . . . .	430 66			47 87	478 53
December, 1879, . . . . .	425 60			50	426 10
Total, . . . . .	\$7,791 87			\$55 17	\$7,847 04

## SUMMARY OF PAYMENTS.

For construction, . . . . .	\$6,504	11
For maintaining the road or real estate of the corporation, and operating the road, . . . . .	17	23
For payment on floating debt, . . . . .	178	55
For State taxes on receipts, . . . . .	174	56
Total, . . . . .	\$6,874	45
Total amount of surplus fund, . . . . .	972	59
	\$7,847	04

## GENERAL BALANCE SHEET, JANUARY 1, 1890.

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, . . . . .	16,607	50	
Horse feed, \$1,231 22; horse shoeing, \$195 00; horse expenses, \$53 65,	1,479	87	
Car repair, \$201 23; harness repair, \$48 80,	249	53	
Car expenses, \$143 64; stable expenses, \$32 85; stable rent, \$50 00; office expenses, \$18 57,	245	06	
Repair of road, . . . . .	199	30	
Drivers and conductors, . . . . .	894	09	
Hostlers and watchmen, . . . . .	551	72	
Superintendence, . . . . .	400	00	
Interest, . . . . .	11	48	
Insurance, . . . . .	20	00	
Horse hire, . . . . .	244	75	
Legal services, . . . . .	50	00	
Tools and implements, . . . . .	168	12	
Stable furniture, \$320 88; office furniture, \$52 00,	352	88	
Printing and stationery, . . . . .	23	97	
Materials, . . . . .	260	30	
Sundry individuals, . . . . .	129	50	
Deficiency, . . . . .	300	53	
General feed account, . . . . .	300	59	
Profit and loss, (stock,) . . . . .	1,614	63	
Profit and loss, . . . . .	4,876	69	
Cash, . . . . .	972	59	
Car hire, . . . . .	192	00	
Tax, . . . . .	174	56	
	\$92,789	57	
CR.			
Capital stock, . . . . .	\$50,000	00	
First mortgage bonds, . . . . .	24,200	00	
Bills payable, . . . . .	8,191	47	
Box receipts, . . . . .	6,291	46	
Package tickets, . . . . .	159	10	
Pay-roll, . . . . .		80	
Eckert, Stolz & Co., . . . . .	6,538	75	
Sundry individuals, . . . . .	2,358	49	
	\$92,789	57	

## STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$50,000 09



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

Personally appeared before me, E. Moser, receiver, of the Central 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 December 31, A. D. 1879, according to the best of his knowledge and belief.

(Signed)

E. MOSER, Receiver.

Sworn and subscribed before me, this 16th day of January, A. D. 1880.  
 JAMES R. KENNEY, Notary Public.

OFFICE OF CENTRAL PASSENGER RAILWAY COMPANY,  
 READING, PA., January 15, 1880.

A. K. DUNKEL, Esquire, Secretary of Internal Affairs, Harrisburg, Pa.:

DEAR SIR: On last March the road went into the hands of a receiver, and I was appointed by the court of Berks county, and operated the road as such ever since. The officers of the company named in report are still the same, which accounts for me returning them as such. I was advised to make out the report as receiver, and have certified to as such, hoping the same satisfactory.

Respectfully yours,

E. MOSER, Receiver.

**R E P O R T**

OF THE

*Central Passenger Railway Company, for the year ending December 31, 1879.*

**OFFICERS.**

NAMES.		Residence.	Salary.
E. P. Jones, . . .	President, . . . . .	Pittsburgh.	
Charles P. Duff, . .	Secretary, . . . . .	Pittsburgh.	
E. P. Jones, . . .	Treasurer, . . . . .	Pittsburgh,	\$400 00
R. G. Herron, . . .	General Superintendent,	Pittsburgh, . . . . .	1,200 00

General office at Pittsburgh.

<i>Names of Directors.</i>	<i>Residences.</i>
E. P. Jones, . . . . .	Pittsburgh.
Jacob H. Walters, . . . . .	Pittsburgh.
Charles P. Duff, . . . . .	Pittsburgh.
George L. Whitney, . . . . .	Pittsburgh.
A. Burns, . . . . .	Pittsburgh.
R. G. Herron, . . . . .	Pittsburgh.
A. M. Brown, . . . . .	Pittsburgh.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$30,000	00
Capital stock, amount subscribed, . . . . .	30,000	00
Capital stock paid in by last report, . . . . .	27,750	00
Capital stock, total amount now paid in, . . . . .	27,750	00
Capital stock, number of shares issued, . . . . .	555	
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 August 1, 1889, bear interest at six per cent., which is payable in February and August,) amount, . . . . .		\$15,000	00
Total amount now of funded debt, . . . . .		\$15,000	00
<b>Floating Debt.</b>			
Total amount now of floating and funded debt, . . . . .		15,000	00
Funded debt as per last report, . . . . .		\$7,000	00
Floating debt as per last report, . . . . .		4,500	00

**COST OF ROAD AND EQUIPMENT.**

	By last report.		By present report.	
	\$	¢	\$	¢
Construction, . . . . .	\$41,463	65	\$41,463	65
Equipment, . . . . .	7,740	85	7,740	85
Total cost, . . . . .	\$49,204	50	\$49,204	50

**CHARACTERISTICS OF ROAD.**

Length of road laid, . . . . .	3 miles.
Length of double track, including sidings, . . . . .	1 mile.
Gauge of road, . . . . .	5 feet 2 inches.
Weight of rail per yard on main track, . . . . .	38 and 45 lbs.
Number of car-houses, shops, and stables: All in one building.	
Number of depots, . . . . .	2
Number of first-class passenger cars, . . . . .	8
Average value of each, . . . . .	\$500 00

Number of passengers that may be seated in each car, . . .	14 and 16
Number of other cars, . . . . .	2
Number of horses and mules owned by the company, . . .	58
Average value of each, including harness, . . . . .	\$125 00
Value of real estate held exclusive of roadway, . . . . .	\$6,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	2,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	4
Number of trips each day, . . . . .	8 and 9
How many miles does each horse travel daily, . . . . .	18
How is your track laid, and on what foundation? Ties and stringers.	

Average time consumed by cars in passing over the road? 40 to 42 min.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Beginning at car stables, at corner of Herron avenue and Thirty-third street; thence along Herron avenue, to Centre avenue, to Fulton street, to Wylie avenue, to Fifth avenue, to Grant street, to Fourth avenue, to Market street. Connects with P. O. & E. L. Railway Company, Pittsburgh and Birmingham and South Side Railway Companies.

**Monthly Statement of Passengers (all classes,) carried in Cars for the year.**

January, 1879, . . . . .	30,230	August, 1879, . . . . .	37,602
February, 1879, . . . . .	30,688	September, 1879, . . . . .	37,903
March, 1879, . . . . .	32,483	October, 1879, . . . . .	42,662
April, 1879, . . . . .	34,010	November 1879, . . . . .	35,229
May, 1879, . . . . .	40,020	December, 1879, . . . . .	40,669
June, 1879, . . . . .	38,419		
July, 1879, . . . . .	40,911	Total, . . . . .	440,914

**The Rate of Fare for Passengers Charged.**

Single fare, ten cents up and five cents down.

Tickets in packages of four sold for . . . . . 20 cents.

**EXPENSES.**

<b>Maintaining the Road or Real Estate of the Corporation.</b>			
Repairs of road bed and railway, . . . . .	\$1,765	07	
Repairs of building, . . . . .	192	65	
Taxes on real estate, . . . . .	33	00	
<b>Total, . . . . .</b>	<b>\$1,990</b>	<b>72</b>	
<b>Operating the Road.</b>			
On account of horses, . . . . .	\$1,095	58	
Harness and repairs, . . . . .	172	55	
Repairs to cars, . . . . .	1,110	25	
Horse shoeing, . . . . .	1,081	60	
Hay and feed, . . . . .	5,789	90	
Office expenses, stationery, and depot expenses, . . . . .	2,617	17	
Insurance, . . . . .	200	00	
Watchmen, switchmen, hostlers, pay-roll, and salaries, . . . . .	5,345	20	
General expense of stable, . . . . .	268	00	
Fluid, fuel, oil, and gas, . . . . .	117	16	
Damage for injury of person, . . . . .	167	00	
<b>Total, . . . . .</b>	<b>\$17,964</b>	<b>41</b>	

## Receipts on Construction and Equipment Account during the year.

From sale of bonds, . . . . . \$15,000 00

## RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1879, . . . . .	\$1,140	85								
February, 1879, . . . . .	1,175	20								
March, 1879, . . . . .	1,325	55								
April, 1879, . . . . .	1,399	90								
May, 1879, . . . . .	1,671	05								
June, 1879, . . . . .	1,579	05								
July, 1879, . . . . .	1,740	80								
August, 1879, . . . . .	1,592	85								
September, 1879, . . . . .	1,640	55								
October, 1879, . . . . .	1,880	05								
November, 1879, . . . . .	1,421	40								
December, 1879, . . . . .	1,594	45	\$561	50	\$40	00	\$15,528	45		
Total, . . . . .	\$18,102	70	\$561	50	\$40	00	\$15,528	45	\$34,232	65

## SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	\$18,826	55
For interest, . . . . .	2,403	96
For new passenger cars and horses, . . . . .	1,095	53
For payments to loan account, . . . . .	12,100	00
For municipal taxes, . . . . .	33	00
Total, . . . . .	\$34,459	00

## STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . 555 shares.

## ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
					1		
					1		

## Statement of each Accident.

June, 1879. James Carroll, an expressman, fell from his express wagon on Wylie avenue, he alleging that he was thrown from his seat by a displaced rail, commenced suit for damages. The Company, although in possession of evidence to show contributory negligence on the part of the injured man, compromised the case by payment of \$100 for injuries, \$37 to the attending physician, and to his attorney, \$30.

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

Personally appeared before me, E. P. Jones, president, and R. G. Herron, superintendent, of the Central Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

E. P. JONES, *President.*

R. G. HERRON, *Superintendent.*

Sworn and subscribed before me, this 9th day of April, A. D. 1880.

W. H. HOUSEMAN, *Notary Public.*

**R E P O R T**

OF THE

*Citizens' Passenger Railway Company, for the year ending December 31, 1879.*

**OFFICERS.**

NAMES.		Residence.	Salary.	
George Williams,	President, . . . . .	Philadelphia, . . . . .	\$2,500	00
John Q. Adams,	Secretary, . . . . .	Philadelphia, . . . . .	1,800	00
Chas. J. McClary,	Treasurer, . . . . .	Philadelphia, . . . . .	2,300	00
Geo. 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 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, \$15 on 1,500 shares.		
Capital stock, par value of each share, . . . . .	50	00
Capital stock, average market value during the year, . . . . .	150	00

## DEBT.

Total cash realized from capital stock and debt, . . . . . \$192,500 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 and 47 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, . . . . . 48  
 Average value, of each, . . . . . \$300  
 Number of second-class passenger cars, . . . . . 8  
 Average value of each, . . . . . \$150  
 Number of passengers that may be seated in each car, . . . . . 32  
 Number of other cars: 3 sweepers, and 2 plows.  
 Number of horses and mules owned by the company, . . . . . 367  
 Average value of each, including harness, . . . . . \$65  
 Value of real estate held, exclusive of road way, . . . . . \$150,000  
 Average weight, in pounds, of passenger cars, exclusive of passengers and baggage, . . . . . 4,500  
 Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . . 6  
 Number of trips each day, . . . . . 300  
 How many miles does each horse travel daily? . . . . . 21½  
 How is track laid, and on what foundation? Yellow pine stringers and cross-ties on gravel.

Average time consumed by cars in passing over the road, . . . . . 84 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: From Twelfth street and Susquehanna avenue; down Twelfth to Diamond; down Diamond to Tenth; down Tenth to Reed; up Reed to Eleventh; up Eleventh to Susquehanna; up Susquehanna to depot. Branch road on Tenth street, from Reed to Mifflin; up Mifflin to Twelfth; up Twelfth to Wharton; down Wharton to Tenth; down Tenth to Reed. Branch road on Tenth street, from Diamond street to Germantown avenue.

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

January, 1879, . . . . .	404,720	August, 1879, . . . . .	878,858
February, 1879, . . . . .	867,425	September, 1879, . . . . .	438,330
March, 1879, . . . . .	415,472	October, 1879, . . . . .	432,203
April, 1879, . . . . .	428,293	November, 1879, . . . . .	451,989
May, 1879, . . . . .	451,697	December, 1879, . . . . .	495,328
June, 1879, . . . . .	424,151		
July, 1879, . . . . .	392,993	Total, . . . . .	5,126,559

Rate of Fare for Passengers Charged.

Single fare, . . . . .	6 cents.
Tickets in packages of 4, sold for . . . . .	24 cents.
Transfer tickets, . . . . .	9 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.	
Repairs of road bed and railway, . . . . .	\$7,809 94
Repairs of building, . . . . .	91 99
Taxes on real estate, . . . . .	889 69
<b>Total, . . . . .</b>	<b>\$8,791 62</b>
Operating the Road.	
On account of horses, . . . . .	11,120 00
Harness and repairs, . . . . .	1,362 36
Repairs to cars, . . . . .	7,349 86
Horse shoeing, . . . . .	6,773 60
Hay and feed, . . . . .	84,082 47
Office expenses, stationery, and depot expenses: Included in miscellaneous.	
Salaries and wages, . . . . .	102,046 08
Insurance, . . . . .	1,190 62
Watchmen, switchmen, hostlers, pay-roll: Included in salaries and wages.	
General expense of stable: Included in drugs and medical attendance and wages.	
Conductors and drivers: Included in salaries and wages.	
Fluid, fuel: Included in miscellaneous.	
Oil and gas, . . . . .	1,310 71
Damage for injury of persons, . . . . .	80 00
<b>Total, . . . . .</b>	<b>\$174,107 32</b>
<b>NOTE.—The following expenditures were made, and are not included in the foregoing sum of</b>	
Royalty on registers, . . . . .	\$174,107 32
Drugs and medical attendance, . . . . .	1,601 43
Printing, . . . . .	456 42
Examination by detectives, . . . . .	910 45
City licenses for cars, . . . . .	1,527 48
City tax on dividends, . . . . .	2,225 00
City tax on horses and water, . . . . .	6,000 00
State taxes, . . . . .	425 00
Miscellaneous expense, . . . . .	7,471 16
	2,076 65
	<b>\$196,799 91</b>

## RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1879, . .	\$20,804	58	. . . . .	. . . . .	. . . . .	. . . . .	\$5,347	67	\$25,652	20
February, 1879, .	18,380	11	. . . . .	. . . . .	\$746	00	4,683	90	23,810	01
March, 1879, . . .	20,908	01	. . . . .	. . . . .	. . . . .	. . . . .	5,367	25	26,275	26
April, 1879, . . .	21,862	73	. . . . .	. . . . .	. . . . .	. . . . .	5,399	55	26,762	23
May, 1879, . . . .	22,357	98	. . . . .	. . . . .	546	00	5,938	12	28,842	05
June, 1879, . . . .	20,801	82	. . . . .	. . . . .	. . . . .	. . . . .	2,089	78	22,891	10
July, 1879, . . . .	18,848	47	. . . . .	. . . . .	. . . . .	. . . . .	4,538	23	23,386	70
August, 1879, . . .	17,800	55	. . . . .	. . . . .	528	00	4,317	11	22,645	66
September, 1879, .	21,624	85	. . . . .	. . . . .	. . . . .	. . . . .	5,292	34	26,917	19
October, 1879, . . .	23,914	41	. . . . .	. . . . .	. . . . .	. . . . .	5,558	62	29,473	03
November, 1879, . .	22,535	93	. . . . .	. . . . .	630	00	5,367	11	28,532	04
December, 1879, . .	24,883	28	. . . . .	. . . . .	. . . . .	. . . . .	2,279	90	27,163	18
Total, . . . . .	\$253,722	12	. . . . .	. . . . .	\$2,450	00	\$56,179	58	\$312,350	70

NOTE.—Of the receipts from other sources, \$56,179 58 were received from the Empire Passenger Railway Company, under lease.

## SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road, . . . . .	\$168,669	06
For dividends, . . . . .	100,000	00
For new passenger cars and horses, . . . . .	11,120	00
For payments made to surplus fund, . . . . .	525	84
For municipal taxes, . . . . .	9,539	69
For State taxes, . . . . .	7,471	16
Total, . . . . .	\$297,325	75
Total amount of surplus fund, . . . . .	\$51,836	91

## GENERAL BALANCE SHEET, JANUARY 1, 187-.

DR.			
Construction, equipment, and real estate, . . . . .	\$431,467	80	
Surplus fund, including cash and mortgages, . . . . .	51,836	91	
	\$483,304	71	
CR.			
Capital stock paid in, . . . . .	\$192,500	00	
Surplus, reserve, and profit and loss, all of which, except \$51,836 91, has been expended in construction, equipment, and real estate, . . . . .	290,804	71	
	\$483,304	71	

## STOCKS 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, 1879, \$2 50 per share. April 1, 1879, \$2 50 per share. July 1, 1879, \$2 50 per share. October 1, 1879, \$2 50 per share.



ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	.....	.....	.....	1	.....	1	.....

Statement of each Accident.

The only accident occurred with a child, Annie Niesgoski, aged twenty months, who was run over and killed at the corner of Twelfth and Carpenter streets, on the 12th of May, 1879.

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 affirmed and sworn, do depose, declare, and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the 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) . . . . . GEORGE WILLIAMS, *President.*  
 CHARLES J. McCLARY, *Treasurer.*

Affirmed and sworn and subscribed before me, this 24th day of January, A. D. 1880.

R. M. HARTLEY, *Notary Public.*

REPORT

OF THE

*Citizens' Passenger Railway Company, for the year ending November 10, 1879.*

OFFICERS.

NAMES.		Residence.	Salary.	
James Verner, . . . .	President, . . . . .	Pittsburgh, . . . . .	\$2,000	00
A. Murdock, . . . . .	Secretary, . . . . .	Allegheny City, . . . .	1,400	00
John G. Holmes, . . . .	Treasurer, . . . . .	Pittsburgh.		

General Superintendent included in pay-roll, ninth item, under the head of "Operating the Road."

*Names of Directors.*

James Verner, . . . . .	Pittsburgh.
Joseph S. Brown, . . . . .	Allegheny City.
W. W. Speer, . . . . .	Allegheny City.
John B. Jackson, . . . . .	Pittsburgh.
James Irwin, . . . . .	Pittsburgh.

*Residences.*

**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	
Capital stock, amount paid in on each share, . . . . .	46	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<i>Floating Debt.</i>			
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$4,000	00	
Debt incurred for any other purpose, and for what: Miscellaneous, . . . . .	5,748	16	
<b>The amount now of floating debt, . . . . .</b>	<b>\$9,748</b>	<b>16</b>	
<b>Total amount now of floating and funded debt, . . . . .</b>	<b>\$37,800</b>	<b>00</b>	<b>16</b>
Funded debt as per last report, . . . . .	37,800	00	
Floating debt as per last report, . . . . .	7,365	00	

**COST OF ROAD AND EQUIPMENT.**

	By last report.		By present report.	
Construction, . . . . .	\$110,828	32	\$110,828	32
Equipment, . . . . .	49,805	46	49,846	90
<b>Total cost, . . . . .</b>	<b>\$160,633</b>	<b>78</b>	<b>\$160,675</b>	<b>22</b>

**CHARACTERISTICS OF ROAD.**

Length of road laid, . . . . .	5 miles, 2,927 ft.
Length of track, . . . . .	3½ miles.
Gauge of road, . . . . .	5 ft. 2½ inches.
Weight of rail per yard on main track, . . . . .	43 and 45 lbs.
Number of car-houses, shops, and stables, . . . . .	5
Number of depots, . . . . .	2
Number of first-class passenger cars, . . . . .	28
Average value of each, . . . . .	\$700 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, . . .	213
Average value of each, including harness, . . . . .	\$100 00
Value of real estate held, exclusive of road way, . . . .	75,304 48
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,) . . . . .	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 and cross-ties, gravel and clay bed.	
Average time consumed by cars in passing over the road, to cemetery, . . . . .	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, 1878, to the 10th, . . . . .	140,424	July, 1879, . . . . .	252,526
December, 1878, . . . . .	206,424	August, 1879, . . . . .	249,671
January, 1879, . . . . .	184,808	September, 1879, . . . . .	257,937
February, 1879, . . . . .	176,135	October, 1879, . . . . .	273,152
March, 1879, . . . . .	209,319	November, 1879, . . . . .	84,538
April, 1879, . . . . .	215,307		
May, 1879, . . . . .	246,257	Total, . . . . .	2,736,474
June, 1879, . . . . .	239,976		

**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, . . . . .	\$10,465	14
Repairs of building, . . . . .	487	38
Taxes on real estate, . . . . .	645	84
<b>Total, . . . . .</b>	<b>\$11,597</b>	<b>84</b>
<b>Operating the Road.</b>		
On account of horses, . . . . .	\$165	07
Harness and repairs, . . . . .	657	96
Repairs to cars, . . . . .	5,308	84
Horse shoeing, . . . . .	3,934	66
Hay and feed, . . . . .	16,507	02
Office expenses, stationery, and depot expenses, . . . . .	746	61
Salaries, . . . . .	3,401	26
Insurance, . . . . .	732	50
Watchmen, switchmen, hostlers, pay-roll, . . . . .	12,973	44
General expense of stable, . . . . .	796	20
Conductors and drivers, . . . . .	31,107	91
Fluid, fuel, oil, and gas, . . . . .	875	82
Damage for injury of property, . . . . .	10	00
<b>Total, . . . . .</b>	<b>\$48,815</b>	<b>15</b>

## RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
November, 1878,*	\$7,522 58	.	.	.	\$7,522 58
December, 1878,	11,048 24	.	.	.	11,048 24
January, 1879,	9,879 39	.	.	.	9,879 39
February, 1879,	9,412 26	.	.	.	9,412 26
March, 1879,	11,217 54	.	.	.	11,217 54
April, 1879,	11,549 17	.	.	\$264 00	11,813 17
May, 1879,	13,203 31	.	.	.	13,203 31
June, 1879,	12,920 30	.	.	.	12,920 30
July, 1879,	13,670 10	.	.	.	13,670 10
August, 1879,	13,471 08	.	.	.	13,471 08
September, 1879,	13,872 66	.	.	176 00	14,048 66
October, 1879,	14,694 69	.	.	.	14,694 69
November, 1879,	4,524 26	.	.	413 93	4,938 19
Total, . . .	\$146,980 58	.	.	\$853 93	\$147,834 51

\* To the 10th.

## SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	\$88,815 15
For interest, . . . . .	2,557 66
For dividends, . . . . .	20,000 00
For new passenger cars and horses, . . . . .	2,837 16
For miscellaneous, . . . . .	3,757 66
For payments made to surplus fund, . . . . .	23,862 69
For municipal taxes, real estate deducted, but included in third item, head of expenses, . . . . .	3,693 13
State taxes, . . . . .	2,281 06
Total, . . . . .	\$147,834 51
Total amount of surplus fund, . . . . .	\$75,157 87

## GENERAL BALANCE SHEET, JANUARY 1, 187—.

DR.		
Construction, . . . . .	\$110,828 32	
Equipment, . . . . .	49,846 90	
Real estate, . . . . .	75,304 48	
Materials on hand, . . . . .	6,079 50	
Miscellaneous, . . . . .	26,846 83	
	\$268,906 03	
CR.		
Capital stock, . . . . .	\$184,000 00	
Mortgage real estate, . . . . .	4,000 00	
Miscellaneous, . . . . .	5,748 16	
Surplus fund, . . . . .	75,157 87	
	\$268,906 03	

## STOCK AND DIVIDENDS.

Amount of common stock now outstanding, shares, . . . . . 4,000

Rate and date of all cash dividends on stock of original and consolidated companies : December 11, 1878, five per cent. on \$200,000 ; October 1, 1879, five per cent. on \$200,000.

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. 1879, according to the best of their knowledge and belief.

(Signed)

JAMES VERNER, *President.*

A. MURDOCK, *for Treasurer.*

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

B. M. McKENNA, *Alderman.*

**R E P O R T**

OF THE

*Coalville Passenger Railway Company, for the year ending November 30, 1879.*

**OFFICERS.**

NAMES.		Residence.	Salary.
Charles A. Miner,	President, . . . . .	Wilkes-Barre.	} \$240 00 720 00
Geo. Loveland,	Secretary, . . . . .	Wilkes-Barre, . . . . .	
Geo. Loveland,	Treasurer, . . . . .	Wilkes-Barre, . . . . .	
A. S. Orr, . . . . .	General Superintendent, . . . . .	. . . . .	

General office, at Wilkes-Barre.

*Names of Directors.*

*Residences.*

Charles A. Miner, . . . . .	Wilkes-Barre.
John Espy, . . . . .	Wilkes-Barre.
Elias Robins, . . . . .	Wilkes-Barre.
John G. Wood, . . . . .	Wilkes-Barre.
Milton Dana, . . . . .	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, (due April 22, 1885, 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 interest on mortgage, . .		6,526	85
Total amount now of floating and funded debt, . . . . .		\$21,526	85
Funded debt as per last report, . . . . .	\$15,000 00		
Floating debt as per last report, . . . . .	6,754 73		

## COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction, . . . . .	\$38,834	90	\$38,834	90
Equipment, . . . . .	8,568	25	8,568	25
Total cost, . . . . .	\$47,403	15	\$47,403	15

## CHARACTERISTICS OF ROAD.

Length of road laid, including sidings, . . . . .	2½ miles.
Gauge of road, . . . . .	4 feet 8½ inches.
Weight of rail per yard on main track, . . . . .	20 and 34 lbs.
Number of car-houses, shops, and stables, . . . . .	1 of each.
Number of depots, . . . . .	1
Number of first-class passenger cars, . . . . .	4
Average value of each, . . . . .	\$400 00
Number of passengers that may be seated in each car, . .	14
Number of horses and mules owned by the company, . .	9
Average value of each, including harness, . . . . .	\$75 00
Value of real estate held, exclusive of roadway, (cost,) .	\$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 pounds on stringers.	
Average time consumed by cars in passing over the road,	45 minutes.

Describe the route of your road in details, giving the streets occupied, and connection with other roads: Commences near the Lehigh and Susquehanna railroad depot 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 Market street.

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

December, 1878, . . . . .	5,416	July, 1879, . . . . .	8,088
January, 1879, . . . . .	3,901	August, 1879, . . . . .	7,875
February, 1879, . . . . .	3,803	September, 1879, . . . . .	7,604
March, 1879, . . . . .	5,095	October, 1879, . . . . .	7,640
April, 1879, . . . . .	5,758	November, 1879, . . . . .	7,688
May, 1879, . . . . .	6,314		
June, 1879, . . . . .	6,746	Total, . . . . .	75,928

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 \$100, to Dana street.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road bed and railway, . . . . .		\$88	72
Repairs of building, . . . . .		11	14
Taxes on real estate, . . . . .		105	74
<b>Total, . . . . .</b>		<b>\$205</b>	<b>60</b>
Operating the Road.			
On account of horses, . . . . .		\$35	00
Harness and repairs, . . . . .		38	01
Repairs to cars, . . . . .		69	27
Horse shoeing, . . . . .		148	50
Hay and feed, . . . . .		939	48
Office expenses, stationery, and depot expenses, . . . . .		10	25
Salaries, . . . . .		960	00
Insurance, . . . . .		50	00
Watchmen, switchmen, hostlers, pay-roll; Included in State expense.			
General expense of stable, . . . . .		400	00
Conductors and drivers, . . . . .		720	00
Fluid, fuel, oil, and gas, . . . . .		48	51
<b>Total, . . . . .</b>		<b>\$3,624</b>	<b>62</b>

RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
December, 1878, . . . . .	\$319 75				\$319 75
January, 1879, . . . . .	248 95	\$60 00			308 95
February, 1879, . . . . .	225 40	35 00	\$9 50		369 90
March, 1879, . . . . .	307 85	30 00			337 85
April, 1879, . . . . .	351 75	30 00		\$95 00	476 75
May, 1879, . . . . .	377 95	30 00		1 00	408 95
June, 1879, . . . . .	399 65	30 00			429 65
July, 1879, . . . . .	558 45	14 00			572 45
August, 1879, . . . . .	453 40	30 00			483 40
September, 1879, . . . . .	482 20	30 00		5 00	517 20
October, 1879, . . . . .	447 40	30 00			477 40
November, 1879, . . . . .	630 70	158 05	40 00	60 75	789 50
<b>Total, . . . . .</b>	<b>\$4,803 45</b>	<b>\$477 05</b>	<b>\$49 50</b>	<b>\$161 75</b>	<b>5,491 75</b>

## SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road, . . . . .	\$3,625	08
For interest, . . . . .	1,398	04
For miscellaneous, . . . . .	52	67
For municipal taxes: Included in taxes on real estate. . . . .		
For State taxes, . . . . .	32	08
<b>Total, . . . . .</b>	<b>\$5,107</b>	<b>77</b>

## GENERAL BALANCE SHEET, JANUARY 1, 187--.

DR.			
Construction, . . . . .	\$38,834 90		
Equipment, . . . . .	8,568 25		
		\$47,408	15
Real estate, (cost,) . . . . .		27,052	89
Interest dividends in stock, in 1870, 1871, and 1872, . . . . .		6,211	48
Inventory of articles not included in equipment, &c., . . . . .		317	50
Judgments, accounts, &c., . . . . .		391	24
Profit and loss, . . . . .		2,825	09
		<b>\$84,201</b>	<b>35</b>
CR.			
Capital stock, . . . . .		\$62,675	00
Mortgage, recorded in Mortgage Book 30, p. 196, . . . . .		15,000	00
Floating debt, including unpaid interest on mortgage, . . . . .		6,526	35
		<b>\$84,201</b>	<b>35</b>

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. 1879, according to the best of their knowledge and belief.

(Signed,)

CHAS. A. MINER, *President.*

GEORGE LOVELAND, *Treasurer.*

Sworn and subscribed before me, this 23d day of December, A. D. 1879.

THOS. H. ATHERTON,

*Notary Public.*



# REPORT

OF THE

*Continental Passenger Railway Company, for the year ending December 31, 1879.*

**OFFICERS.**

NAMES.		Residence.	Salary.	
Wm. H. Kemble, .	President, . . . . .	No. 2205 Green street, Philadelphia,	\$3,500	00
John B. Peddle, .	Secretary and Treasurer,	No. 1523 Oxford street, Philadelphia,	1,500	00
Jacob C. Petty, . .	General Superintendent,	No. 2110 N. Twentieth street, Philadelphia,	1,800	00

General office at Twentieth street and Montgomery avenue, Philadelphia.

*Names of Directors.*

*Residences.*

William L. Elkins, . . . . .	Philadelphia.
P. A. B. Widener, . . . . .	Philadelphia.
Samuel Daniels, . . . . .	Philadelphia.
M. S. Quay, . . . . .	Philadelphia.
C. T. Yerkes, junior, . . . . .	Philadelphia.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$1,000,000	00
Capital stock, total amount now paid in, . . . . .	580,000	00
Capital stock, number of shares issued, . . . . . 20,000		
Capital stock, amount paid in on each share: \$15 on 12,000 shares, \$35 on 2,000 shares, \$55 on 6,000 shares.		
Capital stock, par value of each share, . . . . .	50	00
Capital stock, average market value during the year, . . . . .	50	00

**DEBT.**

<b>Funded Debt.</b>		
First mortgage bonds, (due June 1, 1898, bear interest at seven per cent., which is payable June and December,) amount, . . . . .	\$500	00
Second mortgage bonds, (due January 1, bear interest at six per cent., which is payable January and July,) amount, . . . . .	849,500	00
Total amount now of funded debt, . . . . .	\$350,000	00
<b>Floating Debt.</b>		
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . . \$30,000 00		
The amount now of floating debt, . . . . .	30,000	00
Total amount now of floating and funded debt, . . . . .	\$380,000	00
Funded debt as per last report, . . . . . \$100,000 00		
Total cash realized from capital stock and debt, . . . . .	\$960,000	00

## COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction and real estate, . . . . .	\$267,767	04	\$273,203	88
Equipment, . . . . .	100,855	08	103,644	89
Total cost, . . . . .	\$368,122	07	\$376,848	77

## CHARACTERISTICS OF ROAD.

Length of road laid, . . . . .	9 $\frac{1}{2}$ 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, . . . . .	3
Number of depots, . . . . .	3
Number of first-class passenger cars, . . . . .	65
Average value of each, . . . . .	\$600 00
Number of second-class passenger cars, . . . . .	22
Average value of each, . . . . .	\$500 00
Number of passengers that may be seated in each car, . . . . .	22
Number of other cars, sweepers, . . . . .	5
Number of horses and mules owned by the company, . . . . .	617
Average value of each, including harness, . . . . .	\$75 00
Value of real estate held, exclusive of roadway, . . . . .	\$113,195 12
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	4,500 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hours,) . . . . .	5
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. 40 min.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Depot, Twentieth and Montgomery avenue, south to Filbert, east to Sixth, south to Sansom street, west to Eighteenth street, north to Montgomery avenue, west to depot. The branches: Depot, Twentieth and Wharton streets, north to Filbert, east to Nineteenth, south to Wharton, west to Twentieth. Leased lines: Seventeenth and Nineteenth Streets Passenger Railway Company; depot, Seventeenth and Berks, south to Filbert, east to Twelfth, south to Sansom street, west to Nineteenth street, north to Norris street, east to Seventeenth, south to depot. Branch station, Eighteenth and Wharton, north to Filbert street, east to Seventeenth street, south to Reed, west to Eighteenth, north to Wharton street station.

**Monthly statement of Passengers (all classes) carried in Cars for the Year.\***

January, 1879, . . . . .	376,044	August, 1879, . . . . .	556,092
February, 1879, . . . . .	339,417	September, 1879, . . . . .	546,446
March, 1879, . . . . .	288,491	October, 1879, . . . . .	545,981
April, 1879, . . . . .	269,064	November, 1879, . . . . .	553,882
May, 1879, . . . . .	241,367	December, 1879, . . . . .	660,471
June, 1879, . . . . .	260,792		
July, 1879, . . . . .	566,011	Total, . . . . .	5,202,058

**Rate of Fare for Passengers charged.**

Single fare, 6 cents; exchange tickets, 9 cents; children, 4 cents.

Tickets in packages of four sold for 24 cents.

**EXPENSES.**

<b>Maintaining the Road and Real Estate of the Corporation.</b>		
Repairs of road bed and railway, . . . . .	\$1,651	08
Repairs of building, . . . . .	464	11
Taxes on real estate, . . . . .	1,589	18
<b>Total, . . . . .</b>	<b>\$3,704</b>	<b>32</b>
<b>Operating the Road.</b>		
On account of horses, . . . . .	6,417	05
Harness and repairs, . . . . .	1,228	46
Repairs to cars, . . . . .	4,160	20
Horse shoeing, . . . . .	6,774	00
Hay and feed, . . . . .	34,926	87
Office expenses, stationery, and depot expenses, . . . . .	2,134	14
Salaries, . . . . .	7,911	88
Insurance, . . . . .	1,327	50
Watchmen, switchmen, hostlers, pay-roll, . . . . .	23,791	62
General expense of stable, . . . . .	1,282	88
Conductors and drivers, . . . . .	58,691	70
Fluid, fuel, oil, and gas, . . . . .	1,580	48
Damage for injury of persons, . . . . .	125	00
<b>Total, . . . . .</b>	<b>\$152,351</b>	<b>18</b>

**RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.**

From stockholders, . . . . .	\$330,000	00
From sale of bonds, . . . . .	250,000	00
<b>Total, . . . . .</b>	<b>\$580,000</b>	<b>00</b>

On the 1st of July, 1879, the Continental Passenger Railway Company leased the Seventeenth and Nineteenth Streets Passenger Railway Company, and one half of the Empire (Twelfth and Sixteenth) Passenger Railway Company. The receipts from passengers and all expenses are included in the accounts of the Continental Passenger Railway Company.

\* This statement includes all passengers carried by the Continental and its leased lines.

## RECEIPTS, (including Leased Lines from July 1, 1879.)

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1879, . . .	\$14,012	31			\$145	00			\$14,157	31
February, 1879, . . .	12,965	02			138	33			13,103	35
March, 1879, . . .	14,568	79			151	75			14,720	54
April, 1879, . . .	15,521	49			134	42			15,655	91
May, 1879, . . .	16,401	22			160	50			16,551	72
June, 1879, . . .	15,218	81			153	00			15,371	81
July, 1879, . . .	13,210	63			128	33			13,338	96
August, 1879, . . .	24,932	33			330	33			25,312	66
September, 1879, . . .	29,977	98			364	16			30,342	14
October, 1879, . . .	34,030	37			346	00			34,376	37
November, 1879, . . .	33,076	40			374	92			33,451	32
December, 1879, . . .	37,570	89			385	42			37,956	31
									*15,619	77
Total, . . .	\$261,486	24			\$2,852	16			\$279,958	17

\* Receipts from Seventeenth and Nineteenth Street Passenger Railway Company for July, 1879.

## SUMMARY OF PAYMENTS.

Conductors and drivers, . . . . .	\$58,691	70
Stables, . . . . .	19,933	15
Depots, . . . . .	3,858	47
Blacksmithing, . . . . .	6,774	00
Salaries, . . . . .	7,911	83
Car repairs, . . . . .	4,160	20
Harness repairs, . . . . .	1,228	46
Street repairs, . . . . .	1,651	08
Real estate repairs, . . . . .	464	11
Corn, . . . . .	19,316	46
Oats, . . . . .	895	04
Bran, . . . . .	1,473	67
Hay, . . . . .	13,241	20
Salt hay, . . . . .	216	92
Straw, . . . . .	1,282	83
Rents, . . . . .	1,680	00
Water rents, . . . . .	167	50
Taxes, . . . . .	5,919	57
Gas, . . . . .	1,362	68
Interest, . . . . .	9,303	95
Insurance, . . . . .	1,327	50
Royalty and detective, . . . . .	1,316	23
Printing, . . . . .	1,583	08
Damages, . . . . .	125	00
Stationery, . . . . .	279	87
Office, . . . . .	271	24
Horses, . . . . .	6,417	05
Dividends, . . . . .	38,500	00
Miscellaneous, . . . . .	1,411	47
Expenses for the Seventeenth and Nineteenth Street Passenger Rail- way Company for July, 1879, . . . . .	11,503	10
	\$222,257	31

GENERAL BALANCE SHEET, JANUARY 1, 187--.

DR.			
Cash, . . . . .		\$49,164	98
Real estate, . . . . .		113,195	12
Construction, . . . . .		160,008	76
Equipment, . . . . .		103,844	89
Temporary loan, . . . . .		20,000	00
Seventeenth and Nineteenth Street Passenger Railway Company stock . . . . .		600,000	00
		<b>\$1,046,013</b>	<b>75</b>
CR.			
Capital stock, . . . . .		\$580,000	00
Funded debt, . . . . .		350,000	00
Floating debt, . . . . .		30,000	00
Profit and loss, . . . . .		86,013	75
		<b>\$1,046,013</b>	<b>75</b>

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
. . . . .	2	. . . . .	. . . . .	. . . . .	3	. . . . .	5

Statement of each Accident.

- May 12. J. Irwin.
- September 6. S. B. Merrick, fell off of car.
- October 25. H. Robbins, struck by car.
- December 7. Harry L. Birch, struck by car.
- December 27. Mrs. Ann McNally, fell off of car.

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

Personally appeared before me, W. H. Kemble, president, and J. B. Peddle, 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 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

W. H. KEMBLE, *President.*  
J. B. PEDDLE, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1880.  
THOMAS J. POWERS, *Notary Public.*

# REPORT

OF THE

*Easton and South Easton Passenger Railway Company, for the year ending December 31, 1879.*

## OFFICERS.

NAMES.	Residence.	Salary.
H. 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.
Jacob H. Holt, . . . . .	Easton, Pa.
Charles Seitz, . . . . .	Easton, Pa.
Edward H. Green, . . . . .	Easton, Pa.
John I. Kinsey, . . . . .	South Easton, Pa.
William Gould, . . . . .	South Easton, Pa.
Gamble Young, . . . . .	South Easton, Pa.

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$75,000	00
Capital stock, amount subscribed, . . . . .	29,562	50
Capital stock, amount paid in by last report, . . . . .	29,562	50
Capital stock, total amount now paid in, . . . . .	29,562	50
Capital stock, number of shares issued, . . . . .	1,182 $\frac{1}{2}$	
Capital stock, amount paid in on each share, . . . . .	25	00
Capital stock, par value of each share, . . . . .	25	00

## DEBT.

Floating Debt.			
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, . . . . .		\$7,500	00
Total amount now of floating and funded debt, . . . . .		\$7,500	00
Floating debt as per last report, . . . . .	\$7,500 00		

**COST OF ROAD AND EQUIPMENT.**

	By last report.		By present report.	
Construction, . . . . .	\$18,960	05	\$18,960	05
Equipment, . . . . .	7,002	45	7,002	45
<b>Total cost, . . . . .</b>	<b>\$25,962</b>	<b>50</b>	<b>\$25,962</b>	<b>50</b>

**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 feet 2 inches.
- Weight of rail per yard on main track, . . . . . 43 pounds.
- 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, . . . . . \$300 00
- Number of passengers that may be seated in each car, . . . 20 in 1, 14 in 4
- Number of horses and mules owned by the company, . . . . 17
- Average value of each, including harness, . . . . . \$125 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, (except Sunday, 30,) . . . . . 47
- 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 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, 1879, . . . . .	7,824	August, 1879, . . . . .	9,691
February, 1879, . . . . .	7,594	September, 1879, . . . . .	9,544
March, 1879, . . . . .	7,868	October, 1879, . . . . .	9,623
April, 1879, . . . . .	7,751	November, 1879, . . . . .	8,258
May, 1879, . . . . .	8,949	December, 1879, . . . . .	10,435
June, 1879, . . . . .	9,614		
July, 1879, . . . . .	10,098	<b>Total, . . . . .</b>	<b>107,244</b>

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, . . . . .	\$356 79
Repairs of building, . . . . .	33 63
Taxes on real estate, . . . . .	24 50
<b>Total, . . . . .</b>	<b>\$414 92</b>
Operating the Road.	
On account of horses, . . . . .	\$35 00
Harness and repairs, . . . . .	317 77
Repairs to cars, . . . . .	741 38
Horse shoeing, . . . . .	288 24
Hay and feed, . . . . .	1,406 80
Office expenses, stationery, and depot expenses, . . . . .	32 80
Salaries, . . . . .	50 00
Freight, . . . . .	13 43
Watchmen, switchmen, hostlers, pay-roll, . . . . .	776 73
General expense of stable, . . . . .	76 75
Conductors and drivers, . . . . .	1,168 41
Fluid, fuel, oil, and gas, . . . . .	80 69
Use of punch, . . . . .	44 00
<b>Total, . . . . .</b>	<b>\$5,032 00</b>

RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1879, . . . . .	\$404 99			\$34 53	\$439 52
February, 1879, . . . . .	395 64		\$21 00	152 19	568 83
March, 1879, . . . . .	446 69		10 50	306 82	763 51
April, 1879, . . . . .	407 49			15 54	423 03
May, 1879, . . . . .	454 25	\$3 50		151 79	609 54
June, 1879, . . . . .	586 02	6 50		69 58	612 10
July, 1879, . . . . .	545 03			20 50	565 53
August, 1879, . . . . .	526 39		31 50	21 31	579 20
September, 1879, . . . . .	544 41			169 83	714 24
October 1879, . . . . .	507 78			31 41	439 19
November, 1879, . . . . .	436 37			38 38	474 75
December, 1879, . . . . .	573 68	42 00	48 50	477 26	1,141 44
<b>Total, . . . . .</b>	<b>\$5,778 74</b>	<b>\$52 00</b>	<b>\$111 50</b>	<b>\$1,488 64</b>	<b>\$7,430 88</b>

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and opera- ting the road, . . . . .	\$5,446 92
For interest, . . . . .	342 96
For new passenger cars and horses, . . . . .	250 00
For payments to loan account, . . . . .	1,364 50
State taxes, . . . . .	101 87
<b>Total, . . . . .</b>	<b>\$7,506 25</b>



GENERAL BALANCE SHEET, JANUARY 1, 1880.

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, . . . . .	61		34
Profit and loss, . . . . .	10,838		66
		\$37,062	50
CR.			
Capital stock, . . . . .	\$29,582		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.

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. 1879, according to the best of their knowledge and belief.

(Signed,)

H. A. SAGE, *President.*  
 H. W. COOLEY, *Treasurer.*

Sworn and subscribed before me, this 27th day of January, A. D. 1880.  
 W. H. HILDEBRAND, *J. P.*

# REPORT

OF THE

*Empire Passenger Railway Company, for the year ending December 31, 1879.*

## OFFICERS.

NAMES.	Residence..	Salary.
Henry C. Howell, President, . . . . .	Philadelphia.	
E. G. Stout, . . . . . Secretary and Treasurer,	Philadelphia.	

<i>Names of Directors.</i>	<i>Residences.</i>
Charles D. Colloday, . . . . .	Philadelphia.
Frank H. Ellis, . . . . .	Philadelphia.
George J. Gross, . . . . .	Philadelphia.
Luther Martin, . . . . .	Philadelphia.
Isaac L. Williams, . . . . .	Philadelphia.

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$600,000	00
Capital stock, number of shares issued, . . . . . 12,000		
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 July 1, 1900, bear interest at seven per cent., which is payable semi-annually,) amount, . . . . .	\$200,000	00
Total amount now of floating and funded debt, . . . . .	\$200,000	00
Funded debt as per last report, . . . . . \$200,000		

## COST OF ROAD AND EQUIPMENT.

Construction: By last report, \$106,000; by present report, \$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 pounds.
Number of trips each day, . . . . .	242

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, up Seventeenth to Carpenter, down Carpenter to Sixteenth street, up Sixteenth to Susquehanna, down Susquehanna to depot.

**Monthly Statement of Passengers (all classes) carried in Cars for the year.**

January, 1879, . . . . .	192,015	August, 1879, . . . . .	167,281
February, 1879, . . . . .	177,391	September, 1879, . . . . .	194,276
March, 1879, . . . . .	198,481	October, 1879, . . . . .	212,606
April, 1879, . . . . .	206,004	November, 1879, . . . . .	199,043
May, 1879, . . . . .	217,060	December, 1879, . . . . .	217,594
June, 1879, . . . . .	199,836		
July, 1879, . . . . .	178,918	Total, . . . . .	2,360,505

**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 Company is leased to the Citizens' Passenger Railway Company and the Seventeenth and Nineteenth Streets Passenger Railway Company for a term of nine hundred and ninety-nine years, from December 28, 1873, the amount of receipts and expenditures being included in the reports of the Citizens' Passenger Railway Company and the Seventeenth and Nineteenth Streets Passenger Railway Company.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding: 12,000 shares.

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

Personally appeared before me, Henry C. Howell, 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, 1879, according to the best of their knowledge and belief.

(Signed)

HENRY C. HOWELL, *President.*  
 E. G. STOUT, *Treasurer.*

Affirmed, and sworn and subscribed before me, this 29th day of January, A. D. 1880.

R. M. HARTLEY, *Notary Public.*

# R E P O R T

OF THE

*Erie City Passenger Railway Company, for the year  
ending December 31, 1879.*

## OFFICERS.

NAMES.	Residence.	Salary.
William W. Reed, . . . . .	President, . . . . .	Erie, . . . . .
Titus Berst, . . . . .	Secretary, . . . . .	Erie, . . . . .
J. C. Spencer, . . . . .	Treasurer, . . . . .	Erie, . . . . .
Jac. Berst, . . . . .	General Superintendent,	Erie, . . . . .
		None.
		Percentage.

General office at Erie.

<i>Names of Directors.</i>	<i>Residences.</i>
August Jarecki, . . . . .	Erie.
John Berst, . . . . .	Erie.
Heman Janes, . . . . .	Erie.
Jacob Berst, . . . . .	Erie.
William Spencer, . . . . .	Erie.
H. L. Berst, . . . . .	Erie.
John Berst, junior, . . . . .	Erie.

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$100,000	00
Capital stock, amount subscribed, . . . . .	50,000	00
Capital stock, paid in by last report, . . . . .	50,000	00
Capital stock, total amount now paid in, . . . . .	50,000	00
Capital stock, number of shares issued, . . . . .	1,000	
Capital stock, amount paid in on each share, . . . . .	50	00
Capital stock, par value of each share, . . . . .	50	00

## DEBT.

Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	4,000 00
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## COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
	\$	¢	\$	¢
Construction, . . . . .	\$31,086	92	\$31,963	88
Equipment, . . . . .	19,863	08	21,464	81
Total cost, . . . . .			\$53,428	69

**CHARACTERISTICS OF ROAD.**

Length of road laid, . . . . .	2 miles 1740 feet.
Length of double track, including sidings, . . . . .	1,425 feet.
Gauge of road, . . . . .	4 feet 8½ inches.
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, . . . . .	9
Average value of each, . . . . .	\$600
Number of passengers that may be seated in each car: sixteen in seven; twenty in two.	
Number of horses and mules owned by the company, . . . . .	34
Average value of each, including harness, . . . . .	\$75
Value of real estate held, exclusive of roadway, . . . . .	\$6,000
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	2,500
Average rate of speed adopted by passenger cars, includ- ing stops, (miles per hour.) . . . . .	4
Number of trips each day, . . . . .	75
How many miles does each horse travel daily? . . . . .	17
How is track laid, and on what foundation? Part stone, Nicholson, and 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 a point on State street, near the end of the public dock; thence southerly along State to Turnpike street; along Turnpike to Peach street; along Peach to Twenty-sixth street; thence along Erie and Waterford road to depot.

**Monthly Statement of Passengers (all classes) carried in Cars for the Year.**

January, 1879, . . . . .	10,513	August, 1879, . . . . .	33,655
February, 1879, . . . . .	11,331	September, 1879, . . . . .	25,594
March, 1879, . . . . .	14,157	October, 1879, . . . . .	22,213
April, 1879, . . . . .	13,830	November, 1879, . . . . .	19,811
May, 1879, . . . . .	17,843	December, 1879, . . . . .	17,889
June, 1879, . . . . .	22,644		
July, 1879, . . . . .	38,555	Total, . . . . .	248,035

**The Rate of Fare for Passengers charged.**

Single fare, . . . . .	5 cents.
Tickets, in packages of fifteen, sold for fifty cents to school children.	

## EXPENSES.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road-bed and railway, . . . . .		\$1,730	11
Taxes on real estate, . . . . .		106	38
Total, . . . . .		\$1,836	49
Operating the Road.			
On account of horses, . . . . .		\$1,026	00
Harness and repairs, . . . . .		51	47
Repairs to cars, . . . . .		273	13
Horse shoeing, . . . . .		580	10
Hay and feed, . . . . .		2,348	43
Office expenses, stationery, and depot expenses, . . . . .		61	50
Salaries, . . . . .		697	47
Insurance, . . . . .		153	00
Watchmen, switchmen, hostlers, pay-roll, . . . . .		1,415	15
General expense of stable, . . . . .		122	73
Conductors and drivers, . . . . .		2,989	80
Fluid, fuel, oil, and gas, . . . . .		25	00
Total, . . . . .		\$9,743	78

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From other sources, temporary loan, . . . . .	\$4,000	00
Total, . . . . .	\$4,000	00

## RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1879, . . . . .	\$487 70	\$5 00			
February, 1879, . . . . .	524 35	5 00			
March, 1879, . . . . .	643 05	5 00			
April, 1879, . . . . .	635 90	5 00			
May, 1879, . . . . .	819 60	5 00			
June, 1879, . . . . .	1,144 60	5 00			
July, 1879, . . . . .	1,865 85	5 00			
August, 1879, . . . . .	1,598 54	5 00			
September, 1879, . . . . .	1,082 75	5 00			
October, 1879, . . . . .	1,036 40	5 00			
November, 1879, . . . . .	933 75	5 00			
December, 1879, . . . . .	824 90	5 00	\$100 00	\$57 10	
Total, . . . . .	\$11,597 89	\$60 00	\$100 00	\$57 10	\$11,814 49

## SUMMARY OF PAYMENTS.

For construction, . . . . .	\$926	96
For maintaining the road or real estate of the corporation, and operat- ing the road, . . . . .	10,054	27
For new passenger cars and horses, . . . . .	2,527	73
For municipal taxes, . . . . .	106	38
For State taxes, . . . . .	34	34
Total, . . . . .	\$14,149	68

GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.			
By amount of construction account, . . . . .		\$31,963	88
By amount of equipment account, . . . . .		21,464	81
By amount expended during the year for maintaining the road, . . . . .		1,730	11
By amount of expenses operating the road, . . . . .		9,743	78
By amount of State and local taxes, . . . . .		140	72
By cash on hand, . . . . .		2,683	81
		\$87,707	11
CR.			
To amount of capital stock, . . . . .		\$50,000	00
To amount received for passengers during the year, . . . . .		11,597	89
To amount received for rent, . . . . .		60	00
To amount received for manure, . . . . .		100	00
To amount received for horses sold, . . . . .		57	10
To amount of temporary loan, . . . . .		4,000	00
To profit and loss, . . . . .		1,892	62
		\$87,707	11

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$50,000 00

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

Personally appeared before me, William 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. 1879, according to the best of their knowledge and belief.

(Signed)

WILLIAM W. REED, *President.*  
 J. C. SPENCER, *Treasurer.*

Sworn and subscribed before me, this 4th day of February, A. D. 1880.

WILLIAM P. HAYES,  
*Notary Public.*

# R E P O R T

OF THE

*Federal Street and Pleasant Valley Passenger Railway  
Company, for the year ending December 31, 1879.*

## OFFICERS.

NAMES.	Residence.	Salary.
William McCreery, . . . . .	President, . . . . . Allegheny City, Pa.,	\$800 00
J. T. Stockdale, . . . . .	Secretary and Treasury, Allegheny City, Pa.,	400 00
W. J. Crozier, . . . . .	General 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.
William Roseburg, . . . . .	Pittsburgh, Pa.
W. S. Bissell, . . . . .	Pittsburgh, Pa.
W. R. Hamilton, M. D., . . . . .	Pittsburgh, Pa.
R. K. Wilson, . . . . .	Pittsburgh, Pa.
Frank Rahm, . . . . .	Pittsburgh, Pa.

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$100,000	00
Capital stock authorized by votes of company, . . . . .	All.	
Capital stock, amount subscribed, . . . . .	All.	
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, . . . . .	30	00



## DEBT.

Funded Debt.			
Second mortgage bonds, (due January 1, 1881, bear interest at seven and three tenths per cent., which is payable semi-annually,) amount,		\$50,000	00
General mortgage bonds, (due July 1, 1888, bear interest at six per cent., which is payable semi-annually,) amount, . . . . .		25,000	00
Total amount now of funded debt, . . . . .		\$75,000	00
Total amount now of floating and funded debt, . . . . .		75,000	00
Funded debt as per last report, . . . . .	\$75,000	00	
Floating debt as per last report, . . . . .	2,000	00	
Total cash realized from capital stock and debt, . . . . .		\$175,000	00

## COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction, . . . . .	\$85,281	19	\$85,000	00
Equipment, . . . . .	55,484	04	55,000	00
Total cost, . . . . .	\$140,715	23	\$140,000	00

## CHARACTERISTICS OF ROAD.

Length of road laid, . . . . .	2 $\frac{4}{10}$ miles.
Length of double track, including slidings, . . . . .	2 $\frac{1}{2}$ miles.
Gauge of road, . . . . .	5 feet 2 $\frac{1}{2}$ inches.
Weight of rail per yard on main track, . . . . .	45 pounds.
Number of car-houses, shops, and stables, . . . . .	1
Number of depots, . . . . .	1
Number of first-class passenger cars, . . . . .	13
Average value of each, . . . . .	\$800 00
Number of second-class passenger cars, . . . . .	9
Average value of each, . . . . .	450 00
Number of passengers that may be seated in each car, . . . . .	14 and 20
Number of other cars, salt car, . . . . .	1
Number of horses and mules owned by the company, . . . . .	132
Average value of each, including harness, . . . . .	\$62 00
Value of real estate held, exclusive of roadway, . . . . .	\$35,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	2,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	4 $\frac{1}{2}$
Number of trips each day, . . . . .	11
How many miles does each horse travel daily? . . . . .	18
How is track laid, and on what foundation? White pine stringers and cross-ties; paved streets.	

Average time consumed by cars in passing over the road,

round trip, . . . . . 1 hour 12 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, to Ninth, to Hand street bridge; across bridge to Anderson street, Allegheny City; along Anderson to Church, to Union avenue, to South, to East, to North Diamond streets, to Federal street, to North avenue, to Monterey, to Jackson, to Fremont street, to Washington avenue, to Taggart street, to stables. The road crosses Troy Hill branch of Pittsburgh, Allegheny and Manchester passenger railway at East Diamond and Ohio streets, Allegheny; and Pittsburgh and Birmingham passenger railway, at Seventh avenue and Liberty street, Pittsburgh; also Citizens' passenger railway, at Ninth street and Penn avenue, Pittsburgh.

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

January, 1879, . . . . .	80,560	August, 1879, . . . . .	89,859
February, 1879, . . . . .	71,735	September, 1879, . . . . .	98,132
March, 1879, . . . . .	80,917	October, 1879, . . . . .	104,847
April, 1879, . . . . .	82,276	November, 1879, . . . . .	93,694
May, 1879, . . . . .	98,865	December, 1879, . . . . .	102,581
June, 1879, . . . . .	92,934		
July, 1879, . . . . .	96,184	Total, . . . . .	1,092,584

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, . . . . .	\$373	20
Taxes on real estate, . . . . .	186	32
<b>Total, . . . . .</b>	<b>\$559</b>	<b>52</b>
Operating the Road.		
On account of horses, . . . . .	\$662	00
Harness and repairs, . . . . .	234	26
Repairs to cars, . . . . .	2,814	94
Horse shoeing, blacksmith's pay-roll, . . . . .	1,413	00
Hay and feed, . . . . .	8,861	70
Office expenses, stationery, and depot expenses, . . . . .	198	80
Salaries, . . . . .	2,032	00
Insurance, . . . . .	289	00
Watchmen, switchmen, hostlers, pay-roll, . . . . .	5,588	96
General expense of stable, . . . . .	2,925	56
Conductors and drivers, . . . . .	9,194	35
Fluid, fuel, oil and gas, . . . . .	223	06
<b>Total, . . . . .</b>	<b>\$34,436</b>	<b>65</b>

RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1879, . .	\$4,028 06	\$6 00		\$15 75	\$4,049 81
February, 1879, .	3,586 73	21 00			3,607 73
March, 1879, . . .	4,045 85	21 00			4,066 85
April, 1879, . . .	4,113 79	21 00		168 58	4,303 37
May, 1879, . . . .	4,943 45				4,943 45
June, 1879, . . . .	4,646 59	32 00	\$20 00	160 00	4,858 59
July, 1879, . . . .	4,809 19	21 00		19 25	4,849 44
August, 1879, . . .	4,493 01	21 00			4,514 01
September, 1879,	4,906 60				4,906 60
October, 1879, . . .	5,242 35				5,242 35
November, 1879,	4,684 70	33 00	20 00		4,337 70
December, 1879,	5,129 05	6 00		815 09	5,450 14
<b>Total, . . . . .</b>	<b>\$54,629 37</b>	<b>\$182 00</b>	<b>\$40 00</b>	<b>\$678 67</b>	<b>\$55,530 04</b>

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road, . . . . .	\$34,996	17
For interest on bonds, . . . . .	5,275	00
For dividends, . . . . .	9,000	00
For bridge toll, . . . . .	1,400	00
For miscellaneous, . . . . .	4,545	70
For street cleaning, . . . . .	263	03
For municipal taxes, . . . . .	320	00
For state taxes, . . . . .	769	34
<b>Total, . . . . .</b>	<b>\$56,569</b>	<b>24</b>
<b>Total amount of surplus fund, . . . . .</b>	<b>\$7,775</b>	<b>30</b>

GENERAL BALANCE SHEET JANUARY 1, 1880.

DR.		
Real estate, . . . . .	\$35,000	00
Construction, . . . . .	85,000	00
Equipment, . . . . .	55,000	00
Cash, . . . . .	10,300	12
Federal street and P. V. stock, . . . . .	64	00
Cashier for change, . . . . .	859	00
	<b>\$185,723</b>	<b>12</b>
CR.		
Capital stock, . . . . .	\$100,000	00
Second mortgage bonds, . . . . .	50,000	00
General mortgage bonds, . . . . .	25,000	00
Coupons outstanding, . . . . .	2,728	32
Dividends unclaimed, . . . . .	219	50
Surplus, (out of which January dividend is to be taken,) . . . . .	7,775	30
	<b>\$185,723</b>	<b>12</b>

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding: 4,000 shares,  
 at \$25, . . . . . \$100,000 00  
 Rate and date of all cash dividends on stock of original and consolidated  
 companies: Four per cent., January 10, 1879; five per cent., July 7, 1879.

STATE OF PENNSYLVANIA, )  
 County of Allegheny, ) ss:

Personally appeared before me, William McCreery, president, and J. T. Stockdale, treasurer of the Federal Street and Pleasant Valley Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed) WILLIAM MCCREERY, *President.*  
 J. T. STOCKDALE, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1880.  
 FLEMING JAMISON, *Notary Public.*

**R E P O R T**

OF THE

*Frankford and Southwark Philadelphia City Passenger Railway Company, for the year ending November 30, 1879.*

**OFFICERS.**

NAMES.		Residence.	Salary.
William P. Cox,	President,	Philadelphia, . . . . .	\$3,000 00
P. Frank Abbott,	Secretary and Treasurer,	Philadelphia, . . . . .	2,500 00
A. J. Woodruff,	General Superintendent,	Philadelphia, . . . . .	1,500 00

General office at 2,501 Kensington avenue, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Edward S. Handy, . . . . .	Philadelphia.
James West, . . . . .	Philadelphia.
Henry C. Harrison, . . . . .	Philadelphia.

William C. Keehmlé, . . . . .	Philadelphia.
Daniel Weckerly, . . . . .	Philadelphia.
W. Harrison Eisenbrey, . . . . .	Philadelphia.
John Nobbitt, . . . . .	Philadelphia.
Daniel Haddock, junior, . . . . .	Philadelphia.
Joseph B. Van Dusen, . . . . .	Philadelphia.
Zadok L. Eisner, . . . . .	Philadelphia.
Edgar Fries, . . . . .	Philadelphia.
Edward Roberts, junior, . . . . .	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, . . . . .		95 00

**DEBT.**

<b>Funded Debt.</b>			
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 six per cent., which is payable May 1 and November 1,) amount, . . . . .		100,000	00
Total amount now of funded debt, . . . . .		\$102,000	00
<b>Floating Debt.</b>			
Total amount now of floating and funded debt, . . . . .		\$102,000	00
Funded debt as per last report, . . . . .	\$102,000		

**COST OF ROAD AND EQUIPMENT.**

	By last report.		By present report.	
Construction, . . . . .	\$566,486	85	\$566,436	85
Equipment, . . . . .	397,451	10	397,451	10
Total cost, . . . . .	\$963,887	45	\$963,887	45

**CHARACTERISTICS OF ROAD.**

Length of road laid, . . . . .	16.75 miles.
Length of double track, including sidings, . . . . .	5.46 miles.
Gauge of road, . . . . .	5 feet 2 inches.
Weight of rail per yard on main track, . . . . .	47 pounds.
Number of car-houses, shops, and stables, (one stable not now in use,) . . . . .	9
Number of depots, . . . . .	4
Number of first-class passenger cars, (including steam cars, . . . . .	89
Average value of each : Horse cars, \$450 ; steam cars, . . . . .	\$2,000

Number of passengers that may be seated in each car: In horse cars, 22; in steam cars, . . . . .	32
Number of horses and mules owned by the company, . .	534
Average value of each, including harness, . . . . .	\$85 00
Value of real estate held, exclusive of road way, . . . .	\$120,000 00
Average weight in pounds 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: 322 on main section; 144 on Lehigh avenue and Powell street section; 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 Lowell 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 streets; 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, 1878, . . . . .	655,941	July, 1879, . . . . .	635,300
January, 1879, . . . . .	593,797	August, 1879, . . . . .	633,183
February, 1879, . . . . .	538,800	September, 1879, . . . . .	608,065
March, 1879, . . . . .	608,756	October, 1879, . . . . .	718,525
April, 1879, . . . . .	650,231	November, 1879, . . . . .	668,279
May, 1879, . . . . .	703,315		
June, 1879, . . . . .	657,097	Total, . . . . .	7,760,698

**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, (including renewal of track,)		\$25,636	50
Repairs of building,		2,084	06
Taxes on real estate,		3,476	92
<b>Total,</b>		<b>\$31,207</b>	<b>48</b>
Operating the Road.			
On account of horses,		\$7,130	46
Harness and repairs,		2,332	79
Repairs to cars and steamers,		20,895	15
Horse shoeing,		11,236	37
Hay, feed, and straw,		50,409	47
Office expenses, stationery, and depot expenses,		17,081	55
Salaries,		7,000	00
Insurance,		1,496	21
Watchmen, switchmen, hostlers, pay-roll,		26,290	59
General expense of stable,		1,500	00
Conductors, drivers, and engineers,		108,532	75
Fluid, fuel, oil, and gas,		3,253	51
Coal for steamers,		4,840	15
Damage for injury of persons,		1,771	75
Miscellaneous,		9,105	67
<b>Total,</b>		<b>\$267,876</b>	<b>42</b>

RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
December, 1878,	\$36,407 84			\$75 00	\$36,482 84
January, 1879, . . .	32,988 75			75 00	33,063 75
February, 1879, . . .	29,933 31	\$24 00	\$1,115 33	400 00	31,472 64
March, 1879, . . .	33,819 76				33,819 76
April, 1879, . . .	36,123 95	24 00			36,147 95
May, 1879, . . .	39,073 06		763 00	250 00	40,086 06
June, 1879, . . .	36,505 41	12 00		90 00	36,607 41
July, 1879, . . .	35,294 93	12 00		150 00	35,456 93
August, 1879, . . .	35,176 83		789 00	60 00	36,025 83
September, 1879,	38,781 41	12 00		100 00	38,893 41
October, 1879, . . .	39,918 06	12 00			39,930 06
November, 1879,	37,128 63	12 00	798 50	250 00	38,182 13
<b>Total, . . . . .</b>	<b>\$431,149 94</b>	<b>\$108 00</b>	<b>\$3,460 83</b>	<b>\$1,450 00</b>	<b>\$436,168 77</b>

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	\$298,583	90
For interest,	7,498	00
For dividends,	102,000	00
For payments to loan account, (mortgage extinguished,)	4,000	00
For payments made to surplus fund, (including premium on bonds bought,)	7,175	62
For municipal taxes,	5,082	95
For State taxes,	6,427	22
<b>Total,</b>	<b>\$430,767</b>	<b>69</b>
Total amount of surplus fund,	7,000	00

## GENERAL BALANCE SHEET, DECEMBER 1, 1879.

DR.			
Construction and equipment, . . . . .		\$663,887	45
Bills and accounts receivable, (of doubtful value,) . . . . .		2,908	19
Mortgages receivable, . . . . .		4,500	00
Contingent fund, . . . . .		7,175	62
Cash, . . . . .		\$1,859	82
		<b>\$1,010,331</b>	<b>08</b>
CR.			
Capital stock, . . . . .		\$600,000	00
Mortgage bonds, . . . . .		102,000	00
Mortgages payable, . . . . .		3,500	00
Accounts payable, . . . . .		3,827	01
Profit and loss, . . . . .		301,004	07
		<b>\$1,010,331</b>	<b>08</b>

## 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 17, six per cent. per annum; July 12, seven per cent. per annum; October 15, four per cent. per annum.

## ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
					4		4

## Statement of each Accident.

August 9, 1879. Just after turning into Frankford avenue, Ernest Winters tried to jump on front platform of rear car; fell, and the front wheel went over his leg, breaking one bone.

October 24. Fifth street and Susquehanna avenue, William Overholzer, six years old, running alongside of car, had his foot run over and injured by hind wheel.

November 4. On Frankford avenue, below Unity street, William Cotter ran from pavement and tried to get on rear platform of middle car; fell, and the rear car went over leg, rendering amputation necessary.

November 17. On Fifth street, above Cumberland street, James H. Lyons, very near-sighted, fell from platform into the street and received injuries, resulting in his death, probably.



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

Personally appeared before me, William P. Cox, president, and B. Frank Abbett, 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. 1879, according to the best of their knowledge and belief.

(Signed)

WM. P. COX, *President.*

B. FRANK ABBETT, *Treasurer.*

Sworn and subscribed before me, this 15th day of January, A. D. 1880.

J. GORDON SHOWAKER,

*Notary Public.*

**REPORT**

OF THE

*Germantown Passenger Railway Company, for the year ending November 30, 1879.*

**OFFICERS.**

NAMES.		Residence.	Salary.
Adam Warthman,	President,	Philadelphia,	\$2,000 00
William M. Singerly, }	Secretary, Treasurer,	} Philadelphia,	5,000 00
Oliver Evans, . . . . . }	General Manager,		
	Gen'l Superintendent,	Philadelphia,	1,500 00

<i>Names of Directors.</i>	<i>Residences.</i>
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 authorized by votes of company, . . . . .	1,500,000	00
Capital stock, amount subscribed, . . . . .	1,500,000	00
Capital stock, paid in by last report, . . . . .	572,860	00
Capital stock, total amount now paid in, . . . . .	572,860	00
Capital stock, number of shares issued, . . . . .	80,000	
Capital stock, amount paid in on each share: \$15 on 20,000, \$35 on 10,000.		
Capital stock, par value of each share, . . . . .	50	00
Capital stock, average market value during the year: No record, about,	60	00

## DEBT.

Funded Debt.		
First mortgage bonds, (due June, 1884, bear interest at seven per cent., which is payable June and December,) amount, . . . . .	\$37,500	00
Second mortgage bonds, (due October, 1899, bear interest at five per cent., which is payable April and October,) amount, . . . . .	160,000	00
Total amount now of funded debt, . . . . .	\$227,500	00
Total amount now of floating and funded debt, . . . . .	\$227,500	00
Funded debt as per last report, . . . . .	\$69,000	00
Floating debt as per last report, . . . . .	160,000	00
Total cash realized from capital stock and debt, . . . . .	\$800,360	00

## COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction, . . . . .	\$936,962	83	\$940,977	70
Total cost, . . . . .	\$936,962	83	\$940,977	70

## 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 pounds.
Number of car-houses, shops, and stables, . . . . .	13
Number of depots, . . . . .	3
Number of first-class passenger cars, . . . . .	90
Average value of each, . . . . .	\$500
Number of passengers that may be seated in each car, . . . . .	22
Number of other cars, summer cars, . . . . .	30
Number of horses and mules owned by the company, . . . . .	648
Average value of each, including harness, . . . . .	\$75
Value of real estate held, exclusive of road way, . . . . .	380,000
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	4,600

Average rate of speed adopted by passenger cars, including stops, (miles per hour.) . . . . . 5  
 Number of trips each day: 25 make 9; 16, 9; 12, 12; 12, 8.  
 How many miles does each horse travel daily? . . . . . Average 20  
 How is track laid, and on what foundation? Yellow pine stringers and cross-ties.  
 Average time consumed by cars in passing over the road, 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, on Dauphin street, Germantown avenue, Fourth street, and Dickinson street; returning on Eighth street, Columbia avenue, Seventh street, and Susquehanna avenue. Also, run on Walnut street, from Fourth to Eighth street. Also, from Belmont and Elm avenues, on Elm and Girard avenues, to Palmer, 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, 1878, . . . . .	819,398	July, 1879, . . . . .	1,069,484
January, 1879, . . . . .	742,244	August, 1879, . . . . .	988,331
February, 1879, . . . . .	663,681	September, 1879, . . . . .	1,139,088
March, 1879, . . . . .	785,620	October, 1879, . . . . .	1,146,772
April, 1879, . . . . .	835,266	November, 1879, . . . . .	912,353
May, 1879, . . . . .	961,763		
June, 1879, . . . . .	1,007,082	Total, . . . . .	11,071,082

**Rate of Fare for Passengers Charged.**

Single fare, . . . . .	6 cents.
Exchanges, . . . . .	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, . . . . .	\$14,798	24
Repairs of building: Included in miscellaneous. . . . .		
Taxes on real estate, . . . . .	4,680	48
<b>Total, . . . . .</b>	<b>\$19,478</b>	<b>72</b>
<b>Operating the Road.</b>		
On account of horses, . . . . .	14,351	67
Harness and repairs, . . . . .	2,072	44
Repairs to cars, . . . . .	12,271	31
Horse-shoeing, . . . . .	9,292	44
Hay and feed, . . . . .	53,207	78
Office expenses, stationery, and depot expenses, . . . . .	7,077	15
Salaries, . . . . .	8,857	54
Insurance: In miscellaneous. . . . .		
Watchmen, switchmen, hostlers, pay-roll, . . . . .	40,366	33
General expenses of stable: Included in above. . . . .		
Conductors and drivers, . . . . .	99,597	32
Fluid, fuel, oil, and gas: In miscellaneous. . . . .		
Damage for injury to persons, . . . . .	2,905	62
<b>Total, . . . . .</b>	<b>\$268,978</b>	<b>32</b>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From sale of bonds, . . . . . \$160,000

## RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
December 1878, .	\$33,958 99		\$344 91		\$34,303 90
January, 1879, .	30,371 24		335 57		30,706 81
February, 1879, .	27,518 08		393 66		27,911 74
March, 1879, .	32,108 68		378 91		32,487 59
April, 1879, . .	34,085 10		310 15		34,395 25
May, 1879, . . .	39,793 36		336 82		40,129 68
June, 1879, . . .	41,169 83		311 74		41,481 07
July, 1879, . . .	42,899 78		309 57		43,209 35
August, 1879, . .	39,997 66		319 49		40,317 15
September, 1879,	46,811 56		339 08		46,950 64
October, 1879, . .	42,153 14		323 45		42,476 59
November, 1879,	37,179 10		342 12		37,521 22
Total, . . . . .	\$447,846 02		\$4,044 97		\$451,890 99

## SUMMARY OF PAYMENTS.

For construction, . . . . .	\$4,014 87
For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	268,978 33
For interest, . . . . .	16,994 23
For dividends, . . . . .	120,000 00
For payments to loan account, . . . . .	160,000 00
For miscellaneous, . . . . .	22,707 60
For municipal taxes, . . . . .	13,124 50
For State taxes, . . . . .	8,068 66
Total, . . . . .	\$613,903 23

## GENERAL BALANCE SHEET, JANUARY 1, 187-.

DR.		
Construction, . . . . .		\$340,977 70
Cash, . . . . .		39,147 18
Sundry balances, . . . . .		1,856 87
		\$381,981 75
CR.		
Capital stock, . . . . .		\$572,960 00
Bonds, . . . . .		237,500 00
Surplus used in construction of new buildings, . . . . .		181,597 64
Balances, . . . . .		24 21
		\$981,981 75

## 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, 1879, six per cent. per annum; July 15, 1879, six per cent. per annum; October 1, 1879, eight 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. 1879, 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. 1880.

STUART FIELD, *Magistrate, Court No. 16.*

**R E P O R T**

OF THE

*Green and Coates Streets Passenger Railway Company,  
 for the year ending December 31, 1879.*

**OFFICERS.**

NAMES.		Residence.	Salary.	
Howard A. Stevenson,	President,	Germantown, . . .	\$3,000	00
George Bartalott,	Secretary and Treasurer,	Philadelphia, . . .	1,500	00
J. Price Vasey, . . . .	General Superintendent,	Philadelphia, . . .	1,200	00

*Names of Directors.*

*Residences.*

James McManes, . . . . .	Philadelphia.
Joseph B. Altemus, . . . . .	Germantown.
Charles Wister, . . . . .	Germantown.
Matthew Brooks, . . . . .	Philadelphia.
Phineas Fries, . . . . .	Philadelphia.
J. Hicks Conrad, . . . . .	Philadelphia.
William Dulles, . . . . .	Philadelphia.
Martin Siedenbach, . . . . .	Philadelphia.
Charles J. Walton, . . . . .	Philadelphia.
A. H. Craigé, . . . . .	Atlantic City, N. J.
Cadwallader B. Nyce, . . . . .	Norristown, Pa.
William H. Shelmerdine, . . . . .	Germantown.

## 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, . . . . .	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
Capital stock, average market value during the year, . . . . .		70 00

## DEBT.

<b>Funded Debt.</b>		
Ground rent mortgage on real estate, . . . . .	\$21,916	68
First mortgage bonds, (due 15th July, 1898, bear interest at six per cent., which is payable 15th January and 15th July,) amount, . . . . .	100,000	00
Total amount now of funded debt, . . . . .	\$121,916	68
<b>Floating Debt.</b>		
Total amount now of floating and funded debt, . . . . .	\$121,916	68
Funded debt as per last report, . . . . .	\$121,916	68

## COST OF ROAD AND EQUIPMENT.

Construction: By last report, \$244,441 56; by present report, . . . . . \$247,128 62

## CHARACTERISTICS OF ROAD.

Length of road laid, . . . . .	7 miles.
Length of double track, including sidings, . . . . .	$\frac{1}{4}$ 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 00
Number of second-class passenger cars, . . . . .	5
Average value of each, . . . . .	\$500 00
Number of passengers that may be seated in each car, . . . . .	22
Number of other cars, sweepers, . . . . .	3
Number of horses and mules owned by the company, . . . . .	237
Average value of each, including harness, . . . . .	\$120 00
Value of real estate held, exclusive of roadway, . . . . .	\$64,285 19
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	5 $\frac{1}{2}$
Number of trips each day: Dickerson street line, 10; Walnut street line, 13; Oak street line, 33.	

How many miles does each horse travel daily? . . . . . 18

How is track laid, and on what foundation? White and yellow pine stringers.

Average time consumed by cars in passing over the road :

Dickerson street, 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 Dickerson 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, 1879, . . . . .	232,571	August, 1879, . . . . .	260,251
February, 1879, . . . . .	201,821	September, 1879, . . . . .	268,864
March, 1879, . . . . .	224,876	October, 1879, . . . . .	284,424
April, 1879, . . . . .	246,977	November, 1879, . . . . .	250,241
May, 1879, . . . . .	279,200	December, 1879, . . . . .	275,724
June, 1879, . . . . .	289,205		
July, 1879, . . . . .	285,212	Total, . . . . .	3,099,366

**Rate of Fare for Passengers Charged.**

Single fare, . . . . .	6 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, . . . . .	\$2,730	93
Taxes on real estate, . . . . .	1,353	67
<b>Total, . . . . .</b>	<b>\$4,084</b>	<b>60</b>
<b>Operating the Road.</b>		
On account of horses, . . . . .	\$1,775	05
Harness and repairs, . . . . .	921	07
Repairs to cars, . . . . .	2,730	93
Horse shoeing, . . . . .	3,679	05
Hay and feed, . . . . .	18,827	91
Office expenses, stationery, and depot expenses, . . . . .	6,871	76
Salaries, . . . . .	4,309	61
Insurance, . . . . .	658	00
General expense of stable, . . . . .	9,582	23
Conductors and drivers, . . . . .	88,012	99
Fluid, fuel, oil, and gas, . . . . .	1,948	71
Damages for injury of persons, in 1875 and 1876, . . . . .	912	00
<b>Total, . . . . .</b>	<b>\$94,313</b>	<b>91</b>

## RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1879,	\$12,274 07				\$12,274 07
February, 1879,	10,765 46				10,765 46
March, 1879,	12,280 30				12,280 30
April, 1879,	13,275 89		\$384 57		13,659 96
May, 1879,	15,040 88				15,040 88
June, 1879,	15,754 70		383 48		16,138 18
July, 1879,	15,467 51				15,467 51
August, 1879,	14,061 72				14,061 72
September, 1879,	14,471 79				14,471 79
October, 1879,	15,659 48		380 79		16,040 27
November, 1879,	13,766 53				13,766 53
December, 1879,	15,155 79		385 66		15,541 45
Total, . . . .	\$167,973 62		\$1,534 50		\$169,508 12

## SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	\$94,813	91
For interest, . . . . .	8,531	32
For dividends, . . . . .	65,000	00
For municipal taxes, . . . . .	1,275	00
For state taxes, . . . . .	2,799	81
Total, . . . . .	\$171,920	04

## GENERAL BALANCE SHEET. JANUARY 1, 187--.

DR.			
Construction and equipment, . . . . .		\$247,128	62
Real estate, . . . . .		64,285	19
Cash, . . . . .		24,755	73
		\$336,169	54
CR.			
Capital stock, . . . . .		\$150,000	00
Ground rent mortgage, . . . . .		21,916	68
Bonds, . . . . .		100,000	00
Register account, conductors' deposit, . . . . .		975	00
Dividends unclaimed, . . . . .		1,032	66
Profit and loss, . . . . .		62,245	20
		\$336,169	54

## STOCK AND DIVIDENDS.

Amount of common stock now outstanding, shares, . . . . . 10,000

Rate and date of all cash dividends on stock of original and consolidated companies: January 1, 1879, two dollars per share; July 1, 1879, three dollars per share; October 1, 1879, one dollar and fifty cents 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 Streets, Philadelphia, Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

HOWARD A. STEVENSON, *President.*

GEORGE BARTALOTT, *Treasurer.*

Sworn and subscribed before me, this 19th day of January, A. D. 1880.

CHAS. C. SCHERF, *Notary Public.*

**R E P O R T**

OF THE

*Harrisburg City Passenger Railway Company, for the year ending December 31, 1879.*

**OFFICERS.**

NAMES.		Residence.	Salary.
Henry A. Kelker, . . .	President, . . . . .		None.
Daniel Eppley, . . .	Vice President, . . . . .		None.
Alexander Roberts, . . .	Secretary, <i>pro tem.</i> , . . . . .		None.
Rudolph F. Kelker, . . .	Treasurer, . . . . .		\$650 00
James M. Neely, . . .	General Superintendent, . . . . .		500 00

General office at 27 South Second street, Harrisburg, Pa., (second floor.)

<i>Names of Directors.</i>	<i>Residences.</i>
Henry A. Kelker, . . . . .	Harrisburg.
Daniel Eppley, . . . . .	Harrisburg.
William K. Cowden, . . . . .	Harrisburg.
John Whitman, . . . . .	Harrisburg.
Henry Herr, . . . . .	Harrisburg.
John T. Ensminger, . . . . .	Harrisburg.
Alexander Roberts, . . . . .	Harrisburg.
David Fleming, . . . . .	Harrisburg.
George F. Rohrer, . . . . .	Harrisburg.
William K. Alricks, . . . . .	Harrisburg.
Rudolph F. Kelker, . . . . .	Harrisburg.
John A. Smull, (deceased July, 1879,) . . . . .	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, . . . . .		24	00

**DEBT.**

Floating debt as per last report, . . . . . 1,318 75

**COST OF ROAD AND EQUIPMENT.**

	By last report.		By present report.	
Construction: Repairs to road bed and railway in 1879, \$652 56, . . . . .	\$17,688	80	\$18,341	36
Equipment: 1879, horses, \$565; harness, \$152 47; repairs to cars, \$834 86; in all, \$1,552 33, . . . . .	11,975	86	13,528	19
Total cost, . . . . .	\$29,664	66	\$31,869	55

**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 lbs., part 38 lbs.  
 Number of car-houses, shops, and stables: 1 car-house and 2 stables rented from owners, and 1 car shed owned by this company, built on leased ground.  
 Number of depots: 1 small waiting-room, built on leased ground, and 1 other room, rented from owner.  
 Number of first-class passenger cars: 6 for 1 horse, 1 for 2 horses, and 1 summer car for 2 horses.  
 Average value of each, . . . . . \$300 00  
 Number of passengers that may be seated in each car: 14 in one-horse, and 20 in two-horse cars.  
 Number of horses and mules owned by the company, . . . . . 23  
 Average value of each, including harness, . . . . . \$75 00  
 Value of real estate held, exclusive of roadway, (vacant lot of ground,) . . . . . 1,500 00  
 Average weight in lbs. of passenger cars, exclusive of passengers and baggage: 2,600, and one large one, 3,600 lbs.  
 Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . . 4½

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 ties and stringers, and gravel and stone found-  
 ation.

Average time consumed by cars in passing over the road, 1 h. 10 min.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: The railway runs from the intersection of Riley and Third streets; down Third to Walnut street; out Walnut street to Second street; down Second street to Vine street; out Vine to Race street; down Race 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 the Pennsylvania Railroad Company.

**Monthly Statement of Passengers (all classes) carried in cars for the year, estimated.**

January, 1879, . . . . .	19,505	August, 1879, . . . . .	23,042
February, 1879, . . . . .	14,474	September, 1879, . . . . .	31,851
March, 1879, . . . . .	14,628	October, 1879, . . . . .	22,101
April, 1879, . . . . .	18,571	November, 1879, . . . . .	18,301
May, 1879, . . . . .	19,912	December, 1879, . . . . .	22,857
June, 1879, . . . . .	21,706		
July, 1879, . . . . .	29,044	Total, . . . . .	255,952

**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, . . . . .	\$652 56
<b>Operating the Road.</b>	
Rent of all kinds, including taxes paid as part of rent, ground rent, tolls, &c., and exclusive of State taxes, . . . . .	\$1,120 25
On account of horses, . . . . .	565 00
Harness and repairs, . . . . .	152 47
Repairs to cars, . . . . .	834 86
Horse shoeing, . . . . .	457 22
Hay and feed, . . . . .	2,296 52
Office expenses, stationery, and expenses printing tickets and for change envelopes, . . . . .	178 82
Salaries, . . . . .	1,181 94
Insurance, . . . . .	83 20
Hostlers, . . . . .	1,021 56
General expense of stable, . . . . .	251 90
Conductors and drivers, . . . . .	2,697 61
Fuel, oil, and gas, . . . . .	141 79
<b>Total, . . . . .</b>	<b>\$10,913 14</b>

RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1879, . . . . .	\$1,072	78			\$1,072
February, 1879, . . . . .	796	08			796
March, 1879, . . . . .	854	58		1 25	855
April, 1879, . . . . .	1,021	42		46 00	1,067
May, 1879, . . . . .	1,099	68		115 00	1,214
June, 1879, . . . . .	1,198	85		52 00	1,245
July, 1879, . . . . .	1,597	42		61 50	1,658
August, 1879, . . . . .	1,267	84		1 50	1,268
September, 1879, . . . . .	1,751	82		528 50	2,280
October, 1879, . . . . .	1,215	59	\$4 00		1,219
November, 1879, . . . . .	1,006	65			1,006
December, 1879, . . . . .	1,257	16		42 00	1,299
Total, . . . . .	\$14,134	37	\$4 00	\$347 75	\$14,966 12

SUMMARY OF PAYMENTS.

For construction, repairing road bed and railway, . . . . .	\$652	56
For operating the road, exclusive of horses, . . . . .	10,348	14
For interest, . . . . .	89	33
For dividends, . . . . .	1,234	50
For new wagons, \$195; horses, \$565; total, . . . . .	760	00
For payments to loan account, . . . . .	1,500	00
For municipal taxes: Taxes paid were as a part of rent of stable.		
For State taxes, . . . . .	100	13
Total, . . . . .	\$14,684	66

GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.			
Construction, . . . . .	\$18,341	36	
Equipment, . . . . .	13,528	19	
Real estate purchased for future depot, . . . . .	1,500	00	
	\$33,369		55
Supply of hay and feed on hand, . . . . .		200	00
Cash on hand December 31, 1879, close of business, . . . . .		921	14
		6,659	81
		\$41,150	00
CR.			
Capital stock paid up, . . . . .	\$41,150		00
	\$41,150		00

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$41,150 00  
 Rate and date of all cash dividends on stock of original and consolidated companies: One dividend declared, in July, 1879; rate, three per cent. for previous six months, or six per cent. per annum; amount of dividend, \$1,234 50.

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 the 31st day of December, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

HENRY A. KELKER, *President.*

RUD. F. KELKER, *Treasurer.*

Sworn and subscribed before me, this 10th day of January, A. D. 1880.

D. A. KEPNER, *Alderman.*

*R E P O R T*

OF THE

*Hestonville, Mantua and Fairmount Passenger Railroad Company, for the year ending December 31, 1879.*

OFFICERS.

NAMES.	Residence.	Salary.
Charles H. Lafferty, . . .	President.	
Charles Lafferty, . . .	Vice President.	
W. C. Foster, . . . . .	Secretary.	
Frank Lafferty, . . . .	General Manager.	

General office at 4800 Lancaster avenue, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Charles Lafferty, . . . . .	Philadelphia.
Levi N. Wagner, . . . . .	Philadelphia.
John F. Betz, junior, . . . . .	Philadelphia.
John R. Griffith, . . . . .	Philadelphia.
John Keller, . . . . .	Lancaster.

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .		\$2,050,000	00
Capital stock, amount subscribed, . . . . .	All.		
Capital stock paid in by last report, . . . . .		299,381	36
Capital stock, total amount now paid in, . . . . .		299,381	36
Capital stock, number of shares issued, . . . . .	89,322		
Capital stock, par value of each share, . . . . .		50	00
Capital stock, average market value during the year, about, . . . . .		12	00

## DEBT.

<b>Funded Debt.</b>			
First mortgage bonds, (due 1881, bear interest at seven per cent., which is payable January and July,) amount, . . . . .		\$125,000	00
First mortgage bonds, (due, 1895, bear interest at six per cent., which is payable May and November,) amount, . . . . .		300,000	00
Total amount now of funded debt, . . . . .		\$425,000	00
<b>Floating Debt.</b>			
The amount now of floating debt, . . . . .		103,704	00
Total amount now of floating and funded debt, . . . . .		\$528,704	00
Funded debt as per last report, . . . . .	\$334,000	00	
Floating debt as per last report, . . . . .	201,401	30	
Total cash realized from capital stock and debt, . . . . .		\$628,065	36

## COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction, . . . . .	\$402,496	06	\$402,496	06
Equipment, . . . . .	130,976	60	137,230	80
Total cost, . . . . .	\$533,472	66	\$539,726	86

## CHARACTERISTICS OF ROAD.

Length of road laid, . . . . .	20 miles.
Length of double track, including sidings, . . . . .	50 squares.
Gauge of road, . . . . .	5 feet 2 inches.
Weight of rail per yard on main track, . . . . .	43 pounds.
Number of car-houses, shops, and stables, . . . . .	5
Number of depots, . . . . .	2
Number of first-class passenger cars, . . . . .	79
Average value of each, . . . . .	\$500 00
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, December 31, . . . . .	503

Average value of each, including harness, . . . . .	\$90 00
Value of real estate held, exclusive of roadway, . . . . .	\$319,111 74
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	5
Number of trips each day: 8 on Race and Vine; 14 on Arch.	
How many miles does each horse travel daily? . . . . .	20
How is track laid, and on what foundation? Yellow pine, on gravel.	
Average time consumed by cars in passing over the road:	
Race and Vine streets, 110 minutes; Arch street, 54 minutes.	

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Race and Vine streets line from depot down 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 Callowhill, to Twenty-fifth, to Spring Garden, on upper deck of bridge, 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.

Hestonville Branch—Double track on Lancaster avenue and Fifty-second street, from depot to George's Hill.

Thirty-fifth Street Branch—Double track on Thirty-fifth street, from Spring Garden to Zoological Garden.

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

January, 1879, . . . . .	337,712	August, 1879, . . . . .	375,854
February, 1879, . . . . .	302,904	September, 1879, . . . . .	433,003
March, 1879, . . . . .	344,865	October, 1879, . . . . .	430,984
April, 1879, . . . . .	396,269	November, 1879, . . . . .	389,242
May, 1879, . . . . .	443,918	December, 1879, . . . . .	418,869
June, 1879, . . . . .	417,341		
July, 1879, . . . . .	400,455	Total, . . . . .	4,686,416

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, . . . . .		\$4,239	08
Repairs of building, . . . . .		534	40
Taxes on real estate, . . . . .		4,150	25
Total, . . . . .		\$8,923	68
Operating the Road.			
On account of horses, . . . . .		\$7,670	00
Harness and repairs, . . . . .		936	83
Repairs to cars, . . . . .		7,903	44
Horse shoeing, . . . . .		7,306	00
Hay, feed, and straw, . . . . .		41,928	78
Office expenses, stationery, and depot expenses, . . . . .		12,974	56
Salaries, . . . . .		4,716	66
Insurance, . . . . .		1,091	25
Toll, . . . . .		3,134	30
General expense of stable, . . . . .		21,311	22
Conductors and drivers, . . . . .		68,117	26
Royalty, . . . . .		1,385	06
Damage for injury of persons, . . . . .		1,104	85
Total, . . . . .		\$179,580	70

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From sale of bonds, . . . . .	\$91,000	00
From other sources: Sale of horses, . . . . .	160	00

## RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1879, . . . . .	\$18,144	88	\$23	00			\$1,232	45	\$19,400	28
February, 1879, . . . . .	16,415	82	20	00			41,543	63	57,979	45
March, 1879, . . . . .	18,355	78	50	00	\$767	48	11,232	07	30,405	23
April, 1879, . . . . .	21,122	50	65	00			13,432	73	34,620	23
May, 1879, . . . . .	23,647	07	65	00	500	00	25,408	14	49,620	21
June, 1879, . . . . .	22,188	11	65	00			387	50	22,640	61
July, 1879, . . . . .	21,324	87	61	00			561	50	21,947	37
August, 1879, . . . . .	19,378	88	55	00			514	40	20,443	28
September, 1879, . . . . .	23,196	27	63	00	400	00	367	23	24,023	50
October, 1879, . . . . .	22,306	40	63	00	500	00	365	75	23,735	15
November, 1879, . . . . .	20,686	08	63	00	500	00	357	54	22,106	62
December, 1879, . . . . .	21,958	76	63	00	691	90	418	17	23,131	83
Total . . . . .	\$249,725	32	\$356	00	\$3,359	33	\$96,321	11	\$350,061	76

## SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operat- ing the road, . . . . .	\$180,008	49
For interest, . . . . .	37,970	58
For new passenger cars and horses, . . . . .	14,134	20
For payments to loan account, . . . . .	1,000	00
For miscellaneous, . . . . .	90,898	85
For municipal and State taxes, including taxes for 1876 and 1877, . . . . .	21,425	91
Total, . . . . .	\$345,528	06



GENERAL BALANCE SHEET, JANUARY 1, 187--.

DR.			
Cash, . . . . .		\$8,987	84
Construction, . . . . .		402,496	06
Equipment, . . . . .		187,280	80
Real estate, . . . . .		819,111	74
Real estate improvements, . . . . .		68,285	80
International exhibition stock, . . . . .		9,810	00
City of Philadelphia, . . . . .		500	00
Ground rent, . . . . .		1,000	00
Coat and cap, . . . . .		50	80
		<u>\$947,472</u>	<u>84</u>
CR.			
Capital stock, . . . . .		\$299,881	86
Race and Vine Streets bonded debt, . . . . .		125,000	00
Hestonville bonded debt, old account, . . . . .		600	00
Hestonville bonded debt, new account, . . . . .		300,000	00
Bonds and mortgages on real estate, . . . . .		97,999	99
Bills payable, . . . . .		103,704	00
Hestonville coupons, old account, . . . . .		367	50
Race and Vine Streets coupons, . . . . .		87	50
Dividends, . . . . .		698	45
Loan, . . . . .		4,037	50
Conductors' deposits, . . . . .		1,850	00
Drivers' deposits, . . . . .		180	00
Profit and loss, . . . . .		13,616	54
		<u>\$947,472</u>	<u>84</u>

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . 39,822 shares.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
				1		1	

Statement of each Accident.

A young girl named Mary Price died from injuries from one of the cars.

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

Personally appeared before me, Charles H. Lafferty, president, and W. C. Foster, 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. 1879, according to the best of their knowledge and belief.

(Signed,)

CHAS. H. LAFFERTY, *President.*

W. C. FOSTER, *Treasurer.*

Sworn and subscribed before me this 9th day of February, A. D. 1880.

THOS. H. CLARKE, *Magistrate Court, No. 23.*

## R E P O R T

OF THE

*Lombard and South Streets Passenger Railway Company, for the year ending October 31, 1879.*

### OFFICERS.

NAMES.		Residence.	Salary.
Moses A. Dropsie,	President,	Philadelphia,	\$2,000 00
Aaron Lazarus,	Secretary and Treasurer,	Philadelphia,	1,500 00

Names of Directors.	Residences.
Moses A. Dropsie,	Philadelphia.
Charles C. Mackey,	Camden, N. J.
John Q. Adams,	Philadelphia.
Mayer Sulzberger,	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
Capital stock, average market value during the year,	15 00

### DEBT.

Funded Debt.	
First mortgage bonds, (due 1883, bear interest at seven per cent., which is payable January and July,) amount,	\$62,500 00
Total amount now of funded debt,	\$62,500 00
Total amount now of floating and 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, } Equipment, }	This account is not kept separately, .	\$271,594	83	\$271,714	83
Total cost, . . . . .				\$271,714	83

**CHARACTERISTICS OF ROAD.**

Length of road laid, miles, . . . . .	8 <sup>40</sup> / <sub>100</sub>
Length of double track, including sidings, . . . . .	<sup>69</sup> / <sub>100</sub>
Gauge of road, . . . . .	5 feet 2 inches.
Weight of rail per yard on main track, . . . . .	43 pounds.
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, . . . . .	154
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 <sup>1</sup> / <sub>4</sub> , others 17 miles.	
How is track laid, and on what foundation? Gravel, yellow and white pine stringers and cross-ties.	
Average time consumed by cars in passing over the road: 58 and 51 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 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, 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, 1878, . . . . .	109,580	June, 1879, . . . . .	134,435
December, 1878, . . . . .	112,872	July, 1879, . . . . .	136,441
January, 1879, . . . . .	98,201	August, 1879, . . . . .	130,793
February, 1879, . . . . .	87,464	September, 1879, . . . . .	117,211
March, 1879, . . . . .	101,818	October, 1879, . . . . .	121,622
April, 1879, . . . . .	110,231		
May, 1879, . . . . .	127,149	Total, . . . . .	1,387,817

Rate of Fare for Passengers charged.

Single fare, . . . . .	6 cents.
Tickets in packages of four sold for, . . . . .	24 cents.
Exchange tickets entitling to ride on two roads, . . . . .	9 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road bed and railway, . . . . .		\$2,300	48
Repairs of building, . . . . .		48	17
Taxes on real estate, . . . . .		709	38
Total, . . . . .		\$3,058	03
Operating the Road.			
On account of horses, . . . . .		\$2,163	75
Harness and repairs, . . . . .		398	39
Repairs to cars, . . . . .		1,676	39
Horse shoeing, . . . . .		2,573	94
Hay, feed, and straw, . . . . .		13,554	12
Office expenses, stationery, depot expenses, and alarm punch, . . . . .		2,827	50
Salaries, . . . . .		3,500	00
Insurance, . . . . .		915	31
Watchmen, switchmen, hostlers, pay-roll, general expense of stable, conductors and drivers, . . . . .		28,736	25
Oil and gas, . . . . .		445	54
Total, . . . . .		\$59,849	22

RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
November, 1878,	\$5,699 83		\$189 89		
December, 1878,	5,726 22		102 19		
January, 1879,	5,081 58		109 59		
February, 1879,	4,550 25		148 07		
March, 1879,	5,269 81		95 26		
April, 1879,	5,719 08		62 78		
May, 1879,	6,642 97		122 76		
June, 1879,	6,978 27				
July, 1879,	7,125 87		30 11		
August, 1879,	6,813 49		115 33		
September, 1879,	6,250 02		143 22		
October, 1879,	6,331 22		30 77		
Total, . . . . .	\$72,188 61		\$1,099 97		\$73,288 58

**SUMMARY OF PAYMENTS.**

For construction, . . . . .	\$120	00
For maintaining the road or real estate of the corporation, and operating the road, . . . . .	59,849	22
For interest, . . . . .	4,332	30
For dividends, . . . . .	7,796	40
For new horses and repairs to cars, . . . . .	4,111	82
For miscellaneous, . . . . .	720	60
For municipal taxes, . . . . .	1,559	38
<b>Total, . . . . .</b>	<b>\$78,849</b>	<b>72</b>

**GENERAL BALANCE SHEET, JANUARY 1, 187--.**

DR.			
Materials on hand, estimated, . . . . .		\$1,000	00
Cash, . . . . .		1,596	81
Construction, . . . . .		271,714	83
Real estate, . . . . .		40,000	00
Profit and loss, . . . . .		73,188	36
		<b>\$387,500</b>	<b>00</b>
CR.			
Capital stock, . . . . .		\$325,000	00
Funded debt, . . . . .		62,500	00
		<b>\$387,500</b>	<b>00</b>

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, shares, . . . . . 12,994  
 Rate and date of all cash dividends on stock: October 22, 1879, sixty cents per share.

**ACCIDENTS.**

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
. . . . .	. . . . .	. . . . .	. . . . .	1	. . . . .	1	. . . . .

**Statement of each Accident.**

In the month of October, 1879, a child about three years of age was run over, and subsequently died.

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. 1879, according to the best of their knowledge and belief.

(Signed)

MOSES A. DROPSIE, *President.*

AARON A. LAZARUS *Treasurer.*

Sworn and subscribed before me this 31st day of December, A. D. 1879.

BENJAMIN F. TELLER, *Notary Public.*

## R E P O R T

OF THE

*People's Street Passenger Railway Company, for the year ending October 31, 1879.*

### OFFICERS.

NAMES.		Residence.	Salary.
William Matthews,	President,	Scranton,	\$1,200 00
J. C. Platt,	Secretary,	Scranton,	100 00

<i>Names of Directors.</i>	<i>Residences.</i>
William Matthews,	Scranton.
James Blair,	Scranton.
J. C. Platt,	Scranton.
William Connell,	Scranton.
W. W. Scranton,	Scranton.
W. R. Storrs,	Scranton.
W. W. Winton,	Scranton.
J. B. Smith,	Dunmore.
George Sanderson,	Scranton.

### CAPITAL STOCK.

Capital stock authorized by law.	\$150,000	00
Capital stock authorized by votes of company,	150,000	00
Capital stock, amount subscribed, including thirteen shares held by company,	150,000	00
Capital stock paid in by last report,	150,000	00
Capital stock, total amount now paid in, including thirteen shares held by company,	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

**DEBT.**

<b>Funded Debt.</b>			
First mortgage bonds, (Due 1898, bear interest at seven per cent., which is payable January 1 and July 1,) amount, . . . . .		\$20,000	00
Total amount now of funded debt, . . . . .		\$20,000	00
Total amount now of floating and funded debt, . . . . .		20,000	00

**COST OF ROAD AND EQUIPMENT.**

Construction: By last report, \$162,101 39; by present report, \$162,101 39.

**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 pounds.
Number of car-houses, shops, and stables, . . . . .	3
Number of depots, . . . . .	1
Number of first-class passenger cars, . . . . .	9
Average value of each, . . . . .	\$400 00
Number of second-class passenger cars, . . . . .	9
Average value of each, . . . . .	\$100 00
Number of passengers that may be seated in each car, . . . . .	24 and 14
Number of other cars, . . . . .	2
Number of horses and mules owned by the company, . . . . .	36
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 and 2,400
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	6
Number of trips each day, . . . . .	16
How many miles does each horse travel daily? . . . . .	15
How is track laid, and on what foundation? 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, 1878, . . . . .	19,454	June, 1879, . . . . .	21,977
December, 1878, . . . . .	23,113	July, 1879, . . . . .	26,267
January, 1879, . . . . .	14,987	August, 1879, . . . . .	26,250
February, 1879, . . . . .	16,501	September, 1879, . . . . .	23,201
March, 1879, . . . . .	19,957	October, 1879, . . . . .	25,673
April, 1879, . . . . .	20,081		
May, 1879, . . . . .	20,862	<b>Total, . . . . .</b>	<b>258,223</b>

Rate of Fare for Passengers charged.

Single fare, . . . . . 5, 6, & 10 cents.  
 Tickets in packages of three, four, and five sold for . . . . . 25 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.	
Repairs of road bed and rail way, . . . . .	\$1,908 98
Repairs of building, . . . . .	31 35
<b>Total, . . . . .</b>	<b>\$1,940 33</b>
Operating the Road.	
On account of horses, . . . . .	\$1,159 00
Harness and repairs, . . . . .	174 08
Repairs to cars, . . . . .	692 55
Horse shoeing, . . . . .	783 65
Hay and feed, . . . . .	2,892 51
Office expenses, stationery, and depot expenses, . . . . .	322 95
Salaries, . . . . .	1,800 00
Insurance, . . . . .	204 50
Watchmen, switchmen, hostlers, pay-roll, . . . . .	1,915 04
General expense of stable, . . . . .	255 62
Conductors and drivers, . . . . .	4,443 10
Fluid, fuel, oil, and gas, . . . . .	117 03
<b>Total, . . . . .</b>	<b>\$16,150 36</b>

RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.	Manure.		Other sources.		Total.
November, 1878,	\$1,361	83		\$3	75	\$20	98	\$1,386 56
December, 1878,	1,617	92		3	00	132	84	1,753 76
January, 1879,	1,049	14		5	25	253	38	1,307 77
February, 1879,	1,155	12				12	00	1,167 12
March, 1879,	1,397	01		5	25	212	30	1,614 56
April, 1879,	1,405	73				128	50	1,534 23
May, 1879,	1,460	38		12	75	99	50	1,572 63
June, 1879,	1,538	39				14	50	1,552 89
July, 1879,	1,838	72				205	30	2,044 02
August, 1879,	1,806	22				35	00	1,841 22
September, 1879,	1,624	07				43	08	1,667 15
October, 1879,	1,797	16		7	50	163	63	1,968 29
<b>Total, . . . . .</b>	<b>\$18,051</b>	<b>69</b>		<b>\$37</b>	<b>50</b>	<b>\$1,321</b>	<b>01</b>	<b>\$19,410 20</b>

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	\$16,150 36
For interest, . . . . .	1,400 00
For receipts in excess of payments subject to bills not in, . . . . .	1,359 52
For municipal taxes, . . . . .	265 90
For State taxes, . . . . .	234 42
<b>Total, . . . . .</b>	<b>\$19,410 20</b>
<b>Total amount of surplus fund, cash on hand subject to bills not in, . . . . .</b>	<b>2,348 07</b>



GENERAL BALANCE SHEET, NOVEMBER 1, 1879.

DR.			
Construction account, . . . . .		\$162,101	39
Expense account, . . . . .		3,794	58
Individual accounts, . . . . .		1,362	48
Balance due on real estate, . . . . .		393	50
Cash subject to bills not in, . . . . .		2,348	07
		<hr/>	
		\$170,000	00
		<hr/>	
CR.			
Stock, including thirteen shares held by company, . . . . .		\$150,000	00
Bonds, . . . . .		20,000	00
		<hr/>	
		\$170,000	00

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

Personally appeared before me, William Matthews, president, and J. C. Platt treasurer, of the People's Street Railway Company of Luzerne county, 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. 1879, according to the best of their knowledge and belief.

(Signed) WILLIAM MATTHEWS, *President.*  
 J. C. PLATT, *Treasurer.*

Sworn and subscribed before me, this 24th day of November, A. D. 1879.  
 G. F. BENTLEY, *Notary Public.*

R E P O R T

OF THE

*People's Passenger Railway Company, for the year ending December 31, 1879.*

OFFICERS.

NAMES.		Residence.	Salary.
John L. Lawson, . . . . .	President, . . . . .	Philadelphia, . . . . .	\$1,500 00
Thomas S. Harris, . . . . .	Secretary and Treasurer, . . . . .		1,200 00

<i>Names of Directors.</i>	<i>Residences.</i>
John L. Lawson, . . . . .	Philadelphia.
W. B. Mann, . . . . .	Philadelphia.
Curwen Stoddart, jr., . . . . .	Philadelphia.
John Riegel, . . . . .	Philadelphia.
George F. Work, . . . . .	Philadelphia.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$500,000	00
Capital stock authorized by votes of company, . . . . .	15,493	00
Capital stock, amount subscribed, . . . . .	887,325	00
Capital stock paid in by last report, . . . . .	83,544	00
Capital stock, total amount now paid in, . . . . .	123,944	00
Capital stock, number of shares issued, . . . . .	15,493	
Capital stock, amount paid in on each share, . . . . .	8	00
Capital stock, par value of each share, . . . . .	25	00

**DEBT.**

<b>Funded Debt.</b>			
First mortgaged bonds, amount, . . . . .		\$100,000	00
Total amount now of floating and funded debt, . . . . .		\$100,000	00
<b>Floating Debt.</b>			
The amount now of floating debt, . . . . .		3,500	00
Total amount now of floating and funded debt, . . . . .		\$103,500	00
Funded debt as per last report, . . . . .	\$100,000		
Floating debt as per last report, . . . . .	29,210		

**COST OF ROAD AND EQUIPMENT.**

Construction: by last report, \$206,054 34; by present report, \$208,896 45

**CHARACTERISTICS OF ROAD.**

Length of road laid, about, . . . . .	6½ miles.
Gauge of road, . . . . .	5 feet 2 inches.
Weight of rail per yard on main track, . . . . .	43 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 00
Number of passengers that may be seated in each car, . . . . .	20
Number of other cars, . . . . .	1
Number of horses and mules owned by the company, . . . . .	140
Average value of each, including harness, . . . . .	\$75 00
Value of real estate held, exclusive of roadway, . . . . .	14,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	4,200
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	5

Number of trips each day, . . . . . 13  
 How many miles does each horse travel daily? . . . . . 22  
 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 to York avenue, to Callowhill street, and return by Callowhill street to the Schuylkill river; and crosses all the roads running north and south in the city.

**Monthly Statement of Passengers (all classes) carried in Cars for the year.**

January, 1879, . . . . .	75,270	August, 1879, . . . . .	148,845
February, 1879, . . . . .	66,897	September, 1879, . . . . .	114,488
March, 1879, . . . . .	77,784	October, 1879, . . . . .	104,633
April, 1879, . . . . .	87,381	November, 1879, . . . . .	88,759
May, 1879, . . . . .	104,018	December, 1879, . . . . .	94,174
June, 1879, . . . . .	119,814		
July, 1879, . . . . .	142,490	Total, . . . . .	1,224,558

**Rate of Fare for Passengers Charged.**

Single fare, . . . . . 6 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, wages in pay-roll, . . . . .	\$584 20
Taxes on real estate, . . . . .	206 36
<b>Total, . . . . .</b>	<b>\$790 56</b>
<b>Operating the Road.</b>	
On account of horses, . . . . .	5,265 00
Harness and repairs, . . . . .	662 94
Repairs to cars, . . . . .	1,168 94
Horse shoeing, . . . . .	2,070 30
Hay and feed, . . . . .	12,307 70
Office expenses, stationery, and depot expenses, . . . . .	4,863 90
Salaries, . . . . .	3,000 00
Insurance, . . . . .	300 00
Watchmen, switchmen, hostlers, pay-roll, general pay-roll, . . . . .	19,234 10
Fluid, fuel, oil, and gas, . . . . .	633 31
Damage for the injury of persons, . . . . .	40 00
<b>Total, . . . . .</b>	<b>\$50,336 75</b>

**RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.**

From stockholders, . . . . . \$30,400 00

## RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1879, . . .	\$3,844 08		\$145 83		\$3,989 91
February, 1879, . . .	3,415 51				3,415 51
March, 1879, . . .	4,029 04		149 32		4,178 36
April, 1879, . . .	4,515 63			\$23,760 00	28,215 63
May, 1879, . . .	5,351 56		149 33	5,000 00	10,500 89
June, 1879, . . .	6,219 06		70 00		6,289 06
July, 1879, . . .	7,425 70			8,500 00	15,925 70
August, 1879, . . .	8,010 23				8,010 23
September, 1879, . . .	6,071 71		213 00		6,284 71
October, 1879, . . .	5,306 69			50 00	5,446 69
November, 1879, . . .	4,602 68		141 00		4,743 68
December, 1879, . . .	4,891 49				4,891 49
Total, . . . . .	\$63,773 38		\$368 48	\$37,250 00	\$101,891 86

## SUMMARY OF PAYMENTS.

For construction, . . . . .	\$2,842	11
For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	50,336	75
For interest, . . . . .	7,340	30
For dividends, . . . . .	7,486	50
For payments to loan account, . . . . .	25,710	00
For miscellaneous, . . . . .	3,852	21
For municipal taxes, . . . . .	915	50
For State taxes, . . . . .	558	77
Total, . . . . .	\$99,052	14

## GENERAL BALANCE SHEET, JANUARY 1, 187--.

DR.			
Cash on hand, January 1, 1879, . . . . .		\$3,438	96
Cash receipts from passengers, . . . . .		63,773	38
Cash receipts from sale of manure, . . . . .		368	48
Cash receipts from other sources, . . . . .		37,250	00
		\$105,330	82
CR.			
Construction, . . . . .		\$2,842	11
Bills payable—floating debt, . . . . .		25,710	00
Wages—general pay-roll, . . . . .		19,234	10
Salary of president, secretary, and treasurer, . . . . .		3,000	00
Feed, . . . . .		3,538	36
Hay, . . . . .		3,090	90
Straw, . . . . .		678	44
General expense, . . . . .		4,863	90
Harness, . . . . .		662	94
Blacksmithing, . . . . .		2,070	30
Light and fuel, . . . . .		633	31
Repairs to cars, . . . . .		1,168	94
Rent, . . . . .		3,852	21
Interest, . . . . .		7,340	30
Water rent, . . . . .		165	50
Paving, . . . . .		584	30
Horses, . . . . .		5,265	00
Tax on cars, . . . . .		750	00

State tax, . . . . .	\$558	77
City tax, . . . . .	206	86
Injury to person, . . . . .	40	00
Insurance, . . . . .	300	00
Dividend, . . . . .	7,496	50
Cash on hand, January 1, 1880, . . . . .	6,278	68
	<b>\$105,330</b>	<b>82</b>

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . . 15,493 shares.  
 Rate and date of all cash dividends on stock of original  
 and consolidated companies, July 15, 1879, . . . . . 50 cts. per share.

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. 1879, according to the best of their knowledge and belief.

(Signed)

JOHN L. LAWSON, *President.*

THOMAS S. HARRIS, *Treasurer.*

Sworn and subscribed before me, this 27th day of January, A. D. 1880.

BENJ. C. SATTERTHWAITE,

*Notary Public.*

**R E P O R T**

OF THE

*Philadelphia City Passenger Railway Company, for the  
 year ending December 31, 1879.*

**OFFICERS.**

NAMES.		Residence.	Salary.	
Coffin Colket, . . . . .	President, . . . . .	Philadelphia, . . . . .	\$1,500	00
William W. Colket, }	Secretary, . . . . .	Philadelphia, . . . . .	3,500	00
	Treasurer, . . . . .			
John S. Bottorff, . . . . .	General Manager, . . . . .	Philadelphia, . . . . .	1,500	00
	General Superintendent, . . . . .			

<i>Names of Directors.</i>	<i>Residences.</i>
Winfield S. Wilson, . . . . .	Philadelphia.
William G. Cochran, . . . . .	Philadelphia.
Robert Reed, . . . . .	Philadelphia.
George W. Burton, . . . . .	Philadelphia.
John Markoe, . . . . .	Philadelphia.
Collins W. Walton, . . . . .	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, . . . . .	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, about, . . . . .	23	75
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 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		
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	\$646,806	19
Equipment, . . . . .	187,371	40	195,850	12
Total cost, . . . . .	\$826,861	33	\$842,656	31

## CHARACTERISTICS OF ROAD.

Length of road laid: Main line, 7 miles 363 feet; Darby railroad, 10 miles.	
Length of double track, including sidings, . . . . .	6 miles.
Gauge of road, . . . . .	5 feet 2½ inches.
Weight of rail per yard on main track, steel, . . . . .	78 & 47 pounds.
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 passengers that may be seated in each car, . . . . .	20
Number of other cars, salt car, . . . . .	1

Number of horses owned by the company, . . . . .	743
Average value of each, including harness, . . . . .	\$125 00
Value of real estate held, exclusive of roadway, . . . . .	\$302,650 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	5
How many miles does each horse travel daily? . . . . .	21
Average time consumed by cars in passing over the road, main line, . . . . .	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 to Front, down Front to Walnut, up Walnut to Twenty-second, up Twenty-second to Chestnut, up Chestnut to Forty-first street. Branch line, leaves Chestnut street at Woodland avenue, along said avenue to Darby road, along Darby road to Darby; and from Chestnut street north, on Thirty-second street, to Lancaster avenue, along Lancaster avenue to Belmont avenue, and along Belmont avenue to Fairmount park.

**Monthly Statement of Passengers (all classes) carried in Cars for the Year.**

January, 1879, . . . . .	630,788	August, 1879, . . . . .	610,989
February, 1879, . . . . .	586,680	September, 1879, . . . . .	759,114
March, 1879, . . . . .	652,271	October, 1879, . . . . .	808,088
April, 1879, . . . . .	701,766	November, 1879, . . . . .	730,694
May, 1879, . . . . .	788,825	December, 1879, . . . . .	788,589
June, 1879, . . . . .	733,515		
July, 1879, . . . . .	666,699	Total, . . . . .	8,453,018

**Rate of Fare for Passengers charged.**

Single fare, . . . . .	6 cents.
Tickets in packages sold for . . . . .	24 cents.

**EXPENSES.**

<b>Maintaining the Road or Real Estate of the Corporation.</b>		
Repairs of road bed and railway, . . . . .	\$13,394	91
Repairs of building, . . . . .	1,363	95
Taxes on real estate, . . . . .	5,323	16
<b>Total, . . . . .</b>	<b>\$20,082</b>	<b>05</b>
<b>Operating the Road.</b>		
On account of horses, . . . . .	8,094	78
Harness and repairs, . . . . .	2,683	05
Repairs to cars, . . . . .	20,460	02
Horse shoeing and blacksmithing, . . . . .	14,040	87
Hay and feed: Hay, \$20,682 24; oats, \$151 97; corn, \$34,063 44; bran, \$3,615 27, . . . . .	58,512	92
Office expenses, stationery, and depot expenses, punch royalty, and miscellaneous and general expenses, . . . . .	11,468	67
Insurance, . . . . .	2,084	89
Salaries, watchmen, switchmen, hostlers, conductors, and drivers, payroll, . . . . .	162,391	85
General expense of stable, \$2,662 84; straw, \$5,484 68, . . . . .	8,147	52
Engine and mill, . . . . .	2,071	88
Fluid, fuel, oil, and gas, . . . . .	5,173	07
Damage for injury of persons, . . . . .	475	00
<b>Total, . . . . .</b>	<b>\$295,604</b>	<b>52</b>

## RECEIPTS.

MONTHS.	From Pas-sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1879, . . .	\$34,677	75					\$72	72		
February, 1879, . . .	32,261	92								
March, 1879, . . .	35,733	92								
April, 1879, . . .	38,730	18			\$1,223	38	743	55		
May, 1879, . . .	43,411	71					72	72		
June, 1879, . . .	40,493	80	\$478	00	1,248	55				
July, 1879, . . .	36,478	21								
August, 1879, . . .	33,312	52					72	72		
September, 1879, . . .	41,929	77								
October, 1879, . . .	44,702	57								
November, 1879, . . .	40,207	25								
December, 1879, . . .	43,267	05	78	00	2,580	98	72	72		
Total, . . . . .	\$465,206	65	\$556	00	\$5,052	91	\$1,034	43	\$471,849	99

## SUMMARY OF PAYMENTS.

For construction and equipment, . . . . .	\$15,794	98
For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	315,686	57
For interest, . . . . .	26,000	00
For dividends, . . . . .	95,000	00
For credited Darby railroad dividend account, . . . . .	8,000	00
For miscellaneous, ground rent, . . . . .	2,133	00
For municipal taxes, . . . . .	7,663	49
For State taxes, . . . . .	7,496	90
Total, . . . . .	\$477,774	94

## GENERAL BALANCE SHEET, JANUARY 1, 187--.

DR.			
Construction, . . . . .		\$646,806	19
Equipment, . . . . .		195,850	12
Cash, . . . . .		87,976	67
		\$930,632	98
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, . . . . .		16,000	00
Unclaimed dividends, . . . . .		188	00
Unclaimed interest, . . . . .		869	50
Profit and loss, . . . . .		95,575	48
		\$930,632	98

## STOCK AND DIVIDENDS.

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



ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	1	.....	.....	.....	2	.....	3

Statement of each Accident.

March 12, 1879. Mrs. I. Newton Brown, a passenger sustained injuries from being thrown while getting off a car, at Fifteenth and Chestnut streets.

July 9. John Francis, injured from car running into an open switch, at Race and Vine streets depot, and striking a car of which he was conductor.

April 26. Theo. Zeiger, injured while working in a trench, at Thirty-third and Chestnut streets, by a horse being thrown on him by a milk-wagon.

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

Personally appeared before me, Coffin 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. 1879, according to the best of their knowledge and belief.

(Signed,)

C. COLKET, *President.*

WILLIAM W. COLKET, *Treasurer.*

Sworn and subscribed before me, this 26th day of January, A. D. 1880.

J. R. MASSEY, *Notary Public.*

# REPORT

OF THE

*Philadelphia and Darby Passenger Railway Company,  
for the year ending December 31, 1879.*

## OFFICERS.

NAMES.	Residence.	Salary.
A. L. Bonnaffon, President, . . . . .	Philadelphia, . . . . .	None.
Wm. W. Colket, Secretary and Treasurer, . . . . .	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

## DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due May 1, 1887, bear interest at seven 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
Total amount now of floating and funded debt, . . . . .	100,000	00
Funded debt as per last report, . . . . .	\$100,000	00

## CHARACTERISTICS OF ROAD.

Length of road laid, original road from Market street to Darby, . . . . .	5 miles, 255 ft.
Length of double track, including siding, . . . . .	1 mile, 1,846 ft.
Gauge of road, . . . . .	5 feet 2½ inches.
Weight of rail per yard on main track, . . . . .	42 pounds.
Number of car-houses, shops, and stables, . . . . .	3

Number of depots, . . . . .	1
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
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.

All books of the company, except the minute books, were made way with by the late president S. Gross Fry.

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

Personally appeared before me, A. L. Bonnaffon, president, and W. 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 . . . . . A. D. 187-, according to the best of their knowledge and belief.

(Signed)

A. L. BONNAFON, *President.*  
 W. W. COLKET, *Treasurer.*

Sworn and subscribed before me, this 26th day of January, A. D. 1880.  
 H. R. SHULTZ, *Notary Public.*

**R E P O R T**

OF THE

*Philadelphia and Gray's Ferry Passenger Railway Company, for the year ending December 31, 1879.*

**OFFICERS.**

NAMES.		Residence.	Salary.
Matthew Brooks, . . .	President, . . . . .	No. 703 Corinthian ave.,	\$2,000 00
J. Crawford Dawes, . . .	Secretary and Treasurer,	No. 1225 Monterey st.,	1,000 00
Patrick Lovett, . . .	General Superintendent,	No. 777 North 24th st.,	1,000 00

General office at Thirty-sixth street and Gray's Ferry road.

*Names of Directors.*

*Residences.*

Henry Bumm, . . . . .	S. W. cor. Girard avenue and Fifteenth street.
J. Hicks Conrad, . . . . .	No. 1718 Wallace street.
William Dulles, . . . . .	No. 262 South Sixteenth street.
Oliver Hopkinson, . . . . .	No. 1424 Spruce street.
James McManes, . . . . .	No. 1310 Franklin street.
Thomas R. Woodhouse, . . . . .	No. 1111 Walnut street.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$1,000,000 00
Capital stock, amount subscribed, . . . . .	318,750 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, . . . . .	12,850
Capital stock, amount paid in on each share, . . . . .	25 00
Capital stock, par value of each share, . . . . .	50 00
Capital stock, average market value during the year, about . . . . .	36 00

**COST OF ROAD AND EQUIPMENT.**

	By last report.	By present report.
Construction and equipment, . . . . .	\$248,916 66	\$243,916 66

**CHARACTERISTICS OF ROAD.**

Length of road laid, . . . . .	10 <sup>3</sup> / <sub>8</sub> miles.
Length of double track, including sidings, . . . . .	2 <sup>1</sup> / <sub>2</sub> miles.
Gauge of road, . . . . .	5 feet 2 inches.
Weight of rail per yard on main track, . . . . .	44 pounds.
Number of car-houses, shops, and stables, . . . . .	3

Number of depots, . . . . .	1
Number of first-class passenger cars, . . . . .	29
Average value of each, . . . . .	\$500
Number of passengers that may be seated in each car, . . . . .	20
Number of horses owned by the company, . . . . .	190
Average value of each, including harness, . . . . .	\$75
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,) . . . . .	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 Gray's Ferry bridge, along Gray's Ferry road, Christian street, Twenty-second street, spruce, and Third streets, to Exchange, at Third and Walnut; along Dock, Second, Pine, Twenty-third street, and Gray's Ferry road, to terminus.

**Monthly Statement of Passengers (all classes) carried in Cars for the year.**

January, 1879, . . . . .	176,734	August, 1879, . . . . .	173,458
February, 1879, . . . . .	161,649	September, 1879, . . . . .	185,886
March, 1879, . . . . .	175,249	October, 1879, . . . . .	203,767
April, 1879, . . . . .	191,840	November, 1879, . . . . .	192,703
May, 1879, . . . . .	212,884	December, 1879, . . . . .	207,615
June, 1879, . . . . .	204,197		
July, 1879, . . . . .	185,365	Total, . . . . .	2,276,352

**Rate of Fare for Passengers Charged.**

Single fare, . . . . .	6 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, . . . . .	\$4,034	89
Taxes on real estate, . . . . .	882	67
<b>Total, . . . . .</b>	<b>\$4,417</b>	<b>56</b>
<b>Operating the Road.</b>		
On account of horses, . . . . .	\$5,194	00
Harness and repairs, . . . . .	876	82
Repairs to cars, . . . . .	5,368	43
Horse shoeing, . . . . .	2,526	41
Hay and feed, . . . . .	16,005	42
Office expenses, stationery, and depot expenses, . . . . .	302	80
Salaries, . . . . .	4,000	00
Watchmen, switchmen, hostlers, pay-roll, . . . . .	11,257	00
General expense of stable, . . . . .	1,644	87
Conductors and drivers, . . . . .	28,194	64
Fluid, fuel, oil, and gas, . . . . .	526	76
<b>Total, . . . . .</b>	<b>\$75,997</b>	<b>25</b>

## RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1879,	\$9,620 48	.	.	.	.
February, 1879,	8,680 84	.	\$358 27	.	.
March, 1879,	9,418 06	.	.	.	.
April, 1879, . . .	10,320 18	.	.	.	.
May, 1879, . . .	11,498 66	.	355 21	.	.
June, 1879, . . .	11,034 69	\$250 00	.	\$182 08	.
July, 1879,	9,994 61	.	.	.	.
August, 1879,	9,335 23	.	315 81	.	.
September, 1879,	10,043 09	.	.	.	.
October, 1879, . .	11,255 28	.	.	.	.
November, 1879,	10,489 96	.	349 39	.	.
December, 1879,	11,283 04	250 00	.	114 90	.
Total, . . . . .	\$122,924 12	\$500 00	\$1,373 68	\$296 98	\$125,094 78

## SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	\$80,414 81
For dividends, . . . . .	34,077 48
For miscellaneous, . . . . .	3,019 94
For municipal taxes, . . . . .	1,157 24
For State taxes, . . . . .	3,822 30
Total, . . . . .	\$122,581 77

## GENERAL BALANCE SHEET, NOVEMBER 1, 1879.

DR.		CR.	
Road and equipments, . . . . .	\$243,916 66	Capital stock, . . . . .	\$309,207 00
Schuylkill river passenger railway stock, . . . . .	48,050 00	Dividends; Nos. 9, 10, 13, and 15, . . . . .	45 87
Cash, . . . . .	22,687 59	Profit and loss, . . . . .	16,401 38
Over-issued stock, . . . . .	10,000 00		
	\$325,654 25		\$325,654 25

## STOCKS AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . 12,350 shares.

Rate and date of all cash dividends on stock of original and consolidated companies; January, \$1 25 per share; July, \$1 50 per share.

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

Personally appeared before me, Matthew Brooks, president, and J. Crawford Dawes, treasurer, of the Philadelphia and Gray's 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. 1879, according to the best of their knowledge and belief.

(Signed,)

MATTHEW BROOKS, *President.*

J. CRAWFORD DAWES, *Treasurer.*

Sworn and subscribed before me, this 26th day of January, A. D. 1880.

JAMES P. PETIT, *Notary Public.*

## R E P O R T

OF THE

*Pittsburgh, Allegheny and Manchester Passenger Railway Company, for the year ending October 31, 1879.*

### OFFICERS.

NAMES.	Residence.	Salary.
W. J. Kountz, . . . . .	President, . . . . .	\$2,000 00
Charles Seibert, . . . . .	Secretary and Treasurer, . . . . .	400 00

General office at 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.
Andrew 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

## 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		\$5,000	00
The amount now of floating debt, . . . . .			
Total amount now of floating and funded debt, . . . . .		\$105,000	00
Funded debt as per last report, . . . . . \$100,000			
Floating debt as per last report, . . . . . 5,000			
Total cash realized from capital stock and debt, . . . . .		\$405,000	00

## COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction, . . . . .	\$206,050	69	\$206,050	69
Equipment, . . . . .	73,619	80	75,209	80
Total cost, . . . . .	\$279,670	49	\$281,260	49

## CHARACTERISTICS OF ROAD.

Length of road laid, about, . . . . .	4 $\frac{3}{4}$ miles.
Length of double track, including sidings, about, . . . . .	4 miles.
Gauge of road, . . . . .	5 feet 2 inches.
Weight of rail per yard on main track, . . . . .	56 and 45 lbs.
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, . . . . .	\$300 00
Number of passengers that may be seated in each car, . . . . .	22
Number of other cars, salt cars, . . . . .	2
Number of horses and mules owned by the company, . . . . .	237
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 pounds of passenger cars, exclusive of passengers and baggage, . . . . .	4,400
Average rate of speed adopted by passenger cars, including stops, (miles per hour;) about . . . . .	5
How many miles does each horse travel daily, . . . . .	17
How is your 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 per 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; then 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 street to Beaver avenue, along same to car-house, corner of Walnut street. Troy Hill branch leaves main line at 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 1878, . . . . .	204,159	June, 1879, . . . . .	194,416
December, 1878, . . . . .	220,110	July, 1879, . . . . .	198,668
January, 1879, . . . . .	196,444	August, 1879, . . . . .	186,210
February, 1879, . . . . .	183,495	September, 1879, . . . . .	277,338
March, 1879, . . . . .	196,181	October, 1879, . . . . .	286,859
April, 1879, . . . . .	192,201		
May, 1879, . . . . .	221,166	Total, . . . . .	2,557,247

**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, . . . . .	\$7,216	75
Repairs of building, . . . . .	849	59
Taxes on real estate, . . . . .	862	63
<b>Total, . . . . .</b>	<b>\$8,428</b>	<b>97</b>
<b>Operating the Road.</b>		
On account of horses, . . . . .	\$2,200	00
Harness and repairs, . . . . .	685	62
Repairs to cars, . . . . .	3,414	32
Horse shoeing, . . . . .	4,188	52
Hay and feed, . . . . .	12,558	10
Office expenses, stationery, and depot expenses, . . . . .	1,367	16
Salaries, . . . . .	2,400	00
Insurance, . . . . .	500	60
Watchmen, switchmen, hostlers, pay-roll, . . . . .	16,117	94
General expense of stable, . . . . .	366	54
Conductors and drivers, . . . . .	31,893	00
Fluid, fuel, oil, and gas, . . . . .	84	08
Damage for injury of persons, . . . . .	1,446	46
<b>Total, . . . . .</b>	<b>\$77,222</b>	<b>34</b>

## RECEIPTS.

MONTHS.	From Pas-sengers.		Rent.		Manure.		Other sources.		Total.	
November, 1878,	\$11,028	41			\$120	00			\$11,146	41
December, 1878,	11,822	55							11,822	55
January, 1879,	10,499	29			17	50			10,516	79
February, 1879,	9,791	69			62	50			9,854	19
March, 1879,	10,529	52			62	50			10,592	02
April, 1879,	10,344	02							10,344	02
May, 1879,	11,989	66							11,989	66
June, 1879,	10,443	43							10,443	43
July, 1879,	10,679	04							10,679	04
August, 1879,	10,082	92			200	00			10,282	92
September, 1879,	15,310	20							15,310	20
October, 1879,	15,694	13							15,694	13
Total, . . . . .	\$138,162	86			\$462	50			\$138,625	86

## SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and opera- ting the road, . . . . .	\$85,651	31
For interest, . . . . .	8,387	50
For dividends, . . . . .	30,000	00
For payments to profit and loss account, . . . . .	2,231	75
For bridge toll, . . . . .	5,088	00
For payments made to surplus fund, . . . . .	2,724	68
For municipal taxes, . . . . .	2,259	49
For State taxes, . . . . .	2,282	68
Total, . . . . .	\$138,625	36
Total amount of surplus fund, . . . . .	\$2,724	68

## GENERAL BALANCE SHEET, NOVEMBER 1, 1879.

DR.			
Construction, . . . . .		\$206,050	69
Equipment, . . . . .		75,209	80
Real estate and buildings, . . . . .		114,706	35
Bills receivable, . . . . .		2,596	45
Change account, . . . . .		91	00
Cash on hand, . . . . .		8,070	34
		\$407,724	63
CR.			
Capital stock, . . . . .		\$300,000	00
Mortgage bonds, . . . . .		100,000	00
Unfunded debt, . . . . .		5,000	00
Surplus fund, . . . . .		2,724	63
		\$407,724	63

## STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$300,000 00

Rate and date of all cash dividends on stock of original and consolidated companies: January 1, 1879, \$1 per share, \$6,000. April 1, 1879, \$1 50

per share, \$9,000. July 1, 1879, \$1 per share, \$6,000. October 1, 1879, \$1 50 per share, \$9,000. Total, \$30,000. Equal to ten per cent. per annum, from October 31, 1878, to October 31, 1879.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	.....	.....	.....	1	.....	1	.....

Statement of each Accident.

August 28, 1879. Mary T. Freeborn, while trying to run across Rebecca street immediately in front of car No. 3, was knocked over by the pole, and caught under the wheel. The wheel did not pass over her, but bruised her badly about the thigh. She died Saturday evening, August 30, 1879.

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

Personally appeared before me, Charles E. Speer, acting president, and Charles Seibert, secretary and 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. 1879, according to the best of their knowledge and belief.

(Signed)

CHAS. E. SPEER, *Acting President.*

CHAS. SEIBERT, *Secretary and Treasurer.*

Sworn and subscribed before me, this 21st day of November, A. D. 1879.

H. K. WALTHER, *Notary Public.*

# REPORT

OF THE

## *Pittsburgh and Birmingham Passenger Railway Company, for the year ending October 30, 1879.*

### OFFICERS.

NAMES.	Residence.	Salary.
M. W. Beltzhoover, President, (now dec'd,)	Pittsburgh, Pa., . . . . .	\$750 00
W. W. Patrick, . . . . . Secretary,	Pittsburgh, Pa.	
J. G. Holmes, . . . . . Treasurer,	Pittsburgh, Pa.	

#### *Names of Directors.*

#### *Residences.*

M. W. Beltzhoover, (now dec'd,)	Pittsburgh, Pa.
A. Kimick, . . . . .	Pittsburgh, Pa.
J. McD. Crossan, . . . . .	Pittsburgh, Pa.
W. 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: 2,000 shares, \$50; 2,000 \$25, . . . . .	37	50
Capital stock, par value of each share, . . . . .	50	00

### DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due June 12, 1892, bear interest at 7 $\frac{1}{2}$ per cent., which is payable 1st day of January and July,) amount, . . . . .	\$40,000	00
Total amount now of funded debt, . . . . .	\$40,000	00
Total amount now of floating and funded debt, . . . . .	\$40,000	00
Funded debt as per last report, . . . . .	\$40,000	

### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, . . . . .	\$108,234 00	\$108,234 00
Equipment, . . . . .	22,816 93	23,331 00
Total cost, . . . . .	\$130,550 93	\$131,565 00

**CHARACTERISTICS OF ROAD.**

Length of road laid, . . . . .	5 $\frac{2}{3}$ miles.
Length of double track, including sidings, (no sidings,) . . . . .	3 $\frac{2}{3}$ miles.
Gauge of road, . . . . .	5 $\frac{2}{3}$ feet.
Weight of rail per yard on main track, . . . . .	45 pounds.
Number of car-houses, shops, and stables, each, . . . . .	1
Number of depots, . . . . .	1
Number of first-class passenger cars, . . . . .	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 car.	
Number of horses and mules owned by the company, . . . . .	115
Average value of each, including harness, . . . . .	\$80
Value of real estate held, exclusive of road way, . . . . .	\$52,381 67
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, . . . . .	9
How many miles does each horse travel daily? . . . . .	20 $\frac{2}{3}$
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 the Monongahela bridge, to Carson street, South Side. Thence along Carson street to the South Side terminus.

**Monthly Statement of Passengers (all classes) carried in Cars for the Year.**

November, 1878, . . . . .	98,239	June, 1879, . . . . .	127,593
December, 1878, . . . . .	117,770	July, 1879, . . . . .	136,977
January, 1879, . . . . .	106,791	August, 1879, . . . . .	137,053
February, 1879, . . . . .	94,898	September, 1879, . . . . .	151,545
March, 1879, . . . . .	113,579	October, 1879, . . . . .	169,810
April, 1879, . . . . .	117,288		
May, 1879, . . . . .	127,519	Total, . . . . .	1,494,062

**Rate of Fare for Passengers charged.**

Single fare, . . . . .	5 cents.
Tickets in packages of 100 sold for, . . . . .	\$5

## EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway, . . . . .	\$3,794	55
Repairs of building, . . . . .	1,286	11
Taxes on real estate, . . . . .	91	96
<b>Total, . . . . .</b>	<b>\$5,172</b>	<b>62</b>
Operating the Road.		
Bridge toll, . . . . .	\$1,920	00
On account of horses, . . . . .	2,494	50
Harness and repairs, . . . . .	242	47
Repairs to cars, . . . . .	1,309	44
Horse shoeing and general blacksmithing, . . . . .	2,212	80
Hay and feed, . . . . .	7,122	16
Office expenses, stationery, and general expenses, . . . . .	2,060	63
Salaries, . . . . .	3,390	00
Insurance, . . . . .	540	00
Watchmen, switchmen, hostlers, pay-roll, and general expense of stable, . . . . .	8,025	38
Conductors and drivers, . . . . .	18,588	80
Fluid, fuel, oil, and gas, . . . . .	606	21
Damage for injury of persons and property, . . . . .	72	00
<b>Total, . . . . .</b>	<b>\$48,574</b>	<b>39</b>

## RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
November, 1878,	\$4,683	55			
December, 1878, .	5,833	91			
January, 1879,	5,851	72			
February, 1879, .	4,787	61			
March, 1879, . . .	5,645	80			
April, 1879, . . .	5,703	65			
May, 1879, . . . .	6,383	65			
June, 1879, . . . .	6,340	90			
July, 1879, . . . .	6,822	45			
August, 1879, . . .	6,838	60			
September, 1879,	7,430	60			
October, 1879, . .	8,561	93			
<b>Total, . . . . .</b>	<b>\$74,284</b>	<b>37</b>			<b>\$74,284 37</b>

## SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road, . . . . .	\$53,747	01
For interest, . . . . .	2,920	00
For dividends, . . . . .	12,000	00
For new passenger cars and horses, . . . . .	1,014	07
For municipal taxes, . . . . .	670	93
For State taxes, . . . . .	797	69
For county taxes, . . . . .	12	84
<b>Total, . . . . .</b>	<b>\$71,162</b>	<b>54</b>

GENERAL BALANCE SHEET, JANUARY 1, 1879.

DR.			
Change account, . . . . .		\$80	00
Monongahela Water Company, . . . . .		250	00
Real estate, . . . . .		52,381	67
Construction, . . . . .		108,234	00
Equipment, . . . . .		23,331	00
Bank account, . . . . .		3,121	83
Profit and loss, . . . . .		2,601	50
		\$190,000	00
CR.			
By bonds, (unpaid,) . . . . .		\$40,000	00
By capital stock, . . . . .		150,000	00
		\$190,000	00

STOCK AND DIVIDENDS.

Rate and date of all cash dividends on stock of original and consolidated companies: January 11, 1879, \$6,000, three per cent. on capital stock, \$200,000. October 30, 1879, \$12,000, six per cent. on capital stock, \$200,000.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
. . . . .	2	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	2

Statement of each Accident.

1878, November 6. — Coyl, about twenty-six years of age. Run over by car No. 10, near Nineteenth street, South Side. Said Coyl was standing on front platform of car, when a sudden stopping of the car caused him to fall off, (he appeared somewhat intoxicated.) The front wheel of car ran over his foot. About a month after the accident he was seen walking along the street.

1879, May 12. Edward McCormick, aged about forty years, got on hind platform of car No. 3, when between Third and Fourth avenue. The car was on last trip out; when near First avenue, he either stepped or fell off the car, immediately in front of car No. 6, when on it's in trip, and before the car could be stopped, was run over. The wheel passed over his leg below the knee. He was taken to the hospital, where he remained about three months, and was then discharged.

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

Personally appeared before me, W. W. Patrick, 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 30, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

W. W. PATRICK, *President.*

JNO. G. HOLMES, *Treasurer.*

Sworn and subscribed before me, this 17th day of December, A. D. 1879.

E. T. CASSIDY, *Notary Public.*

**R E P O R T**

OF THE

*Pittsburgh, Oakland and East Liberty Passenger Railway Company, for the year ending December, 31, 1879.*

**OFFICERS.**

NAMES.		Residence.	Salary.
D. W. C. Bidwell, . . .	President, . . . . .	Pittsburgh, . . . . .	\$1,500 00
Harvey N. Rowe, . . .	Secretary, . . . . .	Pittsburgh, . . . . .	600 00
D. W. C. Bidwell, . . .	Treasurer, . . . . .	Pittsburgh, . . . . .	
Oscar A. Tanner, . . .	General Superintendent,	Pittsburgh, . . . . .	1,200 00

General office at 143 Water street, Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
William Rea, . . . . .	Pittsburgh.
Simon Johnston, . . . . .	Pittsburgh.
Stewart McKee, . . . . .	Pittsburgh.
Wilson A. Shaw, . . . . .	Pittsburgh.
Henry Lloyd, . . . . .	Pittsburgh.
D. W. C. Bidwell, . . . . .	Pittsburgh.
Harvey N. Rowe, . . . . .	Pittsburgh.



**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

**DEBT.**

<b>Funded Debt.</b>		
First mortgage bonds, (due January 1, 1884, bear interest at seven per cent., which is payable January and July,) 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, . . . . . \$32,500 00		
Debt incurred for any other purpose and for what: For advances to pay accrued coupons, \$5,844 28; for supplies, (since partly paid, balance will be paid on call,) \$397 43, 6,241 71		
The amount now of floating debt, . . . . .	38,741	71
Total amount now of floating and funded debt, . . . . .	\$83,741	71
Funded debt as per last report, . . . . . \$45,000 00		
Floating debt as per last report, . . . . . 38,662 89		
	\$82,662	89

**COST OF ROAD AND EQUIPMENT.**

	By last report.		By present report.*	
Construction, . . . . .	\$125,792	68	\$125,792	68
Equipment, . . . . .	58,679	30	58,679	30
Total cost, . . . . .	179,471	98	\$179,471	98

\* Since last report, we have secured, by purchase and construction, part ownership in about seven eighth mile of track, the detail and cost of which have not been arranged. We have paid about \$1,200 on account.

**CHARACTERISTICS OF ROAD.**

Length of road laid, . . . . .	6 miles.
Length of double track, including sidings, . . . . .	4½ miles.
Gauge of road, . . . . .	5 feet 2½ inches.
Weight of rail per yard on main track, . . . . .	27 & 43 pounds.
Number of car-houses, 1; shops, 1; stables, 1; and engine-house, 1.	
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, . . .	122
Average value of each, including harness, . . . . .	\$125
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 Third avenue, Grant street, Fifth, Denniston, and Penn avenues to station, in East Liberty; returning via Hiland avenue to Fifth; thence by Fifth avenue, Grant street, Fourth avenue and Market street, to place of starting.

**Monthly Statement of Passengers (all classes) carried in Cars for the Year.**

January, 1879, . . . . .	69,382	August, 1879, . . . . .	84,647
February, 1879, . . . . .	65,457	September, 1879, . . . . .	85,427
March, 1879, . . . . .	76,805	October, 1879, . . . . .	91,968
April, 1879, . . . . .	77,001	November, 1879, . . . . .	80,616
May, 1879, . . . . .	89,408	December, 1879, . . . . .	89,179
June, 1879, . . . . .	87,357		
July, 1879, . . . . .	93,782	Total, . . . . .	991,027

**The Rate of Fare for Passengers charged.**

Single fare: 6 cents, 8 cents, 10 cents, and 12 cents. Tickets in packages of 4 sold for 25 cents; 16 for \$1; 14 for \$1; 12 for \$1. Children's, 25 for \$1; 20 for \$1.

**EXPENSES.**

<b>Maintaining the Road or Real Estate of the Corporation.</b>	
Repairs of road-bed and railway, . . . . .	\$2,971 30
Repairs of building, . . . . .	314 56
Taxes on real estate, including water tax, . . . . .	794 61
<b>Total,</b> . . . . .	<b>\$4,080 47</b>
<b>Operating the Road.</b>	
On account of horses, . . . . .	\$1,501 70
Harness and repairs, . . . . .	469 41
Repairs to cars, . . . . .	1,602 96
Horse shoeing, . . . . .	2,219 20
Hay and feed, . . . . .	12,491 74
Office expenses, stationery, depot expenses, watchmen, switchmen, pay-roll, fluid, fuel, oil, and gas, . . . . .	7,507 88
Salaries, . . . . .	3,300 00
Insurance, . . . . .	900 00
General expense of stable, hostlers, . . . . .	6,990 71
Conductors and drivers, . . . . .	17,899 04
<b>Total,</b> . . . . .	<b>\$54,882 66</b>

RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	* Other sources.	Total.
January, 1879, . . .	\$4,595 75				
February, 1879, . . .	4,309 11				
March, 1879, . . .	5,073 02				
April, 1879, . . .	5,130 78				
May, 1879, . . .	6,024 92				
June, 1879, . . .	5,916 48				
July, 1879, . . .	6,292 08				
August, 1879, . . .	5,697 36				
September, 1879, . . .	5,769 97				
October, 1879, . . .	6,045 06				
November, 1879, . . .	5,219 30				
December, 1879, . . .	5,742 77	\$146 75	\$75 00		
Total, . . . . .	\$65,816 60	\$146 75	\$75 00		

\*Horses and old iron credited in respective accounts.

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	\$58,963 13
For interest, . . . . .	5,317 08
For States taxes, . . . . .	748 40
Total, . . . . .	\$65,028 61

GENERAL BALANCE SHEET, JANUARY 1, 187--.

DR.			
Construction, . . . . .	\$125,792	68	
Equipment, . . . . .	53,879	30	
Real estate, . . . . .	38,576	67	
Sundry accounts, . . . . .	1,610	69	
Cash in hand January 1, . . . . .	2,937	49	
* Deficit, . . . . .	11,144	98	
	\$233,741	81	
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	23	
Due for supplies, (payable on call,) . . . . .	397	53	
	\$233,741	81	

\* This deficit arises from the fact that the cost price to present company was less than amount of capital stock.

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 Com-  
57 RAILROAD REPORT.

pany, 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. 1879, according to the best of his knowledge and belief.

(Signed)

D. W. C. BIDWELL,  
*President and Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1880.

W. M. GORMLY, *Notary Public.*

## REPORT

OF THE

*Pittston Passenger Railway Company, for the year ending December 31, 1879.*

### OFFICERS.

NAMES.		Residence.	Salary.
Robert Thompson,	President, . . . . .	Pittston, . . . . .	None.
William Allen, . .	Secretary, . . . . .	Pittston, . . . . .	None.
M. W. Morris . . .	Treasurer, . . . . .	Pittston, . . . . .	None.

<i>Names of Directors.</i>	<i>Residences.</i>
Robert Thompson, . . . . .	Pittston.
William Allen, . . . . .	Pittston.
Michael W. Morris, . . . . .	Pittston.
Paul Bohan, . . . . .	Pittston.
Mark McDonald, . . . . .	Pittston.
Frank B. McCanna, . . . . .	Pittston.
Griffith Thomas, . . . . .	Pittston.
Thomas Malony, . . . . .	Pittston.
Frank Brandenburg, . . . . .	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, . . . . .	18,362	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

**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
<b>Total amount now of funded debt, . . . . .</b>		<b>\$5,500</b>	<b>00</b>
<b>Floating Debt</b>			
Unfunded debt, incurred for construction, equipment, or purchase of horses, &c., . . . . .	\$1,000		
Debt incurred for any other purpose, and for what: Interest on bonds, . . . . .	192 50		
Ground rent for land for stables, . . . . .	45 00		
<b>The amount now of floating debt, . . . . .</b>		<b>1,237</b>	<b>50</b>
<b>Total amount now of floating and funded debt, . . . . .</b>		<b>\$6,737</b>	<b>50</b>
Funded debt as per last report, . . . . .	\$5,500		
Floating debt as per last report, . . . . .	460 00		
<b>Total cash realized from capital stock and debt, . . . . .</b>		<b>\$25,100</b>	<b>00</b>

**COST OF ROAD AND EQUIPMENT.**

	By last report.		By present report.	
Construction, . . . . .	\$23,850	00	\$23,850	00
Equipment, . . . . .	2,400	00	2,918	75
<b>Total cost, . . . . .</b>	<b>\$26,250</b>	<b>00</b>	<b>\$26,768</b>	<b>75</b>

**CHARACTERISTICS OF ROAD.**

Length of road laid, . . . . .	2 miles.
Length of double track, including sidings, . . . . .	1 siding.
Gauge of road, . . . . .	5 <sup>3</sup> / <sub>4</sub> feet.
Weight of rail per yard on main track, . . . . .	42 <sup>1</sup> / <sub>2</sub> and 25 lbs.
Number of car-houses, shops, and stables, . . . . .	1
Number of first-class passenger cars, . . . . .	3
Average value of each, . . . . .	\$300
Number of passengers that may be seated in each car, . . . . .	16 and 24
Number of horses and mules owned by the company, . . . . .	4
Average value of each, including harness, . . . . .	\$125
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? . . . . .	19
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 Lehigh Valley and Lackawanna and Bloomsburg railroads; thence along and on Main street, to the old Tompkins mill pond, at the forks of the plank road and the old back road leading to Wilkes-Barre, (distance, two miles.)

**Monthly Statement of Passengers (all classes) carried in Cars for the Year.**

January, 1879.*		August, 1879, . . . . .	3,854
February, 1879.*		September, 1879, . . . . .	3,371
March, 1879.*		October, 1879, . . . . .	3,204
April, 1879, . . . . .	3,881	November, 1879, . . . . .	3,133
May, 1879, . . . . .	3,205	December, 1879, . . . . .	3,002
June, 1879, . . . . .	3,116		
July, 1879, . . . . .	4,666	Total, . . . . .	31,43

\* No return for these three months; road leased for one half net income, and no income.

**Rate of Fare for Passengers Charged.**

Sing'le fare, . . . . .	5 cents.
Tickets in packages of twenty-five sold for . . . . .	\$1

**EXPENSES.**

<b>Maintaining the Road or Real Estate of the Corporation.</b>	
Repairs of road bed and railway, . . . . .	\$124 93
Repairs of building, . . . . .	12 55
<b>Total, . . . . .</b>	<b>\$137 47</b>
<b>Operating the Road.</b>	
On account of horses, . . . . .	\$25 50
Harness and repairs, . . . . .	26 60
Repairs to cars, . . . . .	61 64
Horse shoeing, . . . . .	45 87
Hay and feed, . . . . .	316 83
Office expenses, stationery, and depot expenses, . . . . .	42 90
Insurance, . . . . .	28 50
Watchmen, switchmen, hostlers, pay-roll, . . . . .	2 75
General expense of stable, . . . . .	9 25
Conductors and drivers, . . . . .	317 75
Fluid, fuel, oil, and gas, . . . . .	18 53
<b>Total, . . . . .</b>	<b>\$1,033 49</b>

**Receipts on Construction and Equipment Account during the year.**

From other sources, . . . . .	\$600 00
<b>Total, . . . . .</b>	<b>\$600 00</b>

RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
April, 1879, . . . .	\$159 81				
May, 1879, . . . .	156 24				
June, 1879, . . . .	152 92				
July, 1879, . . . .	229 37				
August, 1879, . . . .	188 80				
September, 1879, . . . .	168 81				
October, 1879, . . . .	158 84				
November, 1879, . . . .	163 87				
December, 1879, . . . .	147 49				
Total, . . . . .	\$1,515 15				

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	\$1,033 49
For interest, . . . . .	386 20
For new passenger cars and horses, . . . . .	518 75
For municipal taxes, . . . . .	2 74
Total, . . . . .	\$1,886 18

GENERAL BALANCE SHEET, JANUARY 1, 187-.

DR.			
Construction account, . . . . .	\$23,850	00	
Equipment account, . . . . .	2,913	75	
	26,763	75	
CR.			
By capital stock, . . . . .	\$18,362	50	
By mortgage bonds, . . . . .	5,500	00	
By bill payable, . . . . .	1,000	00	
By profit and loss, . . . . .	1,901	25	
	\$26,763	75	

STOCK AND DIVIDENDS.

Amount of common stock now outstanding . . . . . 18,362 50

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

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. 1879, according to the best of their knowledge and belief.

(Signed,)

ROBERT THOMPSON, *President.*

M. W. MORRIS, *Treasurer.*

Sworn and subscribed before me, this 15th day of February, A. D. 1880.

JAMES GIBBON, *J. P., Pittston borough, Pa.*

# R E P O R T

OF THE

*Ridge Avenue Passenger Railway Company, for the  
year ending December 31, 1879.*

## OFFICERS.

NAMES.	Residence.	Salary.
E. B. Edwards, . . . . .	President, . . . . .	Philadelphia, . . . . .
John Lambert, . . . . .	Vice President, . . . . .	Philadelphia, . . . . .
William S. Blight, . . . . .	Secretary and Treasurer, . . . . .	Philadelphia, . . . . .
William Meyers, . . . . .	General Superintendent, . . . . .	Philadelphia, . . . . .
		\$6,000 00
		Nothing.
		2,500 00
		*120 00

\* 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, . . . . .	75 00

## DEBT.

<b>Funded Debt.</b>	
First mortgage bonds, (due January 1, 1880, bear interest at six per cent., which is payable January and July,) amount, . . . . .	\$13,900 00
First mortgage bonds, (due January 1, 1880, bear interest at seven per cent., which is payable January and July,) amount, . . . . .	44,500 00
These bonds were paid off January 1, 1880.	
Total amount now of funded debt, . . . . .	\$58,400 00
<b>Floating Debt.</b>	
Total amount now of floating and funded debt, . . . . .	\$58,400 00
Funded debt as per last report, . . . . .	\$58,400 00



**COST OF ROAD AND EQUIPMENT.**

	By last report.		By present report.	
Construction, . . . . .	\$378,277	84	\$380,299	16
Lot, . . . . .	50,086	45	50,086	45
Equipment, . . . . .	128,400	93	129,319	43
<b>Total cost, . . . . .</b>	<b>\$556,764</b>	<b>72</b>	<b>\$559,705</b>	<b>04</b>

**CHARACTERISTICS OF ROAD.**

Length of road laid, . . . . .	15 miles.
Guage 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, . . . . .	\$400 00
Number of passengers that may be seated in each car, . . . . .	20
Number of horses and mules owned by the company, . . . . .	296
Average value of each, including harness, . . . . .	\$60 00
Value of real estate held, exclusive of roadway, (assessed value,) . . . . .	\$65,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	5,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	6
Number of trips each day, . . . . .	10
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. No exchange. Five tickets for 25 cents.

**Monthly Statement of Passengers (all classes) carried in Cars for the year.**

January, 1879, . . . . .	298,067	August, 1879, . . . . .	382,180
February, 1879, . . . . .	267,410	September, 1879, . . . . .	385,966
March, 1879, . . . . .	318,942	October, 1879, . . . . .	400,451
April, 1879, . . . . .	349,874	November, 1879, . . . . .	359,308
May, 1879, . . . . .	422,237	December, 1879, . . . . .	404,450
June, 1879, . . . . .	407,321		
July, 1879, . . . . .	407,794	<b>Total, . . . . .</b>	<b>4,404,020</b>

**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, . . . . .		\$5,680	00
Repairs of buildings, . . . . .		449	82
Taxes on real estate and cars, . . . . .		7,141	48
<b>Total, . . . . .</b>		<b>\$13,281</b>	<b>25</b>
<b>Operating the Road.</b>			
On account of horses, . . . . .		\$6,479	75
Harness and repairs, . . . . .		1,381	92
Repairs to cars, . . . . .		7,726	92
Horse shoeing, . . . . .		4,723	34
Hay and feed, . . . . .		42,851	74
Expense account, . . . . .		12,097	48
Insurance, . . . . .		855	75
Running expenses, . . . . .		61,831	08
Damage for injury of persons, . . . . .		710	46
<b>Total, . . . . .</b>		<b>\$138,658</b>	<b>42</b>

**RECEIPTS.**

<b>MONTHS.</b>	<b>From Pas- sengers.</b>	<b>Rent.</b>	<b>Manure.</b>	<b>Other sources.</b>	<b>Total.</b>
January, 1879, . . . . .	\$16,610	61			
February, 1879, . . . . .	14,745	21			
March, 1879, . . . . .	17,502	54			
April, 1879, . . . . .	17,222	98			
May, 1879, . . . . .	22,874	35			
June, 1879, . . . . .	22,459	19			
July, 1879, . . . . .	22,065	59			
August, 1879, . . . . .	20,792	18			
September, 1879, . . . . .	21,127	21			
October, 1879, . . . . .	21,817	10			
November, 1879, . . . . .	19,666	71			
December, 1879, . . . . .	22,147	43			
<b>Total, . . . . .</b>	<b>\$241,051</b>	<b>11</b>			<b>\$241,051 11</b>

**SUMMARY OF PAYMENTS.**

For construction, . . . . .	\$2,940	82
For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	155,932	40
For interest, . . . . .	3,849	80
For dividends, . . . . .	75,000	00
For municipal and State taxes, . . . . .	7,141	43
<b>Total, . . . . .</b>	<b>\$244,863</b>	<b>95</b>

GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.			
Construction, . . . . .		\$380,299	16
Dauphin street lot, . . . . .		50,086	45
New depot, . . . . .		129,819	48
Philadelphia Trust Company, (for payment of bonds due January 1, 1880,) . . . . .		58,400	09
Cash, . . . . .		81,521	25
		<b>\$649,626</b>	<b>29</b>
CR.			
Capital stock, . . . . .		\$420,000	00
Bonds, (paid off January 1, 1880,) . . . . .		58,400	00
Profit and loss, . . . . .		171,226	29
		<b>\$649,626</b>	<b>29</b>

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. 1879, according to the best of their knowledge and belief.

(Signed,)

E. B. EDWARDS, *President.*

WILLIAM S. BLIGHT, *Treasurer.*

Sworn and subscribed before me, this 15th day of January, A. D. 1880.

J. R. MASSEY, *Notary Public.*

**R E P O R T**

OF THE

*Reading City Passenger Railway Company, for the year ending December 31, 1879.*

**OFFICERS.**

NAMES.		Residence.	Salary.	
B. F. Owen, . . . . .	President, . . . . .	517 Court street.		
James L. Douglas, . . . . .	Vice President, . . . . .	211 S. Fifth street.		
Henry A. Muhlenberg, . . . . .	Secretary and Treasury, . . . . .	200 N. Fourth street, office 532 Washington street, 1023 N. Sixth street. . . . .	\$100	00
John A. Rigg, . . . . .	General Superintendent, . . . . .		600	00

*Names of Directors.*

*Residences.*

B. F. Owen, . . . . .	House 545 Center avenue.
James L. Douglas, . . . . .	No. 211 S. Fifth street.
Henry A. Muhlenberg, . . . . .	No. 200 N. Fourth street.
William A. Medlar, . . . . .	No. 215 N. Sixth street.
Henry Hartman, . . . . .	No. 53, S. Sixth street.
John McKnight, . . . . .	No. 225 Penn street.
Albert Thalheimer, . . . . .	No. 135 N. Eighth street.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$50,000	00
Capital stock authorized by votes of company, . . . . .	50,000	00
Capital stock, amount subscribed, . . . . .	41,550	00
Capital stock paid in by last report, . . . . .	41,550	00
Capital stock, total amount now paid in, . . . . .	41,550	00
Capital stock, number of shares issued, . . . . .	831	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.**

<i>Floating Debt.</i>		
The company on December 31, 1879, had only about \$200 of floating debt due and payable January 1, 1880.		
Total amount now of floating debt, . . . . .	\$200	00
Floating debt as per last report, . . . . .	\$187	07

**COST OF ROAD AND EQUIPMENT.**

	By last report.		By present report.	
Construction, . . . . .	\$30,244	75	\$30,244	75
Equipment, . . . . .	16,978	39	16,978	39
Total cost, . . . . .	\$47,223	14	\$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 feet 2 inches.
Weight of rail per yard on main track, . . . . .	45 pounds.
Number of car-houses, shops, and stables: 1 stable and 1 car-house.	
Number of depots: 1 depot and 1 car-house.	
Number of first-class passenger cars, . . . . .	10
Average value of each: cost, per car, \$800 00; value per car, . . . . .	\$400 00 .
Number of passengers that may be seated in each car, . . . . .	From 20 to 24

Number of other cars, repair truck, . . . . .	30
Number of horses and mules owned by the company: 25 horses and 1 mule.	
Average value of each, including harness, about . . . . .	\$100 00
Value of real estate held, exclusive of road way, . . . . .	\$1,000 00
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 Robison streets, thence runs to Sixth and Robison streets, thence runs down Sixth to Canal street. The road 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, 1879, . . . . .	9,845	August, 1879, . . . . .	20,918
February, 1879, . . . . .	8,884	September, 1879, . . . . .	18,821
March, 1879, . . . . .	9,919	October, 1879, . . . . .	19,398
April, 1879, . . . . .	12,360	November, 1879, . . . . .	14,595
May, 1879, . . . . .	20,224	December, 1879, . . . . .	15,687
June, 1879, . . . . .	18,113		
July, 1879, . . . . .	22,190	Total, . . . . .	190,894

**Rate of Fare for Passengers Charged.**

Single fare, . . . . .	5 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, . . . . .	\$232 78
Repairs of building and cars, . . . . .	273 07
Taxes on real estate: City and county taxes, \$69 78; tax on gross receipts, 1877 and 1878, and to June 30, 1879, \$228 84; tax on capital stock of company, paid Hon. A. C. Noyes, State Treasurer, for 1874, 1875, 1876, 1877, 1878, \$552 13, . . . . .	848 75
<b>Total,</b> . . . . .	<b>\$1,354 60</b>
<b>Operating the Road.</b>	
On account of horses, . . . . .	1,169 40
Harness and repairs, . . . . .	255 29
Horse-shoeing, . . . . .	232 72
Hay and feed, . . . . .	1,991 65
Office expenses, stationery, depot expenses, and miscellaneous, . . . . .	241 79
Salaries, . . . . .	675 00
Insurance, . . . . .	123 62
Pay-rolls, of all men employed upon the road for 1879, . . . . .	3,359 49
All other expenses, . . . . .	46 13
Fluid, fuel, oil, and gas, . . . . .	1,306 85
<b>Total,</b> . . . . .	<b>\$10,756 14</b>

## RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
December, 1878,*	\$414 05				\$414 05
January, 1879, . . .	521 53				521 53
February, 1879, . . .	489 39				489 39
March, 1879, . . .	522 44			\$630 60	1,153 04
April, 1879, . . .	645 33			30 00	675 33
May, 1879, . . .	1,127 72				1,127 72
June, 1879, . . .	925 41			35 00	960 41
July, 1879, . . .	1,145 34				1,145 34
August, 1879, . . .	1,138 95				1,138 95
September, 1879, . . .	1,103 01				1,108 01
October, 1879, . . .	1,102 04				1,102 04
November, 1879, . . .	940 80			16 58	956 88
December, 1879, . . .	1,011 82				1,011 82
Total, . . .	\$11,092 38			\$712 18	\$11,804 56

\* Balance from 1878.

## SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	\$8,496	20
For new horses, . . . . .	1,169	40
For miscellaneous, . . . . .	241	79
For municipal taxes, . . . . .	69	78
For State taxes, . . . . .	778	97
Total, . . . . .	\$10,756	14
Total amount of surplus fund, . . . . .	\$1,048	42

## GENERAL BALANCE SHEET JANUARY 1, 1880.—

DR.			
Construction account, . . . . .	\$30,244	75	
Equipment account, . . . . .	16,978	38	
Real estate: One acre of ground, in the northern part of the city of Reading, bought for the purpose of erecting the permanent stables of the company, . . . . .	1,000	00	
Total, . . . . .	\$48,223	31	
The materials on hand, consists principally of supplies for the stable. During the year 1879, there was expended for hardware, \$417 50; lumber, \$191 48; railway supplies, \$255 39; and horses, \$1,169 40; and repairs and renewal account, \$232 78; total, . . . . .	2,266	26	
The amount owed to the company on January 1, 1880, was trifling. Surplus fund December 31, 1879, . . . . .	1,048	42	
Total, . . . . .	\$51,537	89	
CR.			
Capital stock, 831 shares, at \$50 per share, . . . . .	\$41,550	00	
There is no longer any funded debt resting upon the company. The unfunded debt incurred for construction, equipment, or purchase of property, has all been paid off. The only floating debt owed by the company, due and payable January 1, 1880, consisted of about \$200, incurred mostly for operating expenses during the month of December, 1879.			

The floating debt on December 31, 1878, less cash in hands of the treasurer, was \$187 07.		
There were no unclaimed dividends due and unpaid on December 31, 1879.		
The capital stock is now worth from \$25 to \$30 per share, and there is, therefore, no premium account connected with the same		
The surplus fund on December 31, 1879, was \$1,048 42; the balance at that date in the hands of the treasurer, from and out of which, on January 7, 1880, a dividend of five per cent., (\$1 per share,) making \$831 00 was declared, and has since that date been paid, . . . . .	\$1,048	42
The difference between the cost of the road: Construction, \$30,244 75; equipment, \$16,978 33; surplus December 31, 1879, \$1,048 42; total, \$49,271 73; and supplies, \$2,266 28; total, \$51,537 99; and amount paid on capital stock, \$41,550 00; and balance, \$1,048 42; total, \$42,598 42, . . . . .	2,266	28
Adding supplies bought as per other page, as the difference was all paid in cash from the earnings of the company in 1876, 1877, and 1878, can fairly be credited to profit and loss account, . . . . .	6,673	31
	\$51,537	99

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding: 831 shares, at

\$50 per share, making, . . . . . \$41,550 00

Rate and date of all cash dividends on stock of original and consolidated companies: There had been no cash dividend paid on the stock of the company up to December 31, 1879. A cash dividend of two per cent. was declared on the capital stock of the company on January 7, 1880, payable on and after January 13, 1880. This dividend, amounting to \$831 00, has been almost entirely paid by this date, January 31, 1880.

**ACCIDENTS.**

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	.....	.....	.....	.....	1	.....	1

**Statement of each Accident.**

There has been no accident on the line of the road during the year 1879. The wagon used by the company to haul spalls, to keep the track in repair, ran over a child on Bingaman street, that had been allowed by its parents to play in the street, on . . . . . day of June, A. D. 1879. The name of the child was Emily Wasley; the child was injured across the back and spine, but has nearly recovered; the attending physician says the child will ultimately recover. No money was paid by the company on account of the child's injuries, as the parents considered themselves responsible, by their negligence, for the accident.

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

Personally appeared before me, B. F. Owen, president, and Henry A. Munlenberg, secretary and treasurer, of the Reading City Passenger Rail-

way 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)

B. F. OWEN, *President.*

HENRY A. MUHLENBERG,

*Secretary and Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1880.

T. O. YARINGTON, Jr., *Notary Public.*

## R E P O R T

OF THE

*Schuylkill River Passenger Railway Company, for the  
year ending December 31, 1879.*

### OFFICERS.

NAMES.	Residence.	Salary.
Oliver Hopinson, . . . President, . . . . .	1424 Spruce street,	None.
J. Crawford Dawes, . . Secretary, . . . . .	1225 Monterey street,	None.

General office at Thirty-sixth street and Gray's Ferry Road.

*Names of Directors.**Residences.*

Thomas R. Woodhouse, . . . . .	No. 1111 Walnut street.
Matthew Brooks, . . . . .	No. 703 Corinthian avenue.
William Penn Chandler, . . . . .	No. 2210 Spruce street.
J. Hicks Conrad, . . . . .	No. 314 $\frac{1}{2}$ 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

### COST OF ROAD AND EQUIPMENT.

Construction: By last report, \$47,463 54; by present report, \$47,463 54.

### CHARACTERISTICS OF ROAD.

Length of road laid, . . . . . 3 $\frac{586}{1000}$  miles.



Length of double track, including sidings, . . . . .  $\frac{3}{8}$  of a mile.  
 Gauge of road, . . . . . 5 feet 2 inches.  
 Weight of rail per yard on main track, . . . . . 44 pounds.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : From the old depot of the Philadelphia and Gray's Ferry Railway Company at Twenty-third and Spruce streets ; along Twenty-third street to Callowhill ; thence to Twenty-fifth, and along Twenty-fifth to main entrance to Fairmount park, at foot of Green street ; returning via Twenty-fifth, Hamilton, Twenty-second, Filbert, Twenty-third Walnut, and Twenty-second to Spruce.

**RECEIPTS.**

The Schuylkill River passenger railway is operated by the Philadelphia and Gray's Ferry Passenger Railway Company, under the terms of a lease for ninety-nine years, from December 29, 1866. The report of receipts and expenditures will, therefore, be included in the report of the lessees.

Provided also in the terms of the lease, a condition for the conversion of the stock into the stock of the company " lessees," which has been done, with the exception of one hundred and ninety shares, the lessees paying to the lessors fifty cents a share per annum consideration.

**GENERAL BALANCE SHEET, JANUARY 1, 1880.**

DR.			
Road and equipments, . . . . .		\$47,463	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

STATE OF PENNSYLVANIA, }  
 County of Philadelphia, } <sup>88</sup>:

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 December, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

O. HOPKINSON, *President.*

J. CRAWFORD DAWES, *Secretary.*

Sworn and subscribed before me, this 20th day of January, A. D. 1880.

JAMES P. PETIT, *Notary Public.*

# REPORT

OF THE

*Second and Third Streets Passenger Railway Company,  
for the year ending December 31, 1879.*

## OFFICERS.

NAMES.	Residence.	Salary.
Alexander M. Fox, . . .	President, . . . . . 1415 N. Broad street, . . .	\$5,000 00
George W. Thorn, . . .	Solicitor, . . . . . 818 Vine street, . . .	300 00
Charles D. Matlack, . .	Secretary, . . . . . 703 N. Eighth street, . .	2,250 00
E. Mitchell Cornell, . .	Treasurer, . . . . . 809 N. Eighth street, . .	3,000 00
John W. Young, . . . .	Superintendent, . . . . 2453 Frankford ave., . .	875 00
Charles U. Winnemore, .	Superintendent, . . . . 2453 Frankford ave., . .	1,028 68
Samuel H. Weir, . . . .	Superintendent, . . . . 2453 Frankford ave., . .	1,263 75

General office at 2453 Frankford avenue.

### *Names of Directors.*

<i>Names of Directors.</i>	<i>Residences.</i>
Israel Peterson, . . . . .	Philadelphia.
Benjamin F. Huddy, . . . . .	Philadelphia.
William Anspach, . . . . .	Philadelphia.
Andrew J. Holman, . . . . .	Philadelphia.
William Eisenbrey, . . . . .	Philadelphia.
M. Hall Stanton, . . . . .	Philadelphia.
Edwin T. Eisenbrey, . . . . .	Philadelphia.
James Simpson, . . . . .	Philadelphia.
Alexander L. Crawford, . . . . .	Philadelphia.
Joseph R. Whitaker, . . . . .	Philadelphia.
James McManes, . . . . .	Philadelphia.
James A. Freeman, . . . . .	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, amount paid in by last report, . . . . .	771,078 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, . . . . .	80 00

## DEBT.

Funded debt, as per last report, . . . . . \$9,800 00

**COST OF ROAD AND EQUIPMENT.**

	By last report.		By present report.	
Total cost, . . . . .	\$849,737	36	\$859,555	50

**CHARACTERISTICS OF ROAD.**

Length of road laid, . . . . .	37 miles.
Length of double track, including sidings, . . . . .	4 miles.
Gauge of road, . . . . .	5 feet 2½ inches.
Weight of rail per yard on main track, . . . . .	43 to 55 pounds.
Number of car-houses, shops, and stables, . . . . .	7
Number of depots, . . . . .	2
Number of first-class passenger cars, . . . . .	100
Average value of each, . . . . .	\$600 00
Number of second-class 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, . . . . .	2 hours.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Commence at Harrison street, Frankford, 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.

**Monthly Statement of Passengers (all classes) carried in Cars for the year.**

January, 1879, . . . . .	619,745	August, 1879, . . . . .	794,581
February, 1879, . . . . .	566,590	September, 1879, . . . . .	772,853
March, 1879, . . . . .	662,211	October, 1879, . . . . .	769,216
April, 1879, . . . . .	696,789	November, 1879, . . . . .	714,106
May, 1879, . . . . .	758,505	December, 1879, . . . . .	765,862
June, 1879, . . . . .	745,313		
July, 1879, . . . . .	773,587	Total, . . . . .	8,689,358

**Rate of fare for Passengers charged.**

Single fare, . . . . . 6, 4½, and 4 cts.  
 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, . . . . .	\$11,603 39
Repairs of building, . . . . .	1,231 90
Taxes on real estate, . . . . .	2,215 25
<b>Total, . . . . .</b>	<b>\$15,050 54</b>
<b>Operating the Road.</b>	
On account of horses, . . . . .	\$9,618 50
Harness and repairs, . . . . .	2,544 77
Repairs to cars, . . . . .	14,327 32
Horse shoeing, . . . . .	8,382 57
Hay and feed, . . . . .	46,893 23
Straw, . . . . .	2,827 64
Office expenses, stationery, depot, and miscellaneous expenses, . . . . .	10,046 15
Salaries, . . . . .	13,715 41
Insurance, . . . . .	1,680 00
Watchmen, switchmen, hostlers, pay-roll, . . . . .	41,929 41
General expense of stable, . . . . .	1,860 24
Conductors, drivers, and receivers, . . . . .	118,798 49
Fluid, fuel, oil, and gas, . . . . .	2,043 19
Damage for injury of persons, . . . . .	1,170 75
<b>Total, . . . . .</b>	<b>\$275,837 67</b>

RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1879, . . .	\$34,737	89	\$466	25	
February, 1879, . . .	31,758	02	466	25	\$300 00
March, 1879, . . .	37,229	40	494	42	
April, 1879, . . .	39,191	36	414	59	
May, 1879, . . .	42,631	27	415	11	
June, 1879, . . .	41,710	92	418	30	
July, 1879, . . .	43,348	86	418	18	1,500 00
August, 1879, . . .	44,576	52	417	92	
September, 1879, . . .	43,322	79	464	13	
October, 1879, . . .	43,167	88	512	83	
November, 1879, . . .	40,076	01	423	27	
December, 1879, . . .	43,024	98	423	47	
Total, . . . . .	\$484,775	88	\$5,334	82	\$2,100 00
					\$492,210 70

SUMMARY OF PAYMENTS.

For construction, . . . . .	\$9,818	14
For maintaining the road or real estate of the corporation, and operat- ing the road, . . . . .	290,888	21
For interest, . . . . .	686	00
For dividends, . . . . .	105,665	25
For payments to loan account, . . . . .	9,800	00
For miscellaneous, . . . . .	2,625	32
For municipal taxes, . . . . .	8,285	40
For State taxes, . . . . .	9,184	38
Total, . . . . .	\$486,952	70

GENERAL BALANCE SHEET, JANUARY 1, 187-.

DR.			
Construction, . . . . .		\$859,555	50
Supplies, . . . . .		25,249	70
Individual ledger balances, (collectible,) . . . . .		2,759	69
Appropriated to construction, . . . . .		10,735	28
Cash, . . . . .		75,060	55
		\$973,860	67
CR.			
Capital stock, . . . . .		\$771,076	25
Blanket money, . . . . .		217	50
Unpaid dividends, . . . . .		1,520	50
Earnings appropriated to construction, . . . . .		175,296	72
Earnings appropriated to supplies, . . . . .		25,249	70
		\$973,860	67

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 consolidated companies: January 13, two and one half per cent.; April 9, two and one half per cent.; July 2, two and one half per cent.; October 1, two and one half per cent.

**ACCIDENTS.**

Two children killed by running under the cars.  
 Injury to other persons was of slight nature.

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

Personally appeared before me, Alexander M. Fox, president, and E. Mitchell Cornell, treasurer of the Second and Third Street Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, 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. 1880.

**J. GORDON SHOWAKER, Notary Public.**

**R E P O R T**

OF THE

*Seventeenth and Nineteenth Streets Passenger Railway Company, for the year ending December 31, 1879.*

**OFFICERS.**

NAMES.	Residence.	Salary.
M. S. Quay, . . . . .	Philadelphia, . . . . .	None.
John B. Peddle, . . . . .	1523 Oxford street, . . . . .	None.
Jacob C. Petty, . . . . .	2110 N. Twentieth st., . . . . .	None.

General office at Twenty-third and Brown streets, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
B. F. Hart, . . . . .	Philadelphia.
John L. Hill, . . . . .	Philadelphia.
T. J. Smith, . . . . .	Philadelphia.
Joseph B. Altenuis, . . . . .	Philadelphia.
G. W. Elkins, . . . . .	Pittsburgh.

## CAPITAL STOCK.

Capital stock authorized by law, . . . . .	\$500,000	00
Capital stock, amount subscribed, . . . . .	500,000	00
Capital stock paid in at 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, . . . . .	60	00

## DEBT.

Funded Debt.			
First mortgage bonds, (due July, 1906, bear interest at seven per cent., which is payable January 1 and July 1,) amount, . . . . .		\$100,000	00
Mortgage on real estate, depot property, Seventeenth and Berks streets, (due . . . . . bear interest at six per cent., which is payable January 1 and July 1,) amount, . . . . .		28,500	00
Mortgage on real estate, depot property, Seventeenth and Berks streets, (due . . . . . bear interest at six per cent., which is payable January and July,) amount, . . . . .		6,000	00
Total amount now of funded debt, . . . . .		\$134,500	00
Funded debt as per last report, . . . . .	\$99,500	00	
Floating debt as per last report, . . . . .	11,680	00	
Total cash realized from capital stock and debt, . . . . .		\$384,500	00

## COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction, . . . . .	\$156,199	61	\$162,024	60
Equipment, . . . . .	67,222	00	67,222	00
Total cost, . . . . .	\$223,421	61	\$229,246	60

## CHARACTERISTICS OF ROAD.

Length of road laid, . . . . . 7½ miles.  
 Gauge of road, . . . . . 5 feet 2 inches.  
 Weight of rail per yard on main track, . . . . . 43 to 55 lbs.

Leased to the Continental Passenger Railway Company, and included in their report.

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, 1879, . . . . .	192,374	May, 1879, . . . . .	217,868
February, 1879, . . . . .	174,226	June, 1879, . . . . .	200,785
March, 1879, . . . . .	194,298		
April, 1879, . . . . .	206,041	Total, . . . . .	1,185,592

Rate of Fare for Passengers Charged.

Single fare, 6 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, . . . . .	\$2,086 94
Repairs of building, . . . . .	489 69
Taxes on real estate, . . . . .	6,152 99
<b>Total, . . . . .</b>	<b>\$8,729 62</b>
Operating the Road.	
On account of horses, . . . . .	\$3,681 50
Harness and repairs, . . . . .	660 35
Repairs to cars, . . . . .	2,815 90
Horse shoeing, . . . . .	3,411 58
Hay and feed, . . . . .	13,244 67
Office expenses, stationery, and depot expenses, . . . . .	3,847 67
Salaries, . . . . .	1,500 00
Watchmen, switchmen, hostlers, pay-roll, and stable expenses, . . . . .	7,257 90
Conductors and drivers, . . . . .	25,623 25
Fluid, fuel, oil, and gas, . . . . .	933 47
Damage for injury of persons, . . . . .	75 00
<b>Total, . . . . .</b>	<b>\$63,051 29</b>

RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1879, . . . . .	\$10,200 73		\$228 00		\$10,428 73
February, 1879, . . . . .	9,194 45		225 50		9,419 95
March, 1879, . . . . .	10,255 31		229 00		10,484 31
April, 1879, . . . . .	10,803 55		234 66		11,038 21
May, 1879, . . . . .	11,372 03		232 66		11,604 69
June, 1879, . . . . .	10,263 64		231 33		10,494 97
<b>Total, . . . . .</b>	<b>\$62,089 71</b>		<b>\$1,381 15</b>		<b>\$63,470 86</b>

Leased to Continental Passenger Railway Company, July, 1879.

SUMMARY OF PAYMENTS.

For construction, . . . . .	\$5,822 99
For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	12,551 94
For interest, . . . . .	7,252 94
For dividends, . . . . .	20,000 00
For payments to loan account, . . . . .	11,680 00
For municipal and State taxes, . . . . .	6,152 99
<b>Total, . . . . .</b>	<b>\$63,470 86</b>



GENERAL BALANCE SHEET, JANUARY 1st, 187-.

DR.			
Construction, equipment, real estate, &c., . . . . .		\$384,500	00
CR.			
Capital stock, . . . . .		\$250,000	00
Bonds, . . . . .		100,000	00
Mortgages, . . . . .		84,500	00
		\$384,500	00

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	.....	.....	.....	.....	1	.....	.....

Statement of each Accident.

One person slightly injured ; name unknown.

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

Personally appeared before me, M. S. Quay, president, and J. B. Peddle, 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. 1879, according to the best of their knowledge and belief.

(Signed)

M. S. QUAY, *President.*

J. B. PEDDLE, *Treasurer.*

Sworn and subscribed before me this 30th day of January, A. D. 1880.

THOMAS J. POWERS, *Notary Public.*

# R E P O R T

OF THE

*South Side Passenger Railway Company, for the year  
ending December 31, 1879.*

## OFFICERS.

NAMES.	Residence.	Salary.	
D. Z. Brickell, . . . . .	President, . . . . .	Pittsburgh, . . . . .	None.
D. J. Thomas, . . . . .	Secretary and Treasurer, . . . . .	Pittsburgh, . . . . .	None.
D. J. Duncan, . . . . .	General Superintendent, . . . . .	Pittsburgh, . . . . .	\$780 00

### *Names of Directors.*

### *Residences.*

D. Z. Brickell, . . . . .	Pittsburgh.
D. J. Thomas, . . . . .	Pittsburgh.
John Adams, . . . . .	Pittsburgh.
William Doyle, . . . . .	Pittsburgh.
W. H. Hammett, . . . . .	Pittsburgh.
John Nusser, . . . . .	Pittsburgh.
W. T. Wallace, . . . . .	Pittsburgh.

## 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, . . . . .	1	00

## DEBT.

Funded Debt.			
First mortgage bonds, (purchase money mortgage, bear interest at . . . . . per cent., which is payable semi-annually,) amount, . . . . .	\$1,417		17
Second mortgage bonds, (due 1890, bear interest at seven per cent., which is payable May and November,) amount, . . . . .	23,000		00
Total amount now of funded debt, . . . . .	\$24,417		17
Floating Debt.			
Debt incurred for any other purpose, and for what: Interest, \$5,764 44, due on bonds December 31, 1879; bills payable, . . . . .	848		58
Total amount now of floating and funded debt, . . . . .	\$25,265		75
Funded debt as per last report, . . . . .	\$16,948 00		
Floating debt as per last report, . . . . .	439 79		

**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
<b>Total cost,</b> . . . . .	<b>\$81,851</b>	<b>13</b>	<b>\$81,851</b>	<b>13</b>

**CHARACTERISTICS OF ROAD.**

Length of road laid, . . . . .	3 miles.
Length of double track, including sidings: All double track.	
Gauge of road, . . . . .	5 feet 2 inches.
Weight of rail per yard on main track, . . . . .	27 and 38 lbs.
Number of car-houses, shops, and stables, . . . . .	1 of each.
Number of depots, . . . . .	1
Number of first-class passenger cars, . . . . .	2
Average value of each, . . . . .	\$450 00
Number of second-class passenger cars, . . . . .	14
Average value of each, . . . . .	\$100 00
Number of passengers that may be seated in each car, . . . . .	20 and 14
Number of horses and mules owned by the company, . . . . .	79
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
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	4
Number of trips each day, . . . . .	11
How many miles does each horse travel daily? . . . . .	18 and 24
Average time consumed by cars in passing over the road, . . . . .	37 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; cross 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, 1879, . . . . .	32,055	August, 1879, . . . . .	39,663
February, 1879, . . . . .	29,195	September, 1879, . . . . .	40,196
March, 1879, . . . . .	33,599	October, 1879, . . . . .	45,629
April, 1879, . . . . .	35,314	November, 1879, . . . . .	41,028
May, 1879, . . . . .	41,714	December, 1879, . . . . .	46,162
June, 1879, . . . . .	88,182		
July, 1879, . . . . .	40,330	<b>Total,</b> . . . . .	<b>463,067</b>

## Rate of Fare for Passengers Charged.

Single fare, . . . . . 5 cents.

## EXPENSES.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road bed and railway, . . . . .	\$2,452	98	
Taxes on real estate, . . . . .	48	04	
Total, . . . . .	\$2,501	02	
Operating the Road.			
On account of horses, . . . . .	\$2,035	00	
Harness and repairs, . . . . .	260	42	
Repairs to cars, . . . . .	1,497	59	
Horse shoeing, . . . . .	1,186	40	
Hay and feed, . . . . .	5,336	74	
Office expenses, stationery, and depot expenses, . . . . .	500	00	
Salaries, . . . . .	1,229	27	
Insurance, . . . . .	114	00	
Watchmen, switchmen, hostlers, pay-roll, . . . . .	2,798	06	
General expense of stable, . . . . .	882	20	
Conductors and drivers, . . . . .	6,078	91	
Fluid, fuel, oil, and gas, . . . . .	58	08	
Total, . . . . .	\$21,921	67	

## RECEIPTS.

MONTHS.	From Pas- sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1879, . . . . .	\$1,602	79			\$4	00			\$1,606	79
February, 1879, . . . . .	1,459	75			9	25			1,469	00
March, 1879, . . . . .	1,679	98				75			1,680	73
April, 1879, . . . . .	1,765	74	\$5	70	8	00			1,779	44
May, 1879, . . . . .	2,085	70	6	50	8	00			2,100	20
June, 1879, . . . . .	1,909	11			10	25			1,919	36
July, 1879, . . . . .	2,016	58	6	50	2	25			2,025	28
August, 1879, . . . . .	1,983	16	10	50					1,993	66
September, 1879, . . . . .	2,009	84	10	50	3	25			2,028	59
October 1879, . . . . .	2,281	45	6	50	4	60			2,292	55
November, 1879, . . . . .	2,051	44	6	50					2,057	94
December, 1879, . . . . .	2,308	10	10	00	13	33			2,331	43
Total, . . . . .	\$23,279	97	\$62	70	\$63	68			\$23,279	97

## SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	\$23,821	69
For interest, purchase money mortgage, . . . . .	113	36
For municipal taxes, . . . . .	278	28
For State taxes, . . . . .	87	16
Total, . . . . .	\$24,300	49

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

Personally appeared before me, D. Z. Brickell, president, and D. J. Thomas, treasurer, of the South Side Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31st, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

D. Z. BRICKELL, *President.*

D. J. THOMAS, *Treasurer.*

Sworn and subscribed before me, this 20th day of February, A. D. 1880.

AUGUST FLACH,  
*Alderman.*

## REPORT

OF THE

*Stroudsburg Passenger Railway Company, for the year ending December 31, 1879.*

### 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.*

<i>Names of Directors.</i>	<i>Residences.</i>
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, . . . . .	5,800	00
Capital stock, amount subscribed, . . . . .	25,800	00
Capital stock paid in by last report, . . . . .	25,800	00
Capital stock, total amount now paid in, . . . . .	25,800	00
Capital stock, number of shares issued, . . . . .	1,024	
Capital, stock, amount paid in on each share, . . . . .	25	00
Capital stock, par value of each share, . . . . .	25	00
Capital stock, average market value during the year, . . . . .	25	00

## DEBT.

Total amount now of floating debt, . . . . . \$259 27

## 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 $\frac{3}{8}$ miles.
Length of double track, including sidings, . . . . .	1 $\frac{1}{2}$ miles.
Gauge of road, . . . . .	4 feet 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track, . . . . .	28 pounds.
Number of car-houses, shops, and stables, . . . . .	1
Number of depots, . . . . .	1
Number of first-class passenger cars, . . . . .	1
Average value of each, . . . . .	\$1,000 00
Number of second-class passenger cars, . . . . .	1
Average value of each, . . . . .	\$500 00
Number of passengers that may be seated in each car, . . . . .	24 and 36
Number of horses and mules owned by the company, . . . . .	6
Average value of each, including harness, . . . . .	\$125 00
Value of real estate held, exclusive of roadway, . . . . .	\$3,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	3,000 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hours), . . . . .	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.

## Rate of fare for Passengers Charged.

Single fare, . . . . .	7 cents.
Tickets in packages of five sold for, . . . . .	25 cents.

Operated under lease by Jacob Hauser, he paying all expenses, taxes, &c., and a rental of \$1,800 per annum.

GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.			
Construction, . . . . .		\$15,033	97
Real estate, . . . . .		4,125	18
Rolling stock, . . . . .		4,965	69
Permanent improvement account, . . . . .		986	90
Debts due the company, . . . . .		575	29
Profit and loss account, . . . . .		236	74
		\$25,923	77
CR.			
Capital stock, . . . . .		\$25,600	00
Debts owing, . . . . .		259	27
Unpaid dividends, . . . . .		64	50
		\$25,923	77

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$25,600 00  
 Rate and date of all cash dividends on stock of original and consolidated companies: June 30, 3½ per cent.; December 31, 3½ per cent.

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

Personally appeared before me, Jackson Lantz, president, and Thomas 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. 1879, according to the best of their knowledge and belief.

(Signed,)

JACKSON LANTZ, *President.*

THOMAS A. BELL, *Treasurer.*

Sworn and subscribed before me, this 13th day of January, A. D. 1880.

EDWIN A. BELL, *Notary Public.*

## REPORT

OF THE

### *Thirteenth and Fifteenth Streets Passenger Railway Company, for the year ending December 31, 1879.*

#### OFFICERS.

NAMES.	Residence.	Salary.
Thomas W. Ackley, . . . . .	President, . . . . . Philadelphia, . . . . .	\$1,800 00
D. Boyer Brown, . . . . .	Secretary, Treasurer, . . . Philadelphia, . . . . .	1,200 00
William P. Cooper, . . . . .	Gen'l Superintendent, Philadelphia, . . . . .	1,200 00

#### *Names of Directors.*

#### *Residences.*

S. J. Megargee, . . . . .	Philadelphia.
Henry L. Hornberger, . . . . .	Philadelphia.
Robert Cresswell, . . . . .	Philadelphia.
Benjamin S. Kunkel, . . . . .	Philadelphia.
D. P. Leas, . . . . .	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, . . . . .	60	00

#### DEBT.

<i>Funded Debt.</i>		
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.

Construction and equipment: By last report, \$324,544 38; by present report, \$335,848 75.

#### CHARACTERISTICS OF ROAD.

Length of road laid, . . . . .	12 miles.
Length of double track, including sidings, . . . . .	$\frac{3}{4}$ of a mile.



Gauge of road, . . . . .	5 feet 2 inches.
Weight of rail per yard on main track, . . . . .	43 pounds.
Number of car-houses, shops, and stables, each, . . . . .	2
Number of depots, . . . . .	2
Number of first-class passenger cars, . . . . .	32
Average value of each, . . . . .	\$600 00
Number of second-class passenger cars, . . . . .	16
Average value of each, . . . . .	\$300 00
Number of passengers that may be seated in each car, . . . . .	20
Number of other cars: 15 one-horse cars, and 4 others, . . . . .	19
Number of horses and mules owned by the company, . . . . .	408
Average value of each, including harness, . . . . .	\$75 00
Value of real estate held, exclusive of roadway, (assessed about,) . . . . .	105,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	5½
Number of trips each day, . . . . .	499
How many miles does each horse travel daily? . . . . .	21
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, . . . . .	1 h. 20 min.

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 Cumberland street to Germantown 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 from Carpenter to Reed street; single track, with turn-outs, on Reed to Thirteenth; on Thirteenth to Jackson; on Jackson to Broad; on Broad to Reed.

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

January, 1879, . . . . .	344,458	August, 1879, . . . . .	330,778
February, 1879, . . . . .	322,156	September, 1879, . . . . .	438,348
March, 1879, . . . . .	373,312	October, 1879, . . . . .	497,679
April, 1879, . . . . .	409,942	November, 1879, . . . . .	450,559
May, 1879, . . . . .	422,794	December, 1879, . . . . .	485,112
June, 1879, . . . . .	401,482		
July, 1879, . . . . .	360,374	Total, . . . . .	4,837,494

## 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, . . . . .	\$5,798	57	
Repairs of building, . . . . .	786	70	
Taxes on real estate, . . . . .	2,066	43	
<b>Total, . . . . .</b>	<b>\$8,651</b>	<b>70</b>	
Operating the Road.			
On account of horses, . . . . .	\$14,648	75	
Harness and repairs, . . . . .	1,923	31	
Repairs to cars, . . . . .	12,116	28	
Horse shoeing, . . . . .	5,862	64	
Hay and feed, . . . . .	30,713	80	
Office expenses, stationery, and depot expenses, . . . . .	33,297	41	
Salaries, . . . . .	4,200	00	
Insurance, . . . . .	471	49	
Watchmen, switchmen, hostlers, pay-roll, general expense of stable: Included in depot expenses. . . . .			
Conductors and drivers, . . . . .	58,155	80	
Fluid, fuel, oil, and gas: Included in depot expenses. . . . .			
Damage for injury of persons, . . . . .	862	63	
<b>Total, . . . . .</b>	<b>\$162,247</b>	<b>10</b>	

## RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1879, . . . . .	\$19,081 25		\$338 24		
February, 1879, . . . . .	17,842 90		126 00		
March, 1879, . . . . .	20,684 05				
April, 1879, . . . . .	22,719 95		376 14		
May, 1879, . . . . .	23,433 14		169 00		
June, 1879, . . . . .	22,249 72		122 66		
July, 1879, . . . . .	19,993 78		440 77		
August, 1879, . . . . .	18,321 00				
September, 1879, . . . . .	23,186 08		256 00		
October, 1879, . . . . .	26,140 88		481 07		
November, 1879, . . . . .	23,660 92		137 33		
December, 1879, . . . . .	25,606 07	\$1,062 13	392 65		
<b>Total, . . . . .</b>	<b>\$262,919 74</b>	<b>\$1,062 13</b>	<b>\$2,839 86</b>		<b>\$266,821 73</b>

## SUMMARY OF PAYMENTS.

For construction, . . . . .	\$11,304	37
For maintaining the road or real estate of the corporation, and operating the road, . . . . .	170,878	80
For interest, . . . . .	7,941	99
For dividends, . . . . .	70,000	00
For miscellaneous, . . . . .	333	34
For municipal taxes, . . . . .	2,015	50
State taxes, . . . . .	5,530	93
<b>Total, . . . . .</b>	<b>\$268,004</b>	<b>93</b>

GENERAL BALANCE SHEET, JANUARY 1, 1890.

DR.			
Construction, equipment, and real estate, . . . . .		\$425,092	92
Cash on hand for cash disbursements, . . . . .		10,880	08
Sinking fund to meet issue of bonds, . . . . .		8,848	96
		\$444,821	96
CR.			
Capital stock, \$1,000,000, amount paid in, . . . . .		\$334,529	44
Funded debt, . . . . .		100,000	00
Profit and loss, . . . . .		10,292	52
		\$444,821	96

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. 1879, according to the best of their knowledge and belief.

(Signed)

THOMAS ACKLEY, *President.*

D. BOYER BROWN, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1890

SAMUEL WORTHINGTON WILLIAMS,

*Notary Public.*

**R E P O R T**

OF THE

*Union Passenger Railway Company, for the year ending December 31, 1879.*

**OFFICERS.**

NAMES.		Residence.	Salary.	
W. 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 Office at Twenty-third and Brown streets.

<i>Names of Directors.</i>	<i>Residences.</i>
Jacob E. Ridgway, . . . . .	Philadelphia.
William Elliott, . . . . .	Philadelphia.
C. S. Benent, . . . . .	Philadelphia.
Chas. 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, \$20 00; on 5,000, \$5 00 per share.		
Capital stock, par value of each share, . . . . .	50	00
Capital stock, average market value during the year, . . . . .	80	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, . . . . .	\$800,000	00
Debenture bonds, (due 1881, bear interest at seven per cent., which is payable April 1 and October 1,) amount, . . . . .	200,000	00
Total amount now of funded debt, . . . . .	\$500,000	00
Total amount now of floating and funded debt, . . . . .	500,000	00
Funded debt as per last report, . . . . .	\$500,000	
Total cash realized from capital stock and debt, . . . . .	\$425,000	00

#### COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
	\$	Ct	\$	Ct
Construction, . . . . .	\$678,541	74	\$678,541	74
Equipment, . . . . .	334,468	04	1,825	00
Total cost, . . . . .	\$1,013,009	78	\$680,366	74

#### CHARACTERISTICS OF ROAD.

Length of road laid, . . . . .	41 miles.
Gauge of road, . . . . .	5 feet 2 inches.
Weight of rail per yard on main track, . . . . .	43 and 53 lbs.
Number of car-houses, shops, and stables, . . . . .	7
Number of depots, . . . . .	4
Number of first-class passenger cars, . . . . .	101
Average value of each, . . . . .	\$700
Number of second-class passenger cars, . . . . .	53

Average value of each, . . . . .	\$400
Number of passengers that may be seated in each car, . . . . .	20
Number of other cars, . . . . .	9
Number of horses and mules owned by the company, . . . . .	897
Average value of each, including harness, . . . . .	\$100
Value of real estate held, exclusive of road-way, . . . . .	\$460,738 91
Average weight in pounds of passengar cars, exclusive of passengers and baggage, . . . . .	4,500 pounds.
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 Navy-Yard, via Brown, Twenty-third, Wallace, Franklin, Seventh, Federal, and Front streets; returns via Wharton, Ninth, Spring Garden, Twenty-third, and Brown streets. One line runs from Richmond to Baltimore depot, via Thompson, Marlborough, Belgrade, Frankford avenue, Master, Franklin, Seventh, Passyunk avenue, Ellsworth, and Broad streets; returns via Broad, Christian, Ninth, Spring Garden, Seventh, Oxford, Fourth, Norris, Memphis, York, Cedar, and Somerset streets, to Richmond. One line runs from Twenty-third and Columbia avenue to Front and Market streets, via Columbia avenue, Franklin, Seventh, Market street, to Front; returns via Market, Ninth, Spring Garden, Seventh, Columbia avenue, and Twenty-third streets. One line runs on Jefferson street, from Twenty-fourth to Franklin, to Thompson, to Front, to Columbia avenue, to Franklin, to Master, to Twenty-third streets. One line runs from Seventh and McKean streets, via McKean, to Ninth, Ellsworth, Twenty-third, Christian, Seventh, and McKean streets. Also, the Poplar and Spring Garden line runs from the park, on Brown street, twenty-Third, Wallace, Twenty-second, Spring Garden, Seventh, Poplar, Twenty-ninth, and Brown streets.

**Monthly Statement of Passengers (all classes) carried in Cars for the Year.**

January, 1879, . . . . .	808,369	August, 1879, . . . . .	874,492
February, 1879, . . . . .	720,310	September, 1879, . . . . .	934,552
March, 1879, . . . . .	829,640	October, 1879, . . . . .	1,007,535
April, 1879, . . . . .	890,168	November, 1879, . . . . .	924,996
May, 1879, . . . . .	955,933	December, 1879, . . . . .	988,652
June, 1879, . . . . .	978,539		
July, 1879, . . . . .	922,233	Total, . . . . .	10,835,419

**Rate of Fare for Passengers Charged.**

Single fare, . . . . .	6 cents.
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## EXPENSES.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road-bed and railway, . . . . .		\$24,915	13
Repairs of building, . . . . .		2,638	69
Taxes on real estate, . . . . .		4,172	86
<b>Total, . . . . .</b>		<b>\$31,725</b>	<b>68</b>
Operating the Road.			
On account of horses, . . . . .		15,075	65
Harness and repairs: Included in general expenses.			
Repairs to cars, . . . . .		14,086	27
Horse-shoeing, . . . . .		15,922	18
Hay and feed, . . . . .		75,793	80
Office expenses, stationery, and depot expenses, . . . . .		16,152	15
Salaries, . . . . .		14,000	00
Insurance, . . . . .		1,862	50
Watchmen, switchmen, hostlers, pay-roll, . . . . .		56,406	49
General expense of stable: Included in above item.			
Conductors and drivers, . . . . .		146,060	80
Fluid, fuel, oil, and gas, . . . . .		4,822	49
Damage for injury of persons, . . . . .		3,584	03
<b>Total, . . . . .</b>		<b>\$395,503</b>	<b>04</b>

## RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1879, . . . . .	\$48,789 00		\$350 50	\$1,762 50	\$50,902 00
February, 1879, . . . . .	48,729 49		359 41		44,088 90
March, 1879, . . . . .	50,395 90		1,031 90		51,427 80
April, 1879, . . . . .	53,836 96		855 24		54,192 20
May, 1879, . . . . .	57,817 02		897 16		58,214 18
June, 1879, . . . . .	57,427 46		870 29		58,297 75
July, 1879, . . . . .	55,844 81		485 78	1,762 50	58,043 09
August, 1879, . . . . .	52,979 21		485 25		53,464 46
September, 1879, . . . . .	56,646 14		359 66		57,005 80
October, 1879, . . . . .	61,179 06		936 55		62,115 61
November, 1879, . . . . .	56,023 34		933 87		56,956 71
December, 1879, . . . . .	59,362 15		865 83		60,727 98
<b>Total, . . . . .</b>	<b>\$654,530 54</b>		<b>\$7,880 94</b>	<b>\$3,525 00</b>	<b>\$665,436 48</b>

## SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operat- ing the road, . . . . .	\$395,503	04
For interest, . . . . .	35,153	34
For dividends, . . . . .	125,000	00
For miscellaneous, . . . . .	1,825	00
For municipal taxes, license, . . . . .	4,775	00
For State taxes, . . . . .	10,772	05
<b>Total, . . . . .</b>	<b>\$578,028</b>	<b>43</b>

GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.			
Cash on hand January 1, 1879, . . . . .		\$75,283	97
Passengers, cash, . . . . .		573,221	32
Passengers, tickets, . . . . .		81,308	46
Manure, . . . . .		7,380	94
Contingent fund, . . . . .		3,525	00
		\$740,717	69
CR.			
Conductors and drivers, . . . . .	\$146,060		80
Wages, . . . . .	56,406		49
Blacksmiths, . . . . .	15,922		18
Horses, . . . . .	15,075		65
Bran, . . . . .	4,620		68
Hay, . . . . .	21,122		04
Straw, . . . . .	3,675		76
Corn, . . . . .	46,375		32
Expense, . . . . .	12,772		61
License, . . . . .	4,775		00
Taxes, . . . . .	37,358		91
Real estate, . . . . .	55,079		50
Interest, . . . . .	35,153		34
Repairs to road, . . . . .	24,915		18
Repairs to cars, . . . . .	14,096		27
Repairs to real estate, . . . . .	2,638		69
Dividend, . . . . .	125,000		00
Insurance, . . . . .	1,862		50
Light and fuel, . . . . .	4,822		49
Damage, . . . . .	3,584		03
Salaries, . . . . .	14,000		00
Printing, . . . . .	3,379		54
Profit and loss, . . . . .	533		49
Equipment, . . . . .	1,825		00
Cash on hand December 31, 1879, . . . . .	89,662		27
	\$740,717		69

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 9th day of January, A. D. 1880.  
 J. R. MASSEY, *Notary Public.*

## R E P O R T

OF THE

*West Philadelphia Passenger Railway Company, for  
the year ending December 31, 1879.*

### OFFICERS.

NAMES.		Residence.	Salary.	
Samuel Baugh, . . . . .	President, . . . . .	Philadelphia, . . . . .	\$4,500	00
Samuel R. Reed, . . . . .	Secretary, . . . . .	Philadelphia, . . . . .	2,000	00
D. W. Dickson, . . . . .	Treasurer, . . . . .	Philadelphia, . . . . .	2,200	00
M. English, . . . . .	General Superintendent, . . . . .	Philadelphia, . . . . .	2,200	00

General office at North-west corner Forty-first and Haverford streets, Philadelphia.

<i>Names.</i>	<i>Residences.</i>
Samuel Baugh, . . . . .	Philadelphia.
John F. Gross, . . . . .	Philadelphia.
James Rhoads, . . . . .	Philadelphia.
William J. Swain, . . . . .	Philadelphia.
Charles M. Swain, . . . . .	Philadelphia.
Charles Lennig, . . . . .	Philadelphia.
William Dulles, . . . . .	Philadelphia.
Charles H. Godfrey, . . . . .	Wallingford, Pa.
William Gummere, . . . . .	Burlington, N. J.

### 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, . . . . .	72	00

### DEBT.

Funded Debt.			
First mortgage bonds, (due April 1, 1906, bear interest at six per cent., which is payable, in gold, April 1 and October 1,) amount, . . . . .	\$246,000		00
Total amount now of funded debt, . . . . .	\$246,000		00
Total amount now of floating and funded debt, . . . . .	\$246,000		00
Funded debt as per last report, . . . . .	\$246,000	00	
Total cash realized from capital stock and debt, . . . . .	\$646,000		00



**COST OF ROAD AND EQUIPMENT.**

Construction and equipment: By last report, \$889,933 93;  
 by present report, . . . . . \$841,945 07

**CHARACTERISTICS OF ROAD.**

Length of road laid, . . . . .	16½ 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 pounds.
Number of car-houses, shops, and stables, . . . . .	3,4,4
Number of depots, . . . . .	1
Number of first-class passenger cars, . . . . .	90
Average value of each, . . . . .	\$700 00
Number of second-class passenger cars, . . . . .	10
Average value of each, . . . . .	\$400 00
Number of summer cars, . . . . .	8
Average value of each, . . . . .	\$300 00
Number of passengers that may be seated in each car: Summer, 60; others, . . . . .	22
Number of other cars: Six track sweepers, 2 track cleaners, 1 truck.	
Number of horses owned by the company, . . . . .	688
Average value of each, including harness, . . . . .	\$100 00
Value of real estate held, exclusive of roadway, . . . . .	\$304,210 50
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	5,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	6
Number of trips each day: Centennial, via Baring street, 8; rural section to Haddington, 6½; main line, . . . . .	10
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 Baring, to Thirty-third street, to Arch street, to Thirty-second, to Market street, to Front street; returning via Market street to Thirty-second street, to Arch street, to Thirty-third street, to Baring street, to Forty-first street, to Elm avenue, to concourse. Mantua branch, from depot to Forty-first and Haverford streets, via Baring street, to Thirty-third street, to Arch street, to Thirty-second street and Market street, to Front street, returning by the same route. Haddington, from Sixty-seventh and Haverford avenue, via Haver-

ford avenue, Sixty-fifth, Vine, Haverford avenue, Forty-first and Market street, to Front street; returning via Market street, Forty-first street, and Haverford avenue to Haddington. Main line, from depot Forty-first and Haverford avenue, Forty-first to Market street, to Front street, returning the same.

**Monthly Statement of Passengers (all classes) carried in Cars for the year.**

January, 1879, . . . . .	589,958	August, 1879, . . . . .	692,794
February, 1879, . . . . .	535,669	September, 1879, . . . . .	815,712
March, 1879, . . . . .	627,789	October, 1879, . . . . .	759,176
April, 1879, . . . . .	670,747	November, 1879, . . . . .	679,652
May, 1879, . . . . .	746,648	December, 1879, . . . . .	734,840
June, 1879, . . . . .	711,226		
July, 1879, . . . . .	710,337	Total, . . . . .	8,274,548

**Rate of Fare for Passengers Charged.**

Single fare, . . . . .	6 cents.
Tickets in packages of four sold for . . . . .	24 cents.
Exchange tickets, . . . . .	9 cents.

**EXPENSES.**

<b>Maintaining the Road or Real Estate of the Corporation.</b>	
Repairs of road bed and railway, . . . . .	\$14,392 58
Repairs of building, . . . . .	1,270 40
Taxes on real estate, . . . . .	2,806 46
<b>Total, . . . . .</b>	<b>\$18,469 44</b>
<b>Operating the Road.</b>	
On account of horses, . . . . .	\$25,057 50
Harness and repairs, . . . . .	2,514 17
Repairs to cars, . . . . .	12,450 03
Horse shoeing and other blacksmithing, . . . . .	14,112 11
Hay and feed, . . . . .	66,475 70
Office expenses, stationery, and depot expenses, . . . . .	31,485 24
Salaries, . . . . .	13,940 00
Insurance, . . . . .	2,618 75
Watchmen, switchmen, hostlers, pay-roll, . . . . .	33,639 38
General expense of stable: Included in above items. . . . .	
Conductors and drivers, . . . . .	109,337 92
Fluid, fuel, oil, and gas, . . . . .	6,043 47
Damage for injury of persons, . . . . .	5,597 42
<b>Total, . . . . .</b>	<b>\$328,271 69</b>

**Receipts on Construction and Equipment Account during the Year.**

Other sources, . . . . .	\$7,140 21
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RECEIPTS.

MONTHS.	From Pas-sengers.		Rent.		Manure.		Other sources.		Total.	
January, 1879, . .	\$31,339	45	\$40	00	\$1,000	00			\$32,379	45
February, 1879, . .	28,460	81					\$487	50	28,898	81
March, 1879, . . .	33,420	14							33,420	14
April, 1879, . . .	35,818	59			1,152	50	644	81	37,615	90
May, 1879, . . . .	39,957	37	75	00			1,062	50	41,094	87
June, 1879, . . . .	38,044	94	15	00					38,059	94
July, 1879, . . . .	37,960	26			1,152	50			39,112	76
August, 1879, . . .	36,995	43	75	00			437	50	37,507	93
September, 1879, .	43,791	65							43,791	65
October, 1879, . .	40,646	45	25	00	1,152	50	437	50	42,261	45
November, 1879, .	36,308	38	5	00					36,313	38
December, 1879, .	39,307	99	150	00			640	00	40,097	99
Total, . . . . .	\$442,051	44	\$385	00	\$4,457	50	\$3,659	81	\$450,553	75

SUMMARY OF PAYMENTS.

For construction, . . . . .	\$11,097	50
For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	321,688	63
For interest, . . . . .	15,766	20
For new horses, . . . . .	25,057	50
For miscellaneous, . . . . .	11,060	83
For municipal taxes, . . . . .	4,414	61
For State taxes, including tax on dividends, 1877, . . . . .	14,282	45
Total, . . . . .	\$408,372	72

GENERAL BALANCE SHEET, JANUARY 1, 187--.

DR.			
Construction and equipment, . . . . .	\$341,945	07	
Cash, . . . . .	78,012	13	
Government bonds, cost, . . . . .	37,034	37	
Stocks, . . . . .	165	00	
Supplies, . . . . .	8,217	35	
Open account, . . . . .	290	50	
	\$665,664	42	
CR.			
Capital stock, . . . . .	\$400,000	00	
Bonds, . . . . .	246,000	00	
Unclaimed dividends, . . . . .	20	00	
Conductors' deposits for fare enumerators, . . . . .	2,592	00	
Profit and loss, . . . . .	317,052	42	
	\$965,664	42	

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, eight thousand shares.

NOTE.—The corporation has never authorized the issue of more than eight thousand shares, has never received consideration for more than eight thousand shares, 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 knowledge of the corporation.

**ACCIDENTS.**

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	4	.....	.....	.....	.....	1	4

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 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,)

SAM. BAUGH, *President.*

D. W. DICKSON, *Treasurer.*

Affirmed and subscribed before me, this 10th day of January, A. D. 1880.

GEO. G. PIERIE, *Notary Public.*

**R E P O R T**

OF THE

*Wilkes-Barre and Kingston Passenger Railway Company, for the year ending December 31, 1879.*

**OFFICERS.**

NAMES.		Residence.	Salary.	
W. J. Harvey, . . . .	President, . . . . .	Wilkes-Barre.		
A. J. Davis, . . . .	Secretary and Treasurer, . .	Wilkes-Barre, . . . .	\$300	00
W. J. Harvey, . . . .	General Superintendent,	Wilkes-Barre, . . . .	1,200	00

General office at Wilkes-Barre, Pa.

*Names of Directors.*

*Residences.*

W. S. Hillard, . . . . .	Wilkes-Barre, Pa.
R. J. Fleck, . . . . .	Wilkes-Barre, Pa.
J. C. Phelps, . . . . .	Wilkes-Barre, Pa.
E. P. Darling, . . . . .	Wilkes-Barre, Pa.
J. Espy, . . . . .	Wilkes-Barre, Pa.
H. H. Harvey, . . . . .	Wilkes-Barre, Pa.
W. J. Harvey, . . . . .	Wilkes-Barre, Pa.
J. B. Smith, . . . . .	Kingston, Pa.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$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	13,744	86
Total cost, . . . . .	\$94,833	37	\$94,833	37

**CHARACTERISTICS OF ROAD.**

Length of road laid, . . . . .	4½ miles.
Length of double track, including sidings, . . . . .	2,000 feet.
Gauge of road, . . . . .	5 feet 2 inches.
Weight of rail per yard on main track, . . . . .	45 and 30 lbs.

Number of car-houses, shops, and stables, . . . . .	1
Number of depots, . . . . .	1
Number of first-class passenger cars, . . . . .	4
Average value of each, . . . . .	\$600 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 roadway, . . . . .	\$10,000 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,) . . . . .	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.	

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 street to Northampton street, 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, 1879, . . . . .	9,300	August, 1879, . . . . .	16,130
February, 1879, . . . . .	11,340	September, 1879, . . . . .	18,220
March, 1879, . . . . .	14,320	October, 1879, . . . . .	17,150
April, 1879, . . . . .	14,510	November, 1879, . . . . .	17,680
May, 1879, . . . . .	14,020	December, 1879, . . . . .	22,290
June, 1879, . . . . .	14,300		
July, 1879, . . . . .	14,750	Total, . . . . .	184,010

Rate of Fare for Passengers Charged.

Single fare, . . . . .	10 and 5 cents.
Tickets in packages sold for, . . . . .	\$1 00

**EXPENSES.**

<b>Maintaining the Road or Real Estate of the Corporation.</b>			
Repairs of road bed and railway, . . . . .		\$922	00
Taxes on real estate, . . . . .		100	00
<b>Total, . . . . .</b>		<b>\$1,022</b>	<b>00</b>
<b>Operating the Road.</b>			
On account of horses, . . . . .		\$608	00
Harness and repairs, . . . . .		116	75
Repairs to cars, . . . . .		235	00
Horse shoeing, . . . . .		160	00
Hay and feed, . . . . .		3,595	30
Office expenses, stationery, and depot expenses, . . . . .		218	00
Salaries, . . . . .		1,500	00
Insurance, . . . . .		89	50
Watchmen, switchmen, hostlers, pay-roll, . . . . .		660	00
General expense of stable, . . . . .		102	00
Conductors and drivers, . . . . .		2,615	81
Fluid, fuel, oil, and gas, . . . . .		80	25
<b>Total, . . . . .</b>		<b>\$11,002</b>	<b>61</b>

**RECEIPTS.**

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1879, . . . . .	\$812 12				
February, 1879, . . . . .	837 06				
March, 1879, . . . . .	1,019 71				
April, 1879, . . . . .	989 61				
May, 1879, . . . . .	1,029 49				
June, 1879, . . . . .	975 02				
July, 1879, . . . . .	1,110 51				
August, 1879, . . . . .	1,154 24				
September, 1879, . . . . .	1,331 76				
October, 1879, . . . . .	1,264 09				
November, 1879, . . . . .	1,139 33				
December, 1879, . . . . .	1,680 00				
<b>Total, . . . . .</b>	<b>\$13,342 93</b>			<b>\$723 93</b>	<b>\$14,066 89</b>

**SUMMARY OF PAYMENTS.**

For maintaining the road or real estate of the corporation, and oper- ating the road, . . . . .	\$10,502	61
For dividends, . . . . .	2,500	00
For miscellaneous, . . . . .	250	00
For payments made to surplus fund, . . . . .	500	00
For municipal taxes, . . . . .	84	28
For State taxes, . . . . .	280	00
<b>Total, . . . . .</b>	<b>\$14,066</b>	<b>89</b>

GENERAL BALANCE SHEET, JANUARY 1, 187—.

DR.			
Real estate, . . . . .		\$9,784	32
Personal property, . . . . .		12,014	95
Construction, . . . . .		83,679	62
Cash, . . . . .		5,026	95
Expenses, . . . . .		177,247	82
Interest, . . . . .		2,005	60
Dividends, . . . . .		47,500	00
Bills receivable, . . . . .		746	00
		\$338,005	26
CR.			
Capital stock, . . . . .		\$100,000	00
Earnings, . . . . .		238,005	26
		\$338,005	26

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$100,000 00  
 Rate and date of all cash dividends on stock of original and consolidated companies: January 15, 1879, two and one half per cent.

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

Personally appeared before me, William 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. 1879, according to the best of their knowledge and belief.

(Signed)

WILLIAM J. HARVEY, *President.*  
 A. J. DAVIS, *Treasurer.*

Sworn and subscribed before me this 9th day of January, A. D. 1880.  
 W. S. PARSONS, *Notary Public.*



**R E P O R T**

OF

*A. B. Middaugh, Lessee, of the Williamsport Passenger Railway Company, for eight months ending June 27, 1879.*

**CHARACTERISTICS OF ROAD.**

Length of road laid, . . . . .	2 miles, 794 feet.
Length of double track, including sidings, . . . . .	500 feet.
Gauge of road, . . . . .	4 feet 8½ inches.
Weight of rail per yard on main track, . . . . .	16 pounds.
Number of second-class passenger cars, . . . . .	5 one-horse.
Average value of each, . . . . .	\$400 00
Number of passengers that may be seated in each car, . .	16
Number of other cars, . . . . .	4 two-horse.
Number of horses and mules owned by the company, . .	16
Average value of each, including harness, . . . . .	\$85 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage, . . . . .	2,830
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) . . . . .	5
Number of trips each day, . . . . .	15
How is track laid, and on what foundation? T rail, on oak ribbons, in Nicholson pavement.	

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Commencing on East Third street, at Railroad street; thence up Third street to Pine; thence up Pine street to Fourth; thence up Fourth to intersection of Philadelphia and Erie railroad; with a branch at Herdic street connecting with the Philadelphia and Erie depot, and extending out Campbell street to Fourth street.

**Monthly Statement of Passengers (all classes) carried in Cars for the Year.**

November, 1878, . . . . .	13,538	April, 1879, . . . . .	13,646
December, 1878, . . . . .	13,621	May, 1879, . . . . .	15,392
January, 1879, . . . . .	10,069	June, 1879, . . . . .	14,656
February, 1879, . . . . .	9,852		
March, 1879, . . . . .	12,125	Total, . . . . .	102,919

**Rate of Fare for Passengers Charged.**

Single fare, . . . . .	5 cents.
Tickets in packages of 20 sold for, . . . . .	\$1

## EXPENSES.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road bed and railway, . . . . .		\$107	68
Total, . . . . .		\$107	68
Operating the Road.			
On account of horses, . . . . .		\$117	50
Harness and repairs, . . . . .		59	90
Repairs to cars, . . . . .		96	87
Horse shoeing, . . . . .		145	85
Hay and feed, . . . . .		1,145	87
Office expenses, stationery, and depot expenses, . . . . .		53	30
Salaries, . . . . .		1,000	00
Insurance, . . . . .		20	00
General expense of stable, . . . . .		408	76
Conductors and drivers, . . . . .		1,030	00
Fluid, fuel, oil, and gas, . . . . .		26	72
Rent, including road, cars, depot, and stables, . . . . .		1,333	53
Total, . . . . .		\$5,645	78

## RECEIPTS.

MONTHS.	From Pas- sengers.	Rent.	Manure.	Other sources.	Total.
November, 1878,	\$676	92			
December, 1878,	681	09			
January, 1879,	504	45			
February, 1879,	492	62			
March, 1879,	606	27			
April, 1879,	682	32			
May, 1879,	769	64			
June, 1879,	732	82			
Total, . . . . .	\$5,146	18			

## SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road, . . . . .	\$5,645	78
For State taxes, . . . . .	89	08
Total, . . . . .	\$5,634	81

This report embraces the operations of the road for the eight months ending June 27, 1879, under lease to A. B. Middaugh, at which date he threw up his lease, and surrendered possession to the Williamsport Passenger Railway Company.

GENERAL BALANCE SHEET, JANUARY 1, 1879.

DR.			
Cash, . . . . .		\$524	21
Inventory, (estimated,) . . . . .		1,702	50
		<b>\$2,226</b>	<b>71</b>
CR.			
A. B. Middaugh, . . . . .		\$888	38
Williamsport Passenger Railway Company, . . . . .		1,388	33
		<b>\$2,226</b>	<b>71</b>

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	1	. . . . .	1

Statement of each Accident.

Tuesday, February 25, 1879. On Herdic street; Joseph Baldwin, aged about eight years, while playing on the street, ran against the horse of a car passing out Herdic street to P. & E. depot, was knocked down and the car (empty) running over his body, and dislocated three ribs; has since recovered, and sustains no injuries.

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

Personally appeared before me, A. B. Middaugh, lessee of the . . . . 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 eight months ending June 27, A. D. 1879, according to the best of his knowledge and belief.

(Signed,) A. B. MIDDAGUH, Lessee.

Sworn and subscribed before me this 5th day of January, A. D. 1880.

H. HINCKLEY, Notary Public.



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# REPORTS OF CANAL COMPANIES.

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# REPORTS OF CANAL COMPANIES.

## R E P O R T

OF THE

*Delaware Division Canal Company, for the year ending  
December 31, 1879.*

### OFFICERS.

NAMES.		Residence.	Salary.	
Joshua W. Woolston, . . . . .	President, . . . . .	Germantown, Pa., . . . . .	\$2,500	00
Ezra G. Giles, . . . . .	Secretary and Treasurer, . . . . .	Philadelphia, . . . . .	700	00

General offices at 303 Walnut street, Philadelphia.

*Names of Directors.*

*Residences.*

Joshua W. Woolston, . . . . .	Germantown, Pa.
I. V. Williamson, . . . . .	Philadelphia.
H. Pratt McKean, . . . . .	Philadelphia.
A. E. Borie, . . . . .	Philadelphia.
J. B. Moorehead, . . . . .	Philadelphia.
S. Fisher Corlies, . . . . .	Philadelphia.
Edward Roberts, junior, . . . . .	Philadelphia.
E. W. Clark, . . . . .	Philadelphia.
Thomas McKean, . . . . .	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

**DEBT.**

<b>Funded Debt.</b>		
First mortgage bonds, (due July 1, 1878, bear interest at six per cent., which is payable January and July,) amount, . . . . .	\$800,000	00
Total amount now of funded debt, . . . . .	\$800,000	00
Total amount now of floating and funded debt, . . . . .	800,000	00
Funded debt as per last report, . . . . .	\$800,000	00

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 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, about, . . . . .	96.
Navigation opened, . . . . .	April 1, 1879.
Navigation closed, . . . . .	Dec. 8, 1879.
Feet of lockage on main line of canal, . . . . .	165.55
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, . . . . . }	

**PAYMENTS ON ACCOUNT OF CONSTRUCTION.**

NOTE.—Maintaining and operating the canal for dividends, interest, tax on capital stock, 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 the tonnage, rate of tolls, or receipts and expenditures, those items being entirely under the control of said lessees.



GENERAL BALANCE SHEET, JANUARY 1, 1890.

DR.		
Canal, . . . . .	\$2,433,350	00
Lehigh Coal and Navigation Company's scrip, . . . . .	130,668	00
Delaware Division Canal Company's own bonds, . . . . .	51,792	92
Cash, . . . . .	20,838	65
	\$2,636,649	57
CR:		
Capital stock, . . . . .	\$1,633,350	00
Bonds, . . . . .	800,000	00
Profit and loss, . . . . .	203,299	57
	\$2,636,649	57

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

Personally appeared before me, J. W. Woolston, president, and E. G. Giles, treasurer, of the Delaware Division Canal Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed)

J. W. WOOLSTON, *President.*

E. G. GILES, *Treasurer.*

Affirmed and subscribed before me, this 21st day of January, A. D. 1880.

JOHN RODGERS, *Notary Public.*

**R E P O R T**

OF THE

*Delaware and Hudson Canal Company, for the year ending December 31, 1879.*

**OFFICERS.**

NAMES.	Residence.	Salary.
Thomas Dickson, . . .	President, . . . . .	Scranton, Pa., . . . \$20,000 00
Robert M. Olyphant, .	Assistant President, . . .	New York, . . . 8,500 00
George L. Haight, . . .	Secretary, . . . . .	New York, . . . 2,700 00
James C. Hartt, . . .	Treasurer, . . . . .	Montclair, N. J., . . . 7,650 00
Coe F. Young, . . . .	General Manager, . . . .	Honesdale, Pa., . . . 8,500 00
Rollin Manville, . . .	Railroad Superintendent,	Carbondale, Pa., . . . 4,500 00

General offices at 21 Cortlandt street, New York.

*Names of Directors.*

*Residences.*

Thomas Dickson, . . . . .	Scranton, Pa.
Abiel A. Low, . . . . .	Brooklyn, N. Y.
James R. Taylor, . . . . .	Brooklyn, N. Y.
James M. Halsted, . . . . .	New York.
Le Grand B. Cannon, . . . . .	New York.
John Jacob Astor, . . . . .	New York.
J. Pierpont Morgan, . . . . .	New York.
George Cabot Ward, . . . . .	New York.
Robert S. Hone, . . . . .	New York.
James Roosevelt, . . . . .	New York.
Levi P. Morton, . . . . .	New York.
Thomas Cornell, . . . . .	Roundout, N. Y.

**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.**

<b>Funded Debt.</b>		
First mortgage bonds, (due in 1884, bear interest at seven per cent., which is payable January and July,) amount, . . . . .	\$3,500,000	00
Mortgage bonds, (due in 1891, bear interest at seven per cent., which is payable January, May, July, and November,) amount, . . . . .	6,481,000	00
Mortgage bonds, (due in 1894, bear interest at seven per cent., which is payable April and October,) amount, . . . . .	4,856,000	00
Mortgage bonds, (due in 1917, bear interest at seven per cent, which is payable March and September,) amount, . . . . .	5,000,000	00
Total amount now of funded debt, . . . . .	\$19,837,000	00

**COST OF CANAL AND FIXTURES.**

Cost of canal and fixtures, . . . . .	\$6,339,210	49
Cost of canal boats, . . . . .	544,697	20
	\$6,883,817	69

**CHARACTERISTICS OF CANAL.**

Length of main line of canal, from Honesdale, Pa., to Ed- dyville, N. Y., . . . . .	108 miles.
Length of main line of canal in Pennsylvania, . . . . .	25 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; 6 ascending, 15½ feet wide.	

Number of basins : About one eight of whole length of canal.	
Number of lock-houses, 92; store-houses, 13; other houses, 30; total, . . . . .	135
Number of locks: Lift, 107; stop, 21; guard, 2; weigh, 2; total, . . . . .	182
Number of waste-ways, . . . . .	110
Number of over-flows, (including those of reservoirs,) . . . . .	10
Number of lineal feet of over-flows, . . . . .	300
Number of bridges, . . . . .	136
Number of culverts, (including wood trunk ones,) . . . . .	31
Number of dams, (including reservoir dams,) . . . . .	40
Number of aqueducts: 4 wire suspension; 18 wood trunk, . . . . .	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, . . . . .	788
Number of boats owned and run by private parties, . . . . .	100
Average tonnage of boats, gross tons, . . . . .	127 $\frac{1}{2}$
Navigation opened, . . . . .	April 26.
Navigation closed, . . . . .	December 10.
Feet of lockage on main line of canal: 1,028, exclusive of 58 ascending the summit, and used for reservoir purposes.	
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.**

Gross amount of tonnage for the year, including branches and leased canals, . . . . .	1,423,335
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**Amount of Freight, specifying the Quantity in Tons of 2,000 pounds.**

	Amount in tons.
Lumber, . . . . .	25,608
Anthracite coal, . . . . .	1,218,086
Bituminous coal, . . . . .	777
Other iron or castings, . . . . .	2,218
Lime and limestone, . . . . .	5,132
Agricultural products, . . . . .	470
Manufactures and merchandise, . . . . .	18,638
Other articles, . . . . .	157,411
<b>Total, . . . . .</b>	<b>1,423,335</b>

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, . . . . .	¾ cent.	85 cents.	50
Anthracite coal, per ton, (except by special contract,) . . . . .	1½ cents.	Rate.	Rate.
Bituminous coal, per ton, . . . . .	1 cent.	50 cents.	60

**EXPENSES.**

**Maintaining the Canal or Real Estate of the Corporation.**

Aqueducts, &c., . . . . .	\$219,569	24
<b>Operating the Canal.</b>		
Collectors and weighmasters, &c., . . . . .	71,856	32

**RECEIPTS.**

Canal used almost exclusively in transporting the coal of the company, and the receipts given are from miscellaneous sources; total, . . . . . \$41,025 73

**SUMMARY OF EXPENSES.**

Maintaining the canal or real estate of the corporation, and operating the canal, . . . . . \$291,425 56

**GENERAL BALANCE SHEET, DECEMBER 31, 1879.**

DR.			
Canal, . . . . .		\$6,339,210	49
Railroad and equipment, . . . . .		6,220,669	50
Real estate, . . . . .		8,795,657	02
Mine improvements, . . . . .		2,404,962	89
Mine fixtures, . . . . .		294,627	42
Boats, barges, and steamboats, . . . . .		563,299	59
Coal-yards and fixtures, . . . . .		157,188	03
Cherry Valley and Sharon railroad, . . . . .		300,000	00
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, 1879, . . . . .		535,264	65
Supplies on hand at machine shops, . . . . .		378,000	43
Advances to leased lines, . . . . .		368,773	17
Miscellaneous assets, . . . . .		4,480,701	90
Advances on coal, . . . . .		805,328	34
Cash, customers' accounts, bills receivable, . . . . .	\$3,140,116 17		
Less payable, . . . . .	1,144,301 62		
General profit and loss, . . . . .		1,995,814	55
		1,208,726	23
		\$39,837,000	00

CR.			
Capital stock, . . . . .		\$20,000,000	00
Funded debt:			
Bonds, 1834, . . . . .	\$3,500,000 00		
Bonds, 1891, 1877-1891, . . . . .	6,481,000 00		
Bonds, 1894, . . . . .	4,856,000 00		
Bonds, 1917, . . . . .	5,000,000 00		
		19,837,000	00
		<u>\$39,837,000</u>	<u>00</u>

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . . \$20,000,000 00

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. 1879, according to the best of their knowledge and belief.

(Signed)

THOS. DICKSON, *President.*

J. C. HARTT, *Treasurer.*

Sworn and subscribed before me, this 20th day of February, A. D. 1880.

JOHN A. PATTISON,

*Commissioner for the State of Pennsylvania.*

**R E P O R T**

OF THE

*Lehigh Coal and Navigation Company, for the year ending December 31, 1879.*

**OFFICERS.**

NAMES.	Residences.	Salary.
E. W. Clark, . . . . . President, . . . . .	Philadelphia.	
S. Shepherd, . . . . . Secretary and Treasurer, . . . . .	Philadelphia.	

General offices at Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
F. R. Cope, . . . . .	Philadelphia.
Franco C. Yarnall, . . . . .	Philadelphia.
Fisher Hazard, . . . . .	Mauch Chunk.
Charles Parrish, . . . . .	Wilkes-Barre.
Charles Wheeler, . . . . .	Philadelphia.
George Whitney, . . . . .	Philadelphia.
John Leisenring, . . . . .	Mauch Chunk.
James M. Willcox, . . . . .	Philadelphia.
Edward Lewis, . . . . .	Philadelphia.
T. Charlton Henry, . . . . .	Philadelphia.
Samuel Dickson, . . . . .	Philadelphia.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	Unlimited.		
Capital stock authorized by votes of company, . . . . .		\$11,204,250	00
Capital stock, amount subscribed, . . . . .		11,204,250	00
Capital stock paid in by last report, . . . . .		11,193,550	00
Capital stock, total amount now paid in, . . . . .		11,204,250	00
Capital stock, number of shares issued, . . . . .	224,085		
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, . . . . .			20 75

**DEBT.**

<b>Funded Debt.</b>			
Mortgage loan, due 1879, (extended deb.,) . . . . .	\$6,075 00		
Mortgage loan, due 1880, (extended deb.,) . . . . .	132,315 75		
Mortgage loan, due 1881, (extended deb.,) . . . . .	132,315 75		
Mortgage loan, due 1882, (extended deb.,) . . . . .	132,315 75		
Loan, due 1877, (deb.,) outstanding, . . . . .	27,320 00		
Loan, due 1882, (convertible deb.,) . . . . .	41,550 00		
Loan, due 1884, . . . . .	5,381,840 84		
Loan, due 1897, gold, . . . . .	4,653,000 00		
Loan, due 1897, railroad, . . . . .	2,000,000 00		
Loan, due 1911, consolidated mortgage, . . . . .	2,094,000 00		
Seven per cent. scrip, redeemable in bonds, 1911, . . . . .	8,750 00		
Six per cent. scrip, Delaware division, due 1883, . . . . .	65,334 00		
Six per cent. scrip, Delaware division, due 1884, . . . . .	65,334 00		
Greenwood first mortgage, due October 1, 1882, . . . . .	140,000 00		
Greenwood second mortgage, due February 1, 1892, . . . . .	685,000 00		
		\$15,565,151	09
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 Coalport to Easton, . . . . .	48 miles.
Length of main line of canal in Pennsylvania, . . . . .	48 miles.
Canals leased by the company, viz: Delaware division canal, . . . . .	60 miles.
Width of canal at top water line, . . . . .	60 to 100 feet.
Width of canal on bottom, . . . . .	45 feet and upwards.
Depth of water, . . . . .	6 feet.
Length and breadth of locks: 100 feet long, 22 feet wide.	
Number of basins, . . . . .	5

Number of lock-houses, 43; other houses, 2; total, . . .	45
Number of locks: Lift, 49; stop, 2; guard, 5; weigh, 1; total, . . . . .	57
Number of waste-ways, . . . . .	4
Number of over-flows, . . . . .	36
Number of lineal feet of over-flows, . . . . .	3,600
Number of bridges, . . . . .	10
Number of culverts, . . . . .	21
Number of dams, . . . . .	9
Number of aqueducts, . . . . .	4
Number of lineal feet of aqueduct superstructure, . . .	285
Number of miles slack water: 36 miles canal, and 12 miles pools.	
Number of boats owned by the company, . . . . .	257
Number of boats owned and run by private parties, . . .	467
Average tonnage of boats, . . . . .	97
Navigation opened, . . . . .	April 1, 1879.
Navigation closed, . . . . .	Dec. 13, 1879.
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 composition? Mostly stone, lined with wood.	

**DOINGS OF THE YEAR IN TRANSPORTATION.**

Number of tons of 2,000 pounds of through freight for the year on main canal: Not reported separately.	
Gross amount of tonnage for the year, including branches and leased canals, . . . . .	747,315 <sup>3000</sup> / <sub>2200</sub>

**Amount of Freight, Specifying the Quantities in Tons of 2,000 Pounds.**

	Amount in tons.
Lumber, . . . . .	82,148 <sup>277</sup> / <sub>2000</sub>
Anthracite coal, . . . . .	512,460 <sup>354</sup> / <sub>2000</sub>
Bituminous coal, . . . . .	2,147 <sup>000</sup> / <sub>2000</sub>
Pig iron, . . . . .	48,490 <sup>160</sup> / <sub>2000</sub>
Other iron or castings, . . . . .	1,811 <sup>000</sup> / <sub>2000</sub>
Iron and other ores, . . . . .	29,977 <sup>000</sup> / <sub>2000</sub>
Lime and limestone, . . . . .	58,861 <sup>000</sup> / <sub>2000</sub>
Agricultural products, . . . . .	17,615 <sup>000</sup> / <sub>2000</sub>
Manufactures and merchandise, . . . . .	7,912 <sup>000</sup> / <sub>2000</sub>
Other articles, . . . . .	35,890 <sup>000</sup> / <sub>2000</sub>
<b>Total, . . . . .</b>	<b>747,315<sup>3000</sup>/<sub>2200</sub></b>

**Rate of Toll Charged for the Respective Classes per Mile, as follows:**

For lumber, per 1,000 feet board measure, (hemlock,) . .	1 cent.
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For lumber, per 1,000 feet board measure, (pine and other lumber,) . . . . .	1½ cents.
Shingles, per 1,000, . . . . .	4 mills.
Anthracite coal per ton, . . . . .	¼ to 1½ cents.
Bituminous coal per ton, . . . . .	8 mills.

**EXPENSES.**

**Maintaining the Canals or Real Estate of the Corporation.**

	Maintenance of Lehigh canal.		Maintenance of Delaware Di- vision canal.		Total.	
Aqueducts, . . . . .	\$96	04	\$2,344	06	\$2,440	10
Boats and flats, . . . . .	1,632	47	604	96	2,237	43
Bridges, . . . . .	1,082	75	2,453	65	3,516	40
Canal bed and banks, . . . . .	9,228	73	17,791	69	27,020	42
Shipping pockets, . . . . .	7,664	63			7,664	63
Dams, . . . . .	1,687	21	2,119	77	3,806	98
Horses and horse keep, . . . . .	2,678	80	786	03	3,409	83
Locks and houses, . . . . .	6,459	71	1,021	20	7,480	91
Steamboats and dredge boats, . . . . .	2,964	82	789	71	3,754	53
Superintendence and engineering, . . . . .	2,106	75	2,169	43	4,276	18
Tools and tool repairs, . . . . .	81	77	312	94	394	71
Waste weirs and sluices, . . . . .	9	80	598	50	606	30
Water wheels, . . . . .			1,153	16	1,153	16
Quarry expenses, . . . . .			773	92	873	92
<b>Totals, . . . . .</b>	<b>\$35,668</b>	<b>48</b>	<b>\$32,869</b>	<b>02</b>	<b>\$68,537</b>	<b>50</b>
<b>Operating the Canals.</b>						
Collectors and weighwasters, . . . . .	\$5,092	47	\$1,973	81	\$7,066	28
Drawbacks and overcharges, . . . . .			118,867	52	118,867	52
Labor, shipping coal, . . . . .	15,454	28			15,454	28
Lock-keepers, . . . . .	15,253	00	7,225	20	22,478	20
Office expenses, rents, and furniture, . . . . .	774	28	303	41	1,077	69
Superintendence, . . . . .	1,083	87	1,064	08	2,147	45
<b>Total, . . . . .</b>	<b>\$37,657</b>	<b>40</b>	<b>\$129,434</b>	<b>02</b>	<b>\$167,091</b>	<b>42</b>

**RECEIPTS.**

From tolls on coal, . . . . .	\$181,005	94
From tolls on lumber, iron, and miscellaneous freight, . . . . .	35,275	57
Other sources, rents, &c., . . . . .	1,064,328	83
<b>Total, . . . . .</b>	<b>\$1,800,610</b>	<b>33</b>

**SUMMARY OF EXPENSES.**

Maintaining the canal or real estate of the corporation, and operating the canal, . . . . .	\$235,628	92
For interest, . . . . .	923,958	66
For municipal, State, and United States, . . . . .	77,452	74
For other payments, . . . . .	189,333	38
<b>Total, . . . . .</b>	<b>\$1,426,373</b>	<b>70</b>
Deficit, . . . . .	\$125,763	37



STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 224,085  
 shares; par value, . . . . . \$11,204,250 00

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

Personally appeared before me, E. W. Clark, president, and S. 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, 1879, according to the best of their knowledge and belief.

(Signed,)

E. W. CLARK, *President.*  
 S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this 27th day of February, A. D. 1880.  
 W. C. ALDERSON, *Notary Public.*

R E P O R T

OF THE

*Of the Monongahela Navigation Company, for the year ending January 7, 1880.*

OFFICERS.

NAMES.		Residence.	Salary.
J. K. Moorhead, . . . .	President, . . . . .	Pittsburgh, Pa., . . . .	\$6,000 00
William Bakewell, . .	Sec'y and Treas'r, . .	Arnold Park, West- moreland co., Pa., P. O. add's, Pittsburgh, }	2,000 00
William P. Wood, . .	Cargo Inspector, . . .	.....	1,500 00
Thomas McGowan, . .	Sup't of Repairs, . . .	.....	1,800 00

General office at 110 Diamond street, Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Felix R. Brunot, . . . . .	Allegheny, Pa.
Alexander Bradley, . . . . .	Pittsburgh, Pa.
John Harper, . . . . .	Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
N. B. Hogg, . . . . .	Allegheny, Pa.
M. K. Moorhead, . . . . .	Pittsburgh, Pa.
John Moorhead, . . . . .	Pittsburgh, Pa.
J. B. Murdoch, M. D., . . . . .	Pittsburgh, Pa.
William Morrison, . . . . .	Allegheny, Pa.
Daniel Wallace, . . . . .	Pittsburgh, Pa.

One vacancy, caused by the decease, on December 11, of James Veech, filled on January 8, 1880, by election of J. B. Sweitzer, of Pittsburgh, Pa.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	Not limited.	
Capital stock, amount fully paid, 20,090 shares, of \$50 each, . . . . .		\$1,004,500 00
Capital stock, scrip convertible into stock, . . . . .		952 00
Capital stock, number of shares issued, . . . . .	20,090	
Capital stock, par value of each share, . . . . .		50 00
Capital stock, average market value during the year, about, . . . . .		61 00

**DEBT.**

<b>Funded Debt.</b>		
First mortgage bonds, (due July 1, 1887, bear interest at six per cent., which is payable 1st January and July,) amount, . . . . .	\$103,000	00
Of which \$19,000 are held by the company, on which no interest is paid, . . . . .	19,000	00
<b>Total amount now of funded debt outstanding, . . . . .</b>	<b>\$84,000</b>	<b>00</b>
<b>Floating Debt.</b>		
Debt incurred for any other purpose, and for what: No debt incurred, but the company owes unsettled amounts of tonnage tax, illegally collected by State law.		

**COST OF CANAL AND FIXTURES.**

Total amount of construction account is . . . . . \$1,115,452 00

**CHARACTERISTICS OF CANAL.**

Length of main line, varying with the stage of the water, from Pittsburgh to Geneva, . . . . . 83 to 85 miles.

Length of main line in Pennsylvania: All within this State.

Width of canal at top water line: No canal; river only.

Depth of water: On lock sills, 5 to 6 feet; depth of water varies in river.

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: 83 to 85 miles, varying with stage of water.

Number of boats owned by the company: 1 repair boat; 1  
 pumping boat; 3 flats; total, . . . . . 5  
 Number of boats owned and run by private parties: Don't  
 know. Navigation public.  
 Navigation opened: 23d January, 1879.  
 Navigation closed: Not at all; by ice, after 23d January,  
 1879.  
 Feet of lockage on main line of slack-water, . . . . . 61  
 Value of real estate held by the company, exclusive of canal, \$23,095 00  
 Are the locks of wood, cut stone, or composite? . . . . All cut stone.

**DOINGS OF THE YEAR IN TRANSPORTATION.**

Company does no transportation business.

**STATEMENT**

*In bushels, of Coal and Slack Shipped in the several Pools of the Monongahela Slack-water, during the year 1879.*

MONTHS.	Pool No. 1.	Pool No. 2.	Pool No. 3.	Pool No. 4.	Total.
January, . . . . .	167,000	844,500	171,000	258,000	1,440,500
February, . . . . .	77,900	415,500	140,200	728,400	1,362,000
March, . . . . .	187,000	888,500	212,400	1,384,900	2,602,800
April, . . . . .	2,358,000	6,766,400	2,308,000	3,190,600	14,623,000
May, . . . . .	872,900	3,668,800	1,615,400	1,513,800	7,670,900
June, . . . . .	157,000	886,500	240,600	551,400	1,835,500
July, . . . . .	494,600	1,911,300	560,300	1,162,000	4,128,200
August, . . . . .	914,000	1,367,000	885,800	330,400	2,997,200
September, . . . . .	30,650	1,388,500	351,100	532,600	2,302,850
October, . . . . .	85,450	611,900	218,100	249,900	1,115,350
November, . . . . .	1,185,700	1,034,400	334,000	487,400	3,041,500
December, . . . . .	3,046,300	9,035,100	2,610,800	3,285,300	17,995,500
<b>Total, . . . . .</b>	<b>9,526,500</b>	<b>29,686,400</b>	<b>9,147,700</b>	<b>13,654,700</b>	<b>62,015,300</b>

**Coke Business for 1879.**

Bushels—Pool No. 1, . . . . .	914,600	\$687	95
Bushels—Pool No. 2, . . . . .	2,507,600	3,634	31
Bushels—Pool No. 6, . . . . .	150,500	301	00
<b>Total number bushels coke, . . . . .</b>	<b>3,572,700</b>	<b>\$4,623</b>	<b>26</b>
Bushels coal, . . . . .	62,015,300	\$106,168	53
Bushels coke, . . . . .	3,572,700	4,623	26
	<b>65,588,000</b>	<b>\$110,791</b>	<b>79</b>

STATEMENT

Of Freight shipped East and West on the Monongahela slackwater, during the year ending December 31, 1879.

Shipped Eastward from Pittsburgh.		Shipped Westward to Pittsburgh.	
Whiskey, barrels, . . . . .	139	Sand, bushels, . . . . .	471,700
Boards, feet, . . . . .	5,295,300	Whiskey, barrels, . . . . .	7,080
Timber, feet, . . . . .	1,828,700	Wood, cords, . . . . .	111
Iron ore, tons, . . . . .	2,405	Stone, perches, . . . . .	134,22
Pig iron, tons, . . . . .	1,820	Staves, number, . . . . .	69,200
Fire clay, tons, . . . . .	2,744	Posts, number, . . . . .	9,822
Pit posts, number, . . . . .	33,000	Brick, number, . . . . .	1,057,050
Sheep, number, . . . . .	6	Sheep, number, . . . . .	3,457
Cattle, number, . . . . .	46	Oil in bulk, barrels, . . . . .	3,654
Horses, number, . . . . .	93	Lumber, feet, . . . . .	140,800
Classified freight, pounds, . . . . .	25,290,350	Timber, feet, . . . . .	547,480
		Steel rails, tons, . . . . .	25,046
		Hogs, number, . . . . .	3,292
		Cattle and horses, number, . . . . .	237
		Classified freight, pounds, . . . . .	17,293,100

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, . . . . .	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, . . .	\$0 50	\$2 00	\$1 00	\$4 00

Empty crafts, \$1 per lock.

Miscellaneous Articles.

	Per Lock.	Through.
Whiskey, per barrel, . . . . .	4c.	20c.
Manure, per 1,000 pounds, . . . . .	2	12
Rubble and limestone, per perch, . . . . .	3	18
Dimension stone, . . . . .	5	30
Iron ore, per ton, . . . . .	8	40
Pig iron, . . . . .	9	54
Fire wood, per cord, . . . . .	6	36
Bark . . . . .	10	60
Posts and rails, per 100, . . . . .	6	36
Brick, common, . . . . .	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 Freight, 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 the officers' salaries, lock-tenders and assistants, and inspector of cargoes, including also stationery, printing, ropes, oil, &c., . . . . .	\$32,745 68
The total amount expended for repairs, including salary of superintendent of repairs for the year, is . . . . .	27,102 59
<b>Total expenses and repairs, . . . . .</b>	<b>\$59,848 27</b>

**RECEIPTS.**

*Abstract of Receipts and Disbursements for Year ending January 7, 1880.*

DR.			
Balance, January, 1879, . . . . .		\$59,920	16
Tools received in cash, . . . . .		50,285	11
Received on toll bills, . . . . .		108,540	26
Interest, . . . . .		4,481	74
Bills receivable, . . . . .		113	81
B. L. Wood, junior, . . . . .		300	00
		<b>\$217,641</b>	<b>06</b>
CR.			
Expenses, . . . . .		\$32,745	68
Repairs, . . . . .		27,102	59
Coupons, . . . . .		4,740	00
Trustee account, . . . . .		3,316	13
Dividends, . . . . .		122,315	00
Balance, . . . . .		27,421	68
		<b>\$217,641</b>	<b>06</b>

**Profit and Loss Account.**

DR.			
Expenses, . . . . .		\$32,745	68
Repairs, . . . . .		27,102	59
Coupons, . . . . .		5,040	00
Lost tolls, . . . . .		1,408	79
Tax on capital stock, . . . . .		6,027	00
Tax on gross receipts, . . . . .		1,356	41
Tax on loan, . . . . .		336	00
Dividend, January, 1879, . . . . .		60,270	00
Dividend, July, 1879, . . . . .		60,270	00
Balance, January 7, 1880, . . . . .		55,789	68
		<b>\$250,346</b>	<b>15</b>
CR.			
Balance, January, 1879, . . . . .		\$72,156	99
Tolls, . . . . .		174,707	42
Interest, . . . . .		3,481	74
		<b>\$250,346</b>	<b>15</b>

STATEMENT OF TOLLS.

Amount of tolls charged on the Monongahela Slack Water, during the year ending January 7, 1880 :

On coal and slack, . . . . .	\$106,168 53
On coke, . . . . .	4,623 26
On freight, empty crafts, steamboats, tow-boats, lumber, &c., . . . . .	58,440 13
On passengers, . . . . .	5,475 50
	\$174,707 42
	\$174,707 42

Amount of uncollected toll bills, . . . . . \$51,784 95

GENERAL BALANCE SHEET, JANUARY 8, 1880.

DR.		
Construction, . . . . .	\$1,115,452	00
Cash, . . . . .	27,421	68
B. L. Woods, junior, cargo inspector, . . . . .	648	50
Toll bills, uncollected tolls, . . . . .	51,784	95
Bills receivable, . . . . .	42,500	00
Retired bonds, (held by company,) . . . . .	19,000	00
	\$1,256,807	13
CR.		
Capital stock, . . . . .	\$1,004,500	00
Bonds, . . . . .	103,000	00
Scip, . . . . .	952	00
Contingent fund, . . . . .	50,000	00
Trustee account, (per tonnage tax,) . . . . .	8,789	95
Suspended account, . . . . .	1,919	87
Dividends unpaid, . . . . .	984	00
Coupons unpaid, . . . . .	2,585	00
State Treasurer, . . . . .	3,386	63
Profit and loss, . . . . .	55,789	68
Sinking fund, . . . . .	25,000	00
	\$1,256,807	13

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 9, 1879, six per cent. July 10, 1879, 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 com-

pany, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending January 7, A. D. 1880, according to the best of their knowledge and belief.

(Signed)

J. K. MOORHEAD, *President.*

W. BAKEWELL, *Treasurer.*

Sworn and subscribed before me, this 3d day of February, A. D. 1880.

R. H. WHITTLESEY, *Notary Public.*

**R E P O R T**

OF THE

*Muncy Canal Company, for the year ending December, 1879.*

**OFFICERS.**

NAMES.		Residence.	Salary.
James E. Riebsam, . . . . .	} President <i>pro tem.</i> , Secretary, . . . . . Treasurer, . . . . . General Manager, }	Muncy, . . . . .	None.
Ed. Cooke, . . . . .		Muncy, . . . . .	None.

*Names of Directors.*

*Residences.*

Jacob Cook, . . . . .	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, . . . . .	\$7,077	15
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**CHARACTERISTICS OF CANAL.**

Length of main line of canal, from Muncy to Pennsylvania canal, . . . . .	3/4 miles.
Length of main line of canal in Pennsylvania, . . . . .	3/4 miles.
Width of canal at top water line, . . . . .	40 feet.
Width of canal on bottom, . . . . .	25 feet.
Depth of water, . . . . .	4 1/2 feet.
Number of basins, . . . . .	1
Number of bridges, . . . . .	2
Number of miles of slack water, . . . . .	3/4
Number of boats owned and run by private parties, . . . . .	1
Navigation opened, . . . . .	April.
Navigation closed, . . . . .	November.

**Amount of Freight, specifying the quantity in tons of 2,000 pounds.**

	Amount in tons.
Lumber, . . . . .	3
Anthracite coal, . . . . .	3,830
Other iron or castings, . . . . .	1
Manufactures and merchandise: Salt, . . . . .	1

**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, . . . . .	5 mills.

**EXPENSES.**

Canal bed and banks, . . . . .	\$19 46
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**RECEIPTS.**

From tolls on coal, . . . . .	\$55	90
Other sources, rents, &c., . . . . .	19	51
Total, . . . . .	\$75	41

**SUMMARY OF EXPENSES.**

Maintaining the canal or real estate of the corporation, and operating the canal, . . . . .	\$19	46
Total amount of surplus fund, . . . . .	\$75	41

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

Personally appeared before me, J. E. Riebsam, president, and Ed. Cooke, treasurer, of the Muncy Canal Company, who, being duly sworn, do de-

pose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the 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. 1879, 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 23d day of February, A. D. 1880.

B. S. LANGDON, *Notary Public.*

## R E P O R T

OF THE

*Pennsylvania Canal Company, for the year ending  
December 31, 1879.*

### OFFICERS.

NAMES.		Residence.	Salary.
Isaac J. Wistar, . . . .	President, . . . . .	Philadelphia.	
Alfred Mordecai, . . . .	Secretary, . . . . .	Philadelphia.	
John Dougherty, . . . .	Treasurer, . . . . .	Philadelphia.	
Thomas T. Wierman, . . .	Chief Engineer, . . . . .	Harrisburg.	
Joseph Stickney, . . . .	Sup't of Equipment, . . .	Wilkes-Barre.	
Andrew J. Whitney, . . .	Resident Engineer, . . . .	Harrisburg.	
Thos. T. Wierman, Jr., . .	Assistant Engineer, . . . .	Harrisburg.	

General offices at Nos. 238 and 243 South Fourth street, Philadelphia.

#### *Names of Directors.*

Thomas A. Scott, . . . . .	Philadelphia.
George B. Roberts, . . . . .	Philadelphia.
Isaac J. Wistar, . . . . .	Philadelphia.
Wistar Morris, . . . . .	Philadelphia.
Josiah Bacon, . . . . .	Philadelphia.
M. Hall Stanton, . . . . .	Philadelphia.
Alexander Biddle, . . . . .	Philadelphia.
Samuel M. Felton, . . . . .	Philadelphia.
Strickland Kneass, . . . . .	Philadelphia.
A. J. Cassatt, . . . . .	Philadelphia.
Simon Gratz, . . . . .	Philadelphia.

#### *Residences.*

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$5,000,000	00
Capital stock authorized by votes of company, . . . . .	5,000,000	00
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, . . . . .	4,501,200	00
Capital stock, number of shares issued, . . . . .	90,024	
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: Only one sale, at one dollar per share.		

**DEBT.**

<b>Funded Debt.</b>		
First mortgage bonds, (due July 1, 1887, bear interest at six per cent., which is payable January and July 1, each year,) amount, . . . . .	\$90,000	00
Second mortgage bonds, (due July 1, 1910, bear interest at six 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 by sinking fund, . . . . .	115,000	00
	\$2,975,000	00
<b>Floating Debt.</b>		
Debt incurred for any other purpose, and for what: To meet current payments, . . . . .	\$60,000	00
The amount now of floating debt, . . . . .	\$60,000	00
Total amount now of floating and funded debt, . . . . .	\$3,035,000	00
Funded debt as per last report, . . . . .	\$2,980,000	00
Total cash realized from capital stock and debt, . . . . .	\$7,536,200	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, 17×182 feet; 40 locks, 17×90 feet; 34 locks, 15×90 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, . . . . .	242
Number of boats owned and run by private parties, . . . . .	250
Average tonnage of boats on main line, . . . . .	100 to 280 tons.
Navigation opened, . . . . .	April 1.
Navigation closed, . . . . .	December 13.
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, 9, . . . . .	135

**DOINGS OF THE YEAR IN TRANSPORTATION.**

Gross amount of tonnage for the year, including branches and leased canals, . . . . .	806,522.49
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**Amount of Freight, specifying the Quantity in Tons of 2,000 pounds.**

	Amount in tons of 2,000 pounds.	
Lumber, . . . . .	\$156,937	25
Anthracite coal, . . . . .	539,835	52
Bituminous coal, . . . . .	19,931	52
Pig iron, railroad iron, other iron or castings, iron and other ores, lime and limestone, agricultural products, manufactures and merchandise, live stock, other articles, . . . . .	89,818	20
<b>Total, . . . . .</b>	<b>\$806,522</b>	<b>49</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.
FIRST CLASS.—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	96	100	103	106	109
SECOND CLASS.—Bark, (ground and rossed,) earthen and queensware, hides, marble, (manufactured,) provisions, rags, seeds, slate, sumac, tobacco, trenails, window glass.	16	20	24	28	32	36	39	42	45	49	53	57	61	65	69	73	76	78
THIRD CLASS.—Ashes, (pot, pearl, and soda,) bark, (unground,) bones and bone dust, burr blocks, ear wheels and axles, cement, charcoal, chrome ore, clay cylinders, copper ore, cotton, crude chemicals, feed, flour, fire-clay and fire bricks, fish, fork and shovel handles, fruit and vegetables, grain, grind-stones, heavy groceries, ground flint, guano, hay and straw, horns, iron, (all kinds,) meal, mill-stones, nails and spikes, oils, oysters, phosphates, pitch, rosin, tar, salt, soap-stone, staves, bolts, railroad ties, telegraph poles.	12	15	18	21	24	27	29	31	33	35	37	39	41	43	45	47	49	51
FOURTH CLASS.—Ashes, (leached,) 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	33	34
Gunpowder.	25	32	40	50	63	75	88	100	112	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	41	47	50	53	56	59	62	65
Saw-logs, sixteen feet long or less, for each log.	4	5	6	7	8	9	10	10	11	11	12	12	13	13	14	14	15	15
All other logs and timber, round or hewed, singly or in rafts, per one thousand feet, B. M.,	30	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.

972

	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.
<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.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
<b>SECOND CLASS.</b> —Bark, (ground and rossed,) earthen and queensware, hides, marble, (manufactured,) provisions, rags, seeds, slate, sumac, tobacco, trenalls, window glass, . . . . .	112	115	118	121	124	126	128	130	132	134	136	138	140	142	144	146	148
<b>THIRD CLASS.</b> —Ashes, (pot, pearl, and soda,) bark, (unground,) bones and bone dust, hurr 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, grind-stones, heavy groceries, ground flint, guano, hay and straw, horns, iron, (all kinds,) meal, mill-stones, nails and spikes, oils, oysters, phosphates, pitch, rosin, tar, salt, soap-stone, staves, bolts, railroad ties, telegraph poles, . . . . .	80	82	84	86	88	90	92	94	96	98	99	100	101	102	103	104	105
<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,) . . . . .	53	55	57	58	60	62	64	66	68	70	72	74	76	78	79	80	81
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, singly or in rafts, per one thousand feet, B. M., . . . . .	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	100

PENNSYLVANIA.

[No. 9,

**EXPENSES.**

**Maintaining the Canal or Real Estate of the Corporation.**

	Maintenance of canal.		Equipment.		Total.
Aqueducts, . . . . .	\$8,759	05			
Boats and flats, . . . . .	1,509	71			
Boats, equipment of, . . . . .			\$2,995	68	
Bridges, . . . . .	6,629	08			
Boats, repairs of, . . . . .			9,482	14	
Canal bed and banks, . . . . .	21,992	14			
Clerks, . . . . .	3,113	71	1,271	76	
Culverts, . . . . .	811	50			
Dams, . . . . .	36,145	70			
Dry docks, . . . . .			8	41	
Ferries, . . . . .	92	17			
Horses and horse keep, . . . . .	366	59			
Houses and repair shops, . . . . .	2,351	49	46	14	
Incidentals, . . . . .	2,859	50	418	14	
Locks, . . . . .	9,825	05			
Office expenses, rents, furniture, . . . . .	770	30	18	14	
Slope and vertical walls, . . . . .	2,648	11			
Stationery and printing, . . . . .	485	03	31	47	
Steamboats and dredge boats, . . . . .	1,975	12			
Superintendence and engineering, . . . . .	10,102	63	2,430	00	
Real estate, . . . . .	8,798	33			
Tools and tool repairs, . . . . .	1,858	96	98	21	
Waste-weirs and sluices, . . . . .	1,009	81			
Watchmen, . . . . .	1,176	96			
Wharfing, . . . . .	586	80			
<b>Totals, . . . . .</b>	<b>\$123,867</b>	<b>69</b>	<b>\$16,795</b>	<b>09</b>	<b>\$140,662</b> 78
<b>Operating the Canal.</b>					
Collectors and weighmasters, . . . . .	5,591	61			
Clerks, . . . . .	3,611	54			
Ferries, (labor at,) . . . . .	95	67			
Incidentals, . . . . .	8,529	25			
Lock-keepers, . . . . .	10,090	81			
Office expenses, rents, and furniture, . . . . .	672	21			
State tax on receipts, . . . . .	2,236	68			
Stationery and printing, . . . . .	628	18			
Superintendence, . . . . .	2,724	58			34,180 53
<b>Total, . . . . .</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>\$174,843</b> 81

**RECEIPTS.**

From tolls on coal, lumber, iron, miscellaneous freight, lockages, and boat toll, . . . . .	\$236,496	41
Boat rents, . . . . .	43,089	77
Incidentals, other sources, &c., . . . . .	3,181	31
<b>Total, . . . . .</b>	<b>\$282,767</b>	<b>49</b>

**SUMMARY OF EXPENSES.**

Maintaining the canal or real estate of the corporation and equipment and operating the canal, . . . . .	\$174,843	81
For interest, . . . . .	186,464	27
For sinking fund, . . . . .	261	25
State tax on capital stock 1878 and 1879, . . . . .	539	06
<b>Total, . . . . .</b>	<b>\$362,107</b>	<b>89</b>

GENERAL BALANCE SHEET, JANUARY 1, 1879.

DR.			
Pennsylvania canal, . . . . .		\$6,812,475	48
Equipment, . . . . .		213,478	53
Capital stock, Susquehanna Coal and other companies, . . . . .		369,001	00
Materials on hand, . . . . .		7,782	39
Due from individuals and companies, . . . . .		4,003	47
Due from collectors, . . . . .		2,850	56
Cash in banks, . . . . .		98,883	67
Payments to sinking fund, . . . . .		60,728	20
Profit and loss, . . . . .		196,926	40
		\$7,765,129	70
CR.			
Capital stock, . . . . .		\$4,501,200	00
First mortgage bonds, . . . . .		90,000	00
General mortgage bonds, . . . . .		3,000,000	00
Bills payable, . . . . .		60,000	00
Interest on first mortgage bonds, due January 1, 1880, . . . . .		2,760	00
Interest on general mortgage bonds, due January 1, 1880, . . . . .		92,910	00
Pay-rolls, December, &c., . . . . .		10,138	30
Vouchers, December current bills, . . . . .		7,249	11
Balance due other canal companies—tolls collected for them, . . . . .		602	27
Commonwealth of Pennsylvania, tax on capital stock, 1879, . . . . .		270	02
		\$7,765,129	70

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 90,024 shares,  
 at \$50 each, . . . . . \$4,501,200 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. 1879, according to the best of their knowledge and belief.

(Signed)

I. J. WISTAR, *President.*

JOHN DOUGHERTY, *Treasurer.*

Sworn and subscribed before me, this 22d day of January, A. D. 1880.

JOHN C. SIMS, Junior, *Notary Public.*



**R E P O R T**  
OF THE  
*Schuylkill Navigation Company, for the year ending  
December 31, 1879.*

**STOCK AND DEBT.**

*First.* The capital stock is unlimited.

*Second.* The amount of stock subscribed for and issued is as follows :

Common stock, . . . . .	\$876,500 00
Preferred stock, . . . . .	3,192,250 00
Stock scrip, . . . . .	36 00
<b>Total, . . . . .</b>	<b><u>\$4,068,786 00</u></b>

*Third.*

**Total Amount of Funded Debt.**

Six per cent. mortgage bonds, 1897, . . . . .	\$1,709,390	20
Six per cent. mortgage bond, 1907, . . . . .	3,990,392	66
Six per cent. common loan, 1876-1895, . . . . .	7,852	50
Six per cent. mortgage loan, coupon, 1895, . . . . .	1,200,000	00
Six per cent. boat and car loan, 1918, . . . . .	758,650	00
Seven per cent. boat and car loan, 1915, . . . . .	628,100	00
Six per cent. improvement bond, 1880, . . . . .	228,000	00
<b>Total, . . . . .</b>	<b>\$8,520,375</b>	<b>36</b>

*Fourth.*

**Floating Debt.**

Interest due on loans, . . . . .	\$141,434	26
Dividends unpaid, . . . . .	2,397	03
Debts due sundry persons, . . . . .	1,417	89
Tax on dividends, . . . . .	2,178	80
<b>Total, . . . . .</b>	<b>\$147,426</b>	<b>98</b>

*Fifth.* Average rate of interest, a fraction over six per cent.

The cost of the company's works, estates, and equipments, as charged on the books, \$12,622,305 86.

*Sixth.* The dividends for August, 1879, 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 ninety per cent. in cash.

*Seventh.* The number of shares issued and outstanding December 31, 1879, was :

Common stock, . . . . .	17,530 shares.
Common stock scrip, . . . . .	share.
Preferred stock, . . . . .	63,845 shares.

The par value of each share is \$50.

The average market value of each during the year 1879 was \$4 50 for common stock, and \$9 for preferred stock.

The amount paid in for each share is \$50 dollars. Dividends were declared in 1878 on 18,172 shares of common stock, and 63,524 shares of preferred stock.

*Eighth.* The amount on which dividends were declared was as follows : In August, 1879, on 18,092 shares of common stock, and on 63,564 shares of preferred stock, the difference being caused by the conversion of eighty shares of common stock into forty shares of preferred stock, in all such cases two shares of common stock being given for one share of the preferred stock, and since August, 1879, 562 shares of common stock have been converted into 281 shares of the 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, 1879, . . . . .	\$22,358	12
Rent from the Philadelphia and Reading Railroad Company, . . . . .	636,736	56
Total, . . . . .	\$659,094	68

*Eleventh.*

**CHARGES.**

Interest on loans, bonds, &c., . . . . .	\$518,469	74
Dividend on stocks, . . . . .	101,654	00
State tax on dividends, . . . . .	2,178	30
Salaries of officers, . . . . .	5,300	00
Office rent and expenses, . . . . .	1,514	88
	\$629,116	92

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 undivided profits of the company, December 31, 1879, was, . . . . .	29,977	76

**NORE.**—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, . . . . .	100 00
Isaac P. Wilkins, . . . . .	Chief Clerk, . . . . .	Langhorne, . . . . .	1,500 00

General office No. 417 Walnut street, Philadelphia.

*Names of Managers.*

*Residences.*

John N. Hutchinson, . . . . .	Esston, Pa.
Charles W. Wharton, . . . . .	Philadelphia.
George Brooke, . . . . .	Birdsborough, Pa.
Charles Baber, . . . . .	Pottsville, Pa.
Michael Ward, . . . . .	Philadelphia.
Thomas R. Patton, . . . . .	Philadelphia.

*Twelfth.*

GENERAL BALANCE SHEET, JANUARY 1, 1880.

DR.			
Capital stock, . . . . .		\$376,536	00
Preferred stock, . . . . .		3,192,250	00
Mortgage loans, due 1897, six per cent., . . . . .		1,709,390	20
Mortgage loan, due 1907, six per cent., . . . . .		8,990,392	66
Coupon mortgage loan, due 1895, six per cent., . . . . .		1,200,000	00
Improvement bonds, due 1880, six per cent., . . . . .		228,000	00
Boat and car loan, due 1913, six per cent., . . . . .		756,650	00
Boat and car loan, due 1915, seven per cent., . . . . .		628,100	00
Loan of 1876, due 1895, six per cent., . . . . .		7,852	50
<i>Floating liabilities:</i>			
Interest on loans, due January 1, 1880, . . . . .		141,431	26
Dividends on preferred and common stocks, . . . . .		2,397	03
Taxes on dividends, due State of Pennsylvania, . . . . .		2,178	80
Other current debts, . . . . .		1,417	89
Contingent and sinking fund, . . . . .		86,268	58
Undivided profits, . . . . .		29,977	76
		<b>\$12,802,834</b>	<b>68</b>
CR.			
Cash on hand, . . . . .		\$11,002	49
Stocks and bonds held president in trust, . . . . .		73,209	54
Debts due to the company, . . . . .		1,448	90
Contingent and sinking fund investments held in trust by Philadelphia and Reading Railroad Company, . . . . .		36,208	58
Works, real estate, and equipments of the company, as charged on the books, . . . . .		12,622,305	83
Rent due by the Philadelphia and Reading Railroad Company, . . . . .		58,599	31
		<b>\$12,802,834</b>	<b>68</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 state-

62 RAILROAD REPORT.

ments 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. 1879, according to the best of their knowledge and belief.

FRED. FRALEY,  
RICHD. WILKINS.

Sworn, affirmed, and subscribed before me, this 31st day of January, A. D. 1880.

JOSHUA COMLY, *Notary Public.*

**R E P O R T**

OF THE

*Philadelphia and Reading Railroad Company, lessee,  
Schuylkill Canal Company, for the year  
ending November 30, 1879.*

**OFFICERS.**

NAMES.	Residence.	Salary.
T. C. Zulick, . .	General Superintendent, . .	Schuylkill Haven, Pa.

**CHARACTERISTICS OF CANAL.**

Length of main line of canal, from Mill creek to Callow-hill street bridge, Philadelphia, . . . . .	108 $\frac{2}{3}$ miles.
Length of main line of canal in Pennsylvania, . . . . .	108 $\frac{2}{3}$ 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 in the chambers; guard locks, . . . . .	112 by 24 feet.
Number of basins, . . . . .	19

Number of lock-houses, 52; other houses, 7: total, . . .	59
Number of locks: Lift, 47; guard, 7; guard, with lift, 17; total, . . . . .	71
Number of waste-weirs, . . . . .	47
Number of over-flows, . . . . .	2
Number of lineal feet of over-flows 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 <sup>28</sup> / <sub>100</sub>
Number of boats owned and run by the company, . . . .	489
Number of boats owned and run by private parties, . . .	118
Navigation opened, . . . . .	March 17.
Navigation closed, . . . . .	December 26.
Feet of lockage on main line of canal, . . . . .	618 <sup>23</sup> / <sub>100</sub>
Are the locks of wood, cut stone, or composite? Cut stone and composite.	
Give the number of each kind: Cut stone, 11; cement, uncut, 2; composite,- . . . . .	58

**DOINGS OF THE YEAR IN TRANSPORTATION.**

Gross amount of tonnage for the year, including branches and leased canals, . . . . . 1,111,160 00

**Amount of Freight, Specifying the Quantity in tons of 2,000 pounds.**

	Amount in tons.
Lumber, . . . . .	20,166
Anthracite coal, . . . . .	1,020,227
Bituminous coal, . . . . .	795
Pig iron, . . . . .	2,369
Other iron or castings, . . . . .	2,081
Iron and other ores, . . . . .	17,780
Lime and limestone, . . . . .	39,599
Agricultural products, . . . . .	1,246
Manufactures and merchandise, . . . . .	6,158
Other articles, . . . . .	789
<b>Total, . . . . .</b>	<b>1,111,160</b>

Rate of Toll Charged for the Respective Classes per Mile, as follows:

The following rates of freight on anthracite coal carried on the Schuylkill canal, in boats of the Philadelphia and Reading Railroad Company, will take effect from March 17, 1879, and continue until further notice:

STATIONS.	FROM		STATIONS.	FROM	
	Schuylkill Haven.	Port Clinton.		Schuylkill Haven.	Port Clinton.
To Orwigsburg Landing, . . . . .	.15		To Bridesburg, . . . . .	.48	.48
Hamburg, . . . . .	.20	.15	Beverly, N. J., . . . . .	.50	.45
Mohrsville, . . . . .	.24	.19	Florence, N. J., . . . . .	.50	.45
Leesport, . . . . .	.25	.20	Bordentown, N. J., . . . . .	.50	.45
Reading, . . . . .	.30	.25	Trenton, N. J., . . . . .	.52	.47
Birdsborough, . . . . .	.32	.27	New York, . . . . .	.63	.58
Monocacy, . . . . .	.32	.27			
Port Union, . . . . .	.33	.28	To Cooper's Creek, N. J., . . . . .	.50	.45
Pottstown, . . . . .	.33	.28	S. Morton & Son, . . . . .	.50	.45
Lawrenceville, . . . . .	.33	.28	Up Ridley Creek, near its mouth, . . . . .	.50	.45
Royer's Ford, . . . . .	.35	.30	To Chester—to all points below railroad, . . . . .	.50	.45
Phoenixville, . . . . .	.37	.32	Chester Creek—hospital, . . . . .	.52	.47
Port Providence, . . . . .	.37	.32	Chester Creek—Crozer's, . . . . .	.52	.47
Pawling's Dam, . . . . .	.39	.33	Wilmington, Del., . . . . .	.53	.48
Valley Forge, . . . . .	.39	.34	Brandywine, . . . . .	.54	.49
Port Kennedy, . . . . .	.40	.35	Newport, Del., . . . . .	.54	.49
Norristown, . . . . .	.41	.36	New Castle, Del., . . . . .	.54	.49
Bridgeport, . . . . .	.41	.36	Delaware City, . . . . .	.55	.50
Plymouth Dam, . . . . .	.41	.36			
Conshohocken, . . . . .	.42	.37			
Spring Mill, . . . . .	.42	.37			
Manayunk, . . . . .	.43	.38			
Philadelphia, . . . . .	.45	.40			

The above rates are exclusive of the cost of unloading.

The following rates of tolls on anthracite coal carried on the Schuylkill canal will take effect from March 17, 1879, and continue until further notice:

STATIONS.	FROM		STATIONS.	FROM	
	Schuylkill Haven.	Port Clinton.		Schuylkill Haven.	Port Clinton.
To Orwigsburg Landing, . . . . .	.40		To Bridesburg, . . . . .	.86	.81
Hamburg, . . . . .	.40	.40	Beverly, N. J., . . . . .	.92	.87
Mohrsville, . . . . .	.44	.40	Florence, N. J., . . . . .	.92	.87
Leesport, . . . . .	.48	.43	Bordentown, N. J., . . . . .	.92	.87
Reading, . . . . .	.51	.46	Trenton, N. J., . . . . .	1.04	.99
Birdsborough, . . . . .	.56	.51	New York, . . . . .	1.37	1.32
Monocacy, . . . . .	.56	.51			
Port Union, . . . . .	.58	.53	To Cooper's Creek, N. J., . . . . .	.86	.81
Pottstown, . . . . .	.60	.55	S. Morton & Son, . . . . .	.86	.81
Lawrenceville, . . . . .	.62	.57	Up Ridley Creek, near its mouth, . . . . .	.86	.81
Royer's Ford, . . . . .	.63	.58			

To Phoenixville, . . . . .	.65	.60	To Chester—to all points		
Port Providence, . . . . .	.65	.60	below railroad, . . . . .	.85	.80
Pauling's Dam, . . . . .	.66	.61	Chester Creek—hos-		
Valley Forge, . . . . .	.67	.62	pital, . . . . .	.86	.81
Port Kennedy, . . . . .	.69	.64	Chester Creek—Cro-		
Norristown, . . . . .	.72	.67	zer's, . . . . .	.87	.82
Bridgeport, . . . . .	.72	.67	Wilmington, Del., . . . . .	.89	.84
Plymouth Dam, . . . . .	.72	.67	Brandywine, . . . . .	.92	.87
Conshohocken, . . . . .	.76	.71	Newport, Del., . . . . .	.92	.87
Spring Mill, . . . . .	.76	.71	New Castle, Del., . . . . .	.90	.85
Manayunk, . . . . .	.78	.73	Delaware City, . . . . .	.94	.89
Philadelphia, . . . . .	.80	.75			

The above rates are for Schuylkill canal tolls, and include loading and trimming, the tolls on the Delaware and Raritan canal, the towing between Fairmount and Bordentown, between New Brunswick and New York, and down Delaware river towing to points named. No deduction will be made from these rates to free boats, nor will any premium be allowed for prompt unloading.

Rates of toll on articles other than anthracite coal, and on boats, to be charged from April 1, 1879, until further notice, per ton of 2,240 pounds.

**Rates of Toll.**

BETWEEN FAIRMOUNT AND	First-Class.	Second-Class.	Third-Class.	Fourth-Class.
Spring Mill, . . . . .	\$0 25	\$0 25	\$0 25	\$0 20
Conshohocken, . . . . .	27	27	27	20
Swede Furnace, . . . . .	28	28	28	20
Plymouth, . . . . .	29	29	29	20
Norristown, . . . . .	31	31	31	20
Port Kennedy, . . . . .	35	35	35	20
Valley Forge, . . . . .	37	37	37	20
Pauling's Dam, . . . . .	38	38	38	20
Brower's, . . . . .	39	39	39	20
Port Providence, . . . . .	40	40	40	20
Phoenixville, . . . . .	43	43	43	20
Black Rock, . . . . .	45	45	45	20
Royer's Ford, . . . . .	50	50	50	24
Yankee Dam, . . . . .	50	50	50	28
Lawrenceville, . . . . .	53	53	50	28
Frick's Locks, . . . . .	55	55	50	28
Pottstown, . . . . .	58	58	50	28
Unionville, . . . . .	62	62	50	30
Port Union, . . . . .	62	62	50	30
Monocacy, . . . . .	63	63	50	30
Birdsboro', . . . . .	67	67	50	32
Reading, . . . . .	75	75	50	36
Felix's Dam, . . . . .	85	75	50	42
Peacock's Locks, . . . . .	88	75	50	42
Maiden Creek, . . . . .	90	75	50	42
Leesport, . . . . .	92	75	50	42
Mohrsville, . . . . .	94	75	50	42
Shoemakersville, . . . . .	96	75	50	42
Hamburg, . . . . .	1 00	75	50	44
Port Clinton, . . . . .	1 00	75	50	46
Auburn, . . . . .	1 00	75	50	46
Orwigsburg, . . . . .	1 00	75	50	46
Schuylkill Haven, . . . . .	1 00	75	50	48

The following rates of freight on anthracite coal carried on the Schuylkill canal, in boats of the Philadelphia and Reading Railroad Company, will take effect on April 21, 1879, and continue until further notice :

STATIONS.	FROM		STATIONS.	FROM	
	Schuylkill Haven.	Port Clinton.		Schuylkill Haven.	Port Clinton.
To Landingville, . . . . .	.15		To Fairview, N. J., . . . . .	.46	.41
Auburn, . . . . .	.17		Riverside, N. J., . . . . .	.46	.41
Port Clinton, . . . . .	.18		Beverly, N. J., . . . . .	.46	.41
Hamburg, . . . . .	.20	.15	Burlington, N. J., . . . . .	.46	.41
Shoemakerville, . . . . .	.22	.17	Florence, N. J., . . . . .	.46	.41
Mohrsville, . . . . .	.24	.19	Bordentown, N. J., . . . . .	.48	.43
Leesport, . . . . .	.25	.20	Trenton, N. J., . . . . .	.52	.47
Harbine's Dam, . . . . .	.25	.20	Princeton, N. J., . . . . .	.53	.48
Duncan's canal, . . . . .	.26	.21	Kingston, N. J., . . . . .	.53	.48
Felix's Dam, . . . . .	.27	.22	Rocky Hill, N. J., . . . . .	.53	.48
Leize's Dam, . . . . .	.28	.23	Mill Stone, N. J., . . . . .	.53	.48
Shepp's Dam, . . . . .	.29	.24	Bound Brook, N. J., . . . . .	.54	.49
Kissinger's Dam, . . . . .	.29	.24	N. Brunswick, N. J., . . . . .	.56	.51
Reading, . . . . .	.30	.25	South Amboy, N. J., . . . . .	.57	.52
Yost's Landing, . . . . .	.30	.25	Brick-Kiln, or Sayers-		
Poplar Neck, . . . . .	.30	.25	ville, N. J., . . . . .	.58	.53
Thompson's store, . . . . .	.31	.26	Matawan, N. J., . . . . .	.60	.55
Birdsboro', . . . . .	.32	.27	Keyport, N. J., . . . . .	.60	.55
Monocacy, . . . . .	.32	.27	Port Monmouth, N. J., . . . . .	.60	.55
Port Union and Union-			Red Bank, (Navesink		
ville, . . . . .	.33	.28	river,) . . . . .	.63	.58
Pottstown, Parker's			Newark, N. J., . . . . .	.63	.58
Landing, . . . . .	.33	.28	Hackensack, N. J., . . . . .	.63	.58
Lawrenceville, . . . . .	.33	.28	Bergen Point, N. J., . . . . .	.63	.58
Royer's Ford and			Factoryville, S. I., . . . . .	.63	.58
Spring City, . . . . .	.35	.30	New York, . . . . .	.63	.58
Blackrock Dam, Phoe-			Port Richmond, S. I., . . . . .	.63	.58
nixville Water-			New Brighton, S. I., . . . . .	.63	.58
works, . . . . .	.37	.32	Camden, N. J., . . . . .	.45	.40
Port Providence, and			Cooper's Point, N. J., . . . . .	.45	.40
Mt. Clare, . . . . .	.37	.32	Cooper's Creek, N. J., . . . . .	.46	.41
Pawling's Dam, . . . . .	.38	.33	Gloucester, . . . . .	.46	.41
Valley Forge, . . . . .	.39	.34	Red Bank Delaware		
Port Kennedy, . . . . .	.40	.35	river, N. J., . . . . .	.46	.41
Norristown, . . . . .	.41	.36	Billingsport, N. J., . . . . .	.48	.43
Bridgeport, . . . . .	.41	.36	Woodbury & Creek,		
Plymouth Dam, . . . . .	.41	.36	N. J., . . . . .	.50	.45
Conshohocken, . . . . .	.42	.37	Mantua Creek, N. J., . . . . .	.50	.45
Spring Mill, . . . . .	.42	.37	Bridgeton, N. J., . . . . .	.60	.55
Manayunk, . . . . .	.43	.38	Bridgeton, N. J., . . . . .	.50	.45
Falls of Schuylkill, . . . . .	.44	.39	Pedrickton, N. J., . . . . .	.50	.45
Philadelphia, . . . . .	.45	.40	Pennsgrove, N. J., . . . . .	.50	.45
Gunners' Run, . . . . .	.46	.41	Salem, N. J., . . . . .	.50	.45
Bridesburg, . . . . .	.46	.41	Alloway's Creek, N. J. . . . .	.50	.45
Frankford and Tacony, . . . . .	.46	.41	Bayside, N. J., . . . . .	.50	.45
Holmesburg, . . . . .	.46	.41	Millville, (Maurice		
Darby Creek, . . . . .	.48	.43	River, N. J.,) . . . . .	.60	.55
Upland and Ridley			Tottenville, S. I., . . . . .	.63	.58
Creek, . . . . .	.48	.43	Woodbridge, N. J., . . . . .	.63	.58
Eddystone, . . . . .	.46	.41	Kreichersville, S. I., . . . . .	.63	.58
Chester, all points			Rahway, N. J., . . . . .	.63	.58
below railroad, . . . . .	.46	.41	Rossville, S. I., . . . . .	.63	.58
Chester Creek Hos-			Fresh Kill Creek, S. I. . . . .	.63	.58
pital, . . . . .	.47	.42	Quarantine, Vander-		
Chester, Crozier's, . . . . .	.48	.43	bilt's Landing, . . . . .	.63	.58



To Wilmington, Del., . . .	.50	.45	To Stapleton, . . . . .	.68	.58
Brandywine, Del., . . .	.50	.45	Clifton, S. I., . . . . .	.63	.58
Newport, Del., . . . . .	.50	.50	Fort Hamilton, . . . . .	.63	.58
New Castle, Del., . . . .	.50	.45	Chesapeake City, Md., . .	.55	.50
Delaware City, Del., . . .	.50	.45	Elkton, Md., . . . . .	.60	.55
Port Penn, Del., . . . . .	.52	.47	Havre-de-Grace, Md., . . .	.60	.55
Odessa, Del., . . . . .	.52	.47	Baltimore, Md., . . . . .	.63	.58
Smyrna, Del., . . . . .	.53	.48			
Dover, Del., . . . . .	.53	.48			

The above rates are exclusive of the cost of unloading.

The following rates of tolls on anthracite coal carried on the Schuylkill canal, will take effect on April 21, 1879, and continue until further notice:

STATIONS.	FROM		STATIONS.	FROM	
	Schuylkill Haven.	Port Clinton.		Schuylkill Haven.	Port Clinton.
To Landingville, . . . . .	\$0 40		To Riverside, N. J., . . . . .	\$0 79	\$0 74
Auburn, . . . . .	40		Beverly, N. J., . . . . .	79	74
Port Clinton, . . . . .	40	\$0 40	Burlington, N. J., . . . . .	79	74
Hamburg, . . . . .	40	40	Florence, N. J., . . . . .	79	74
Shoemaker'sville, . . . . .	42	40	Bordentown, N. J., . . . . .	80	75
Mohrsville, . . . . .	44	40	Trenton, N. J., . . . . .	1 00	95
Leesport, . . . . .	48	43	Princeton, N. J., . . . . .	1 05	1 00
Harbine's Dam, . . . . .	48	43	Kingston, N. J., . . . . .	1 05	1 00
Duncan's Canal, . . . . .	48	43	Rocky Hill, N. J., . . . . .	1 05	1 00
Felix's Dam, . . . . .	49	44	Mill Stone, N. J., . . . . .	1 05	1 00
Leize's Dam, . . . . .	50	45	Bound Brook, N. J., . . . .	1 05	1 00
Shepp's Dam, . . . . .	50	45	New Brunswick, N. J., . . .	1 05	1 00
Kissinger's Dam, . . . . .	50	45	South Amboy, N. J., . . . .	1 26	1 21
Reading, . . . . .	51	46	Brick Kiln, or Sayers-		
Yost's Landing, . . . . .	51	46	ville, N. J., . . . . .	1 24	1 19
Poplar Neck, . . . . .	51	46	Matawan, N. J., . . . . .	1 89	1 84
Thompson's Store, . . . . .	54	49	Keyport, N. J., . . . . .	1 89	1 84
Birdsboro', . . . . .	56	51	Port Monmouth, N. J., . . .	1 49	1 44
Monacaoy, . . . . .	56	51	Red Bank, (Navesink		
Port Union and Unionville	58	53	river,) . . . . .	1 49	1 44
Pottstown, Parker's Land-			Newark, N. J., . . . . .	1 89	1 84
ing, . . . . .	60	55	Hackensack, N. J., . . . . .	1 54	1 49
Lawrenceville, . . . . .	62	57	Bergen Point, N. J., . . . . .	1 85	1 80
Royer's Ford and Spring			Factoryville, S. I., . . . . .	1 39	1 34
City, . . . . .	63	58	New York, . . . . .	1 37	1 32
Blackrock Dam, Phoenix-			Port Richmond, S. I., . . . .	1 39	1 34
ville water works, . . . . .	65	60	New Brighton, S. I., . . . . .	1 89	1 84
Port Providence and Mt.			Camden, N. J., . . . . .	80	75
Clare, . . . . .	65	60	Cooper's Point, N. J., . . . .	80	75
Pawling's Dam, . . . . .	66	61	Cooper's Creek, N. J., . . . .	79	74
Valley Forge, . . . . .	67	62	Gloucester, N. J., . . . . .	79	74
Port Kennedy, . . . . .	69	64	Red Bank, (Delaware		
Norristown, . . . . .	72	67	river,) N. J., . . . . .	79	74
Bridgeport, . . . . .	72	67	Billingsport, N. J., . . . . .	77	72
Plymouth Dam, . . . . .	72	67	Woodbury & Creek, N. J., . .	75	70
Conshohocken, . . . . .	78	71	Mantua Creek, N. J., . . . . .	75	70
Spring Mill, . . . . .	76	71	Bridgeton, N. J., . . . . .	1 05	1 00
Manayunk, . . . . .	78	73	Bridgeport, N. J., . . . . .	75	70
Falls of Schuylkill, . . . .	78	73	Pedrickton, N. J., . . . . .	75	70
Philadelphia, . . . . .	80	75	Pennagrove, N. J., . . . . .	75	70
Gunner's Run, . . . . .	79	74	Salem, N. J., . . . . .	75	70
Bridesburg, . . . . .	79	74	Alloway's Creek, N. J., . . .	75	70
Frankford and Tacony, . . .	79	74	Bayside, N. J., . . . . .	75	70

To Holmesburg, . . . . .	\$0 79	\$0 74	To Millville, (Maurice river,)		
Darby Creek, . . . . .	77	72	N. J., . . . . .	\$0 90	\$0 85
Upland and Ridley Creek,	77	72	Tottenville, S. I., . . . . .	1 31	1 26
Eddystone, . . . . .	79	74	Woodbridge, N. J., . . . . .	1 31	1 26
Chester—all points below			Kreichersville, S. I., . . . . .	1 31	1 26
railroad, . . . . .	79	74	Rahway, N. J., . . . . .	1 31	1 26
Chester Creek Hospital, . .	78	73	Rossville, S. I., . . . . .	1 31	1 26
Chester—Crozier's, . . . . .	77	72	Fresh Kill Creek, S. I., . . .	1 31	1 26
Wilmington, Del., . . . . .	75	70	Quarantine, Vanderbilt's		
Brandywine, Del., . . . . .	75	70	Landing, . . . . .	1 39	1 34
Newport, Del., . . . . .	75	70	Stapleton, . . . . .	1 39	1 34
New Castle, Del., . . . . .	75	70	Clifton, S. I., . . . . .	1 39	1 34
Delaware City, Del., . . . .	75	70	Fort Hamilton, . . . . .	1 39	1 34
Port Penn, Del., . . . . .	73	68	Chesapeake City, Md., . . . .	1 04	99
Odessa, Del., . . . . .	73	68	Elkton, Md., . . . . .	1 06	1 01
Smyrna, Del., . . . . .	72	67	Havre de Grace, Md., . . . . .	1 08	1 03
Dover, Del., . . . . .	72	67	Baltimore, Md., . . . . .	1 15	1 10
Fairview, N. J., . . . . .	79	74			

The above rates are for Schuylkill canal tolls, and include loading and trimming, the tolls on the Delaware and Raritan canal, the towing between Fairmount and Bordentown, between New Brunswick and New York, and down Delaware river, towing to points named. No deduction will be made from these rates to free boats, nor will any premium be allowed for prompt unloading.

The following rates of toll on anthracite coal carried on the Schuylkill canal, will take effect on June 9, 1879, and continue until further notice :

STATIONS.	FROM		STATIONS.	FROM	
	Schuylkill Haven.	Port Clinton.		Schuylkill Haven.	Port Clinton.
To Landingville, . . . . .	\$ 40		To Beverly, N. J., . . . . .	\$ 90	\$ 85
Auburn, . . . . .	40		Burlington, N. J., . . . . .	90	85
Port Clinton, . . . . .	40		Florence, N. J., . . . . .	90	85
Hamburg, . . . . .	50	\$ 45	Bordentown, N. J., . . . . .	90	85
Schoemakerville, . . . . .	52	47	Trenton, N. J., . . . . .	1 10	1 05
Mohrsville, . . . . .	54	49	Princeton, N. J., . . . . .	1 15	1 10
Leesport, . . . . .	58	53	Kingston, N. J., . . . . .	1 15	1 10
Harbine's Dam, . . . . .	58	53	Rocky Hill, N. J., . . . . .	1 15	1 10
Duncan's Canal, . . . . .	58	53	Mill Stone, N. J., . . . . .	1 15	1 10
Felix's Dam, . . . . .	59	54	Bound Brook, N. J., . . . . .	1 15	1 10
Leize's Dam, . . . . .	60	55	New Brunswick, N. J., . . . .	1 15	1 10
Shepp's Dam, . . . . .	60	55	South Amboy, N. J., . . . . .	1 35	1 30
Kissinger's Dam, . . . . .	60	55	Brick Kiln, or Sayersville,		
Reading, . . . . .	61	56	N. J., . . . . .	1 35	1 30
Yost's Landing, . . . . .	61	56	Matawan, N. J., . . . . .	1 50	1 45
Poplar Neck, . . . . .	61	56	Keyport, N. J., . . . . .	1 50	1 45
Thompson's Store, . . . . .	64	59	Port Monmouth, N. J., . . . .	1 60	1 55
Birdsboro', . . . . .	66	61	Red Bank, (Navesink		
Monocacy, . . . . .	66	61	River,) . . . . .	1 60	1 55
Port Union & Unionville,	68	63	Staten Island, . . . . .	1 50	1 45
Pottstown, Parker's Land-			Newark, N. J., . . . . .	1 45	1 40
ing, . . . . .	70	65	Hackensack, N. J., . . . . .	1 65	1 60
Lawrenceville, . . . . .	72	67	Bergen Point, N. J., . . . . .	1 50	1 45
Royer's Ford and Spring			Factoryville, S. I., . . . . .	1 50	1 45
City, . . . . .	73	68	New York, . . . . .	1 47	1 42

To Blackrock Dam, Phoenixville Water Works, . . . . .	\$0 75	\$0 70	To Port Richmond, S. I., . . . . .	\$1 49	\$1 44
Port Providence and Mt. Clare, . . . . .	75	70	New Brighton, S. I., . . . . .	1 49	1 44
Pawling's Dam, . . . . .	76	71	Camden, N. J., . . . . .	90	85
Valley Forge, . . . . .	77	72	Cooper's Point, N. J., . . . . .	90	85
Port Kennedy, . . . . .	79	74	Cooper's Creek, N. J., . . . . .	90	85
Norristown, . . . . .	82	77	Gloucester, N. J., . . . . .	90	85
Bridgeport, . . . . .	82	77	Red Bank, Delaware River, N. J., . . . . .	90	85
Plymouth Dam, . . . . .	82	77	Billingsport, N. J., . . . . .	90	85
Conshohocken, . . . . .	86	81	Woodbury & Creek, N. J., . . . . .	90	85
Spring Mill, . . . . .	86	81	Mantua Creek, N. J., . . . . .	90	85
Manayunk, . . . . .	88	83	Bridgeton, Cohansey Creek, N. J., . . . . .	1 15	1 10
Falls of Schuylkill, . . . . .	88	83	Bridgeport, N. J., . . . . .	90	85
Philadelphia, . . . . .	90	85	Pedrickton, N. J., . . . . .	90	85
Gunners' Run, . . . . .	90	85	Pennsgrove, N. J., . . . . .	90	85
Bridesburg, . . . . .	90	85	Salem, N. J., . . . . .	90	85
Frankford and Tacony, . . . . .	90	85	Alloway's Creek, N. J., . . . . .	90	85
Holmesburg, . . . . .	90	85	Bayside, N. J., . . . . .	90	85
Darby Creek, . . . . .	90	85	Millville, (Maurice River,) N. J., . . . . .	1 00	95
Upland and Ridley Creek, . . . . .	90	85	Tottenville, S. I., . . . . .	1 41	1 36
Eddystone, . . . . .	90	85	Woodbridge, N. J., . . . . .	1 41	1 36
Chester—all points below R. R., . . . . .	90	85	Kreichersville, S. I., . . . . .	1 41	1 36
Chester Creek Hospital, . . . . .	90	85	Rahway, N. J., . . . . .	1 41	1 36
Chester—Crozier's, . . . . .	90	85	Rossville, S. I., . . . . .	1 41	1 36
Wilmington, Del., . . . . .	90	85	Fresh Kiln Creek, S. I., . . . . .	1 41	1 36
Brandywine, Del., . . . . .	90	85	Quarantine, Vanderbilt's Landing, . . . . .	1 49	1 44
Newport, Del., . . . . .	90	85	Stapleton, S. I., . . . . .	1 49	1 44
New Castle, Del., . . . . .	90	85	Clifton, S. I., . . . . .	1 49	1 44
Delaware City, Del., . . . . .	90	85	Fort Hamilton, . . . . .	1 49	1 44
Port Penn, Del., . . . . .	90	85	Chesapeake City, Md., . . . . .	1 15	1 10
Odessa, Del., . . . . .	90	85	Elkton, Md., . . . . .	1 15	1 10
Smyrna, Del., . . . . .	90	85	Havre-de-Grace, Md., . . . . .	1 18	1 13
Dover, Del., . . . . .	90	85	Baltimore, Md., . . . . .	1 25	1 20
Fairview, N. J., . . . . .	90	85			
Riverside, N. J., . . . . .	90	85			

The above rates are for Schuylkill canal tolls, and include loading and trimming, the tolls on the Delaware and Raritan canal, the towing between Fairmount and Bordentown, between New Brunswick and New York, and down Delaware river, towing to points named. No deduction will be made from these rates to free boats, nor will any premium be allowed for prompt unloading.

The following rates of tolls on anthracite coal carried on the Schuylkill canal, will take effect on August 1, 1879, and continue until further notice:

STATIONS.	FROM		STATIONS.	FROM	
	Schuylkill Haven.	Port Clinton.		Schuylkill Haven.	Port Clinton.
To Landingville, . . . . .	\$0 50		To Fairview, N. J., . . . . .	\$1 00	\$0 95
Auburn, . . . . .	50		Riverside, N. J., . . . . .	1 00	95
Port Clinton, . . . . .	50		Beverly, N. J., . . . . .	1 00	95
Hamburg, . . . . .	60	\$0 55	Burlington, N. J., . . . . .	1 00	95
Shoemakerville, . . . . .	62	57	Florence, N. J., . . . . .	1 00	95
Mohrsville, . . . . .	64	59	Bordentown, N. J., . . . . .	1 00	95

To Leesport, . . . . .	\$0 68	\$0 63	To Trenton, N. J., . . . . .	\$1 20	\$1 15
Harbine's Dam, . . . . .	68	63	Princeton, N. J., . . . . .	1 25	1 20
Duncan's Canal, . . . . .	68	63	Kingston, N. J., . . . . .	1 25	1 20
Felix's Dam, . . . . .	69	64	Rocky Hill, N. J., . . . . .	1 25	1 20
Leize's Dam, . . . . .	70	65	Mill Stone, N. J., . . . . .	1 25	1 20
Shepp's Dam, . . . . .	70	65	Bound Brook, N. J., . . . . .	1 25	1 20
Kissinger's Dam, . . . . .	70	65	New Brunswick, N. J., . . . . .	1 25	1 20
Reading, . . . . .	71	66	South Amboy, N. J., . . . . .	1 45	1 40
Yost's Landing, . . . . .	71	66	Brick Kiln, or Sayreville,		
Poplar Neck, . . . . .	71	66	N. J., . . . . .	1 45	1 46
Thompson's Store, . . . . .	74	69	Matawan, N. J., . . . . .	1 60	1 55
Birdsboro', . . . . .	76	71	Keyport, N. J., . . . . .	1 60	1 55
Monocacy, . . . . .	76	71	Port Monmouth, N. J., . . . . .	1 70	1 65
Port Union and Unionville	78	78	Red Bank, (Navesink		
Pottstown and Parker's			River,) . . . . .	1 70	1 65
Landing, . . . . .	80	75	Staten Island, . . . . .	1 60	1 55
Lawrenceville, . . . . .	82	77	Newark, N. J., . . . . .	1 55	1 50
Rover's Ford and Spring			Hackensack, N. J., . . . . .	1 75	1 70
City, . . . . .	88	78	Bergen Point, N. J., . . . . .	1 60	1 55
Blackrook Dam, Phoenix-			Factoryville, S. I., . . . . .	1 60	1 55
ville Water Works, . . . . .	85	80	New York, . . . . .	1 57	1 52
Port Providence and Mt.			Port Richmond, S. I., . . . . .	1 59	1 54
Clare, . . . . .	85	80	New Brighton, S. I., . . . . .	1 59	1 54
Pawling's Dam, . . . . .	86	81	Camden, N. J., . . . . .	1 00	95
Valley Forge, . . . . .	87	82	Cooper's Point, N. J., . . . . .	1 00	95
Port Kennedy, . . . . .	89	84	Cooper's Creek, N. J., . . . . .	1 00	95
Norristown, . . . . .	92	87	Gloucester, N. J., . . . . .	1 00	95
Bridgeport, . . . . .	92	87	Red Bank, Delaware river,		
Plymouth Dam, . . . . .	92	87	N. J., . . . . .	1 00	95
Conshohocken, . . . . .	96	91	Billingsport, N. J., . . . . .	1 00	95
Spring Mill, . . . . .	96	91	Woodbury and Creek,		
Manayunk, . . . . .	98	93	N. J., . . . . .	1 00	95
Falls of Schuylkill, . . . . .	98	93	Mantua Creek, N. J., . . . . .	1 00	95
Philadelphia, . . . . .	1 00	95	Bridgeton, Cohansey creek		
Gunner's Run, . . . . .	1 00	95	N. J., . . . . .	1 25	1 20
Bridesburg, . . . . .	1 00	95	Bridgeport, N. J., . . . . .	1 00	95
Frankford and Tacony, . . . . .	1 00	95	Pedrickton, N. J., . . . . .	1 00	95
Holmesburg, . . . . .	1 00	95	Pennsgrove, N. J., . . . . .	1 00	95
Darby Creek, . . . . .	1 00	95	Salem, N. J., . . . . .	1 00	95
Upland and Ridley Creek,			Alloway's Creek, N. J., . . . . .	1 00	95
Eddystone, . . . . .	1 00	95	Bayside, N. J., . . . . .	1 00	95
Chester—all points below			Millville, (Maurice river,)		
railroad, . . . . .	1 00	95	N. J., . . . . .	1 10	1 05
Chester Creek Hospital, . . . . .	1 00	95	Tottenville, S. I., . . . . .	1 51	1 46
Chester—Crozier's, . . . . .	1 00	95	Woodbridge, N. J., . . . . .	1 51	1 46
Wilmington, Del., . . . . .	1 00	95	Kreichersville, S. I., . . . . .	1 51	1 46
Brandywine, Del., . . . . .	1 00	95	Rahway, N. J., . . . . .	1 51	1 46
Newport, Del., . . . . .	1 00	95	Rossville, S. I., . . . . .	1 51	1 46
New Castle, Del., . . . . .	1 00	95	Fresh Kill Creek, S. I., . . . . .	1 51	1 46
Delaware City, Del., . . . . .	1 00	95	Quarantine, Vanderbilt's		
Port Penn, Del., . . . . .	1 00	95	Landing, . . . . .	1 59	1 54
Odessa, Del., . . . . .	1 00	95	Stapleton, S. I., . . . . .	1 59	1 54
Smyrna, Del., . . . . .	1 00	95	Clifton, S. I., . . . . .	1 59	1 54
Dover, Del., . . . . .	1 00	95	Fort Hamilton, . . . . .	1 59	1 54
			Chesapeake City, Md., . . . . .	1 25	1 20
			Elkton, Md., . . . . .	1 25	1 20
			Havre-de-Grace, Md., . . . . .	1 28	1 23
			Baltimore, Md., . . . . .	1 35	1 30

The above rates are for Schuylkill canal tolls, and include loading and trimming, the tolls on the Delaware and Raritan canal, the towing between Fairmount and Bordentown, between New Brunswick and New York, and down Delaware river towing to points named. No deduction will be made from these rates to free boats, nor will any premium be allowed for prompt unloading.

**EXPENSES.**

**Maintaining the Canal or Real Estate of the Corporation.**

	Maintenance of Canal.		Canal Improvement.		Total.	
Aqueducts, . . . . .	\$3,996	63				
Boats and flats, channel in pool, . . . . .			\$3,405	35		
Bridges, . . . . .	3,196	99				
Canal bed and banks, . . . . .	16,465	16				
Clerks, towing paths in pools, . . . . .	1,557	07				
Culverts, . . . . .	373	95				
Dams, . . . . .	7,287	06				
Ferries, dredging and scooping channels, and repairs of dredging machines, . . . . .	6,814	64				
Houses and repair shops and offices, incidentals, engineering, and office expenses, . . . . .	497	86				
Locks, . . . . .	5,072	11				
Lock-houses and sheds, . . . . .	10,355	03				
Pump boat, raising sunken boats, lightering and removing obstructions, . . . . .	911	65				
Reservoir dams, . . . . .	3,155	10				
Taxes on real estate, shipping landings, . . . . .	373	68				
Tools and tool repairs, . . . . .	7,345	76				
Waste-weirs and sluices, . . . . .	2,824	24				
Water powers, including engineering, . . . . .	325	30				
Wharfing, use of telegraph, . . . . .	1,247	42				
	439	17				
<b>Totals, . . . . .</b>	<b>\$72,238</b>	<b>82</b>	<b>\$3,405</b>	<b>35</b>	<b>\$75,644</b>	<b>17</b>
<b>Operating the Canal.</b>						
Current expenses, . . . . .	\$36,418	42				
Labor at landings, &c., . . . . .	36,636	29				
<b>Total, . . . . .</b>	<b>\$73,054</b>	<b>71</b>			<b>\$73,054</b>	<b>71</b>

**RECEIPTS.**

From tolls on coal, . . . . .	\$359,704	42
Merchandise, . . . . .	61,974	66
Miscellaneous, . . . . .	44,321	57
<b>Total, . . . . .</b>	<b>\$466,000</b>	<b>65</b>

**SUMMARY OF EXPENSES.**

Maintaining the canal or real estate of the corporation, and operating the canal, . . . . .	\$148,698	88
State taxes, . . . . .	3,373	43
<b>Total, . . . . .</b>	<b>\$152,072</b>	<b>81</b>

Payment for rent, . . . . .	\$635,776	55
Payment for sinking fund, . . . . .	12,209	35
	\$647,985	90
Less profit on transportation line, . . . . .	33,976	80
	\$614,009	10

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

Personally appeared before me, F. B. Gowen, president, and Samuel Bradford, treasurer, of the Philadelphia and Reading Railroad Company, lessee 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. 1879, according to the best of their knowledge and belief.

(Signed,)

F. B. GOWEN, *President.*

S. BRADFORD, *Treasurer.*

Sworn and subscribed before me, this 7th day of February, A. D. 1880.

J. Y. HUMPHREY, *Notary Public.*

R E P O R T

OF THE

*Susquehanna Canal Company, for the year ending December 31, 1879.*

OFFICERS.

NAMES.		Residence.	Salary.
G. A. Nicolls, . . .	President, . . . . .	Reading, Pa., . . .	\$2,723 50
Robert D. Brown, . . .	Treasurer, . . . . .	Baltimore, Md., . . .	1,000 00
D. F. Shure, . . .	General Superintendent,	Darlington, Md.*	

Paid by lessee.

General offices at Baltimore, Md., and Reading, Pa.

*Names of Directors.*

*Residences.*

William P. Jenks, . . . . .	Philadelphia, Pa.
B. And's 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.
Enoch Pratt, . . . . .	Baltimore, Md.
Ira C. Canfield, . . . . .	Baltimore, Md.
R. K. Hawley, . . . . .	Baltimore, Md.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	Unlimited.		
Capital stock paid in by last report, . . . . .		\$2,002,746	00
Capital stock, total amount now paid in, . . . . .		2,002,746	00
Capital stock, number of shares issued, . . . . .	40,019		
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, per share, . . . . .		5	00

**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, . . . . .		1,323,000	00
Fourth mortgage bonds, (due 1902, bear interest at seven per cent., which is payable January and July,) amount, . . . . .		250,000	00
Total amount now of funded debt, . . . . .		\$2,898,310	58
<b>Floating Debt.</b>			
Unfunded debt incurred for construction, equipment, or purchase of property, . . . . .	\$21,410	33	
Debt incurred for any other purpose, and for what: Unpaid interest on mortgage debt, . . . . .	106,929	97	
The amount now of floating debt, . . . . .		128,340	30
Total amount now of floating and funded debt, . . . . .		\$3,026,650	88
Funded debt as per last report, . . . . .	\$2,897,310	58	
Floating debt as per last report, . . . . .	50,862	68	
		\$2,948,173	26

**COST OF CANAL AND FIXTURES.**

Including tide-water canal, 14½ miles long, in Maryland, . . \$4,930,593 54

**GENERAL BALANCE SHEET, JANUARY 1, 1890.**

<b>DR.</b>			
Cost of canal, . . . . .		\$4,930,593	54
Due by lessees, . . . . .		97,322	15
Other individual liabilities, . . . . .		111	29
Cash, . . . . .		1,429	90
		\$5,029,456	88
<b>CR.</b>			
Capital stock, . . . . .		\$2,002,746	00
Funded debt, . . . . .		2,898,310	78
Unfunded debt for construction, &c., . . . . .		21,410	33
Unfunded debt for overdue interest, &c., . . . . .		106,939	97
		\$5,029,456	88

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$2,002,746 00

STATE OF MARYLAND, )  
 City of Baltimore, } ss :

Personally appeared before me, Robert D. Brown, treasurer of the Susquehanna Canal 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, 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. 1879, according to the best of his knowledge and belief.

(Signed,)

ROBERT D. BROWN, *Treasurer.*

Sworn and subscribed before me, this 26th day of January, A. D. 1880.

P. M. BENNER, *J. P.*

R E P O R T

OF THE

*Philadelphia and Reading Railroad Company, Lessee  
 Susquehanna Canal Company, for the year  
 ending November 30, 1879.*

OFFICERS.

NAMES.		Residence.	Salary.
T. C. Zulick, . . .	General Superintendent, . .	Schuylkill Haven, Pa.,	
D. F. Shure, . . .	Local Superintendent, . . .	Shure's Landing, Md.,	

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 overflows, . . . . .	16
Number of lineal feet of overflows, including weirs at ac- queducts, . . . . .	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 slackwater, . . . . .	2
Number of boats owned by the company, . . . . .	7 twin boats.
Navigation opened, . . . . .	March 17.
Navigation closed, . . . . .	December 20.
Feet of lockage on main line of canal, . . . . .	230.69
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, . . . . . 371,625

**Amount of Freight, Specifying the Quantity in Tons of 2,000 pounds.**

	Amount in tons.
Lumber, . . . . .	53,123
Anthracite coal, . . . . .	265,248
Bituminous coal, . . . . .	293
Pig iron, . . . . .	1,923
Railroad iron, . . . . .	3,211
Other iron or castings, . . . . .	676
Iron and other ores, . . . . .	5,270
Lime and limestone, . . . . .	10,693
Agricultural products, . . . . .	28,449
Manufactures and merchandise, . . . . .	792
Other articles, . . . . .	1,952
<b>Total, . . . . .</b>	<b>371,625</b>

**EXPENSES.**

Maintaining the Canal or Real Estate of the Corporation.	Maintenance of Canal.	
Aqueducts, . . . . .	\$138	07
Bridges, . . . . .	1,644	47
Canal bed and banks, . . . . .	10,022	03
Culverts, . . . . .	345	53
Dams, . . . . .	3,371	11
Dredging, . . . . .	596	07
Freshet work and obstructions, . . . . .	278	05
Locks, . . . . .	2,717	49
Lock-houses and sheds, . . . . .	350	15
Slope and vertical walls, . . . . .	76	85
Superintendence, . . . . .	1,606	63
Tools and scows, . . . . .	701	37
Waste-weirs and sluices, . . . . .	107	87
Total, . . . . .	\$21,956	39
<b>Operating the Canal.</b>		
Current expenses, . . . . .	\$14,451	69

**RECEIPTS.**

From tolls on coal, . . . . .	\$24,377	74
From merchandise, &c., . . . . .	20,340	99
Total, . . . . .	\$44,718	73

**SUMMARY OF EXPENSES.**

Maintaining the canal or real estate of the corporation, and operating the canal, . . . . .	\$36,408	08
State taxes, . . . . .	238	47
Total, . . . . .	\$36,646	55

Payment for rent, . . . . . \$183,453 64

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

Personally appeared before me, F. B. Gowen, president, and Samuel Bradford, treasurer, of the Philadelphia and Reading Railroad Company, lessee of the Susquehanna 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. 1879, according to the best of their knowledge and belief.

(Signed.)

F. B. GOWEN, *President.*  
 S. BRADFORD, *Treasurer.*

Sworn and subscribed before me, this 7th day of February, A. D. 1880.

J. Y. HUMPHREY, *Notary Public.*

# REPORT

OF THE

*Union Canal Company, for the year ending December 31, 1879.*

## OFFICERS.

NAMES.		Residence.	Salary.
Grant Weidman, . . . . .	President, . . . . .	Lebanon.	
Jno. K. Raudenbush, . . . . .	Secretary and Treasurer, . . . . .	Lebanon, . . . . .	\$340 00
Wm. Eckenroth, . . . . .	General Superintendent, . . . . .	Lebanon, . . . . .	720 00
Geo. W. Heckaman, . . . . .	Division Superintendent, . . . . .	Hummelstown, . . . . .	*30 00
J. C. Stoudt, . . . . .	Division Superintendent, . . . . .	Bernville, . . . . .	*40 00
A. J. Wood, . . . . .	Division Superintendent, . . . . .	Water Works, . . . . .	*45 00

\* Per month.

General office at Lebanon.

### *Names of Directors.*

### *Residences.*

Frederick Fraley, . . . . .	Philadelphia.
Henry L. Gaw, . . . . .	Philadelphia.
William H. Gatzmer, . . . . .	Philadelphia.
Charles M. Bayard, . . . . .	Philadelphia.
Alford F. Fay, . . . . .	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

## DEBT.

Funded Debt.			
First mortgage bonds, (due 1883, bear interest at six per cent.,) . . . . .	\$3,000,000	00	
Total amount now of funded debt, . . . . .	\$3,000,000	00	
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property, about . . . . .	\$75,000	00	
The amount now of floating debt, about, . . . . .	75,000	00	
Total amount now of floating and funded debt, . . . . .	\$3,075,000	00	
Funded debt as per last report, . . . . .	\$3,000,000	00	
Floating debt as per last report, about, . . . . .	75,000	00	
	\$3,075,000	00	

Cost of canal and fixtures, . . . . . \$5,907,850 00

**CHARACTERISTICS OF CANAL.**

Length of main line of canal, from Middletown to Reading,	77.64 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, . . . . .	4½ feet.
Length and breadth of locks. 17×90 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 overflows, . . . . .	74
Number of lineal feet of overflows 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, . . . . .	93
Average tonnage of boats, . . . . .	100
Navigation opened, . . . . .	April 9.
Navigation closed, . . . . .	December 11.
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 pounds of through freight for the year on main canal, . . . . .	2,545.15
(Gross amount of tonnage for the year, including branches and eased canals, . . . . .	29,663.02

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

Lumber, . . . . . 10,588.00	Manufactures and merchandise, 157.00
Anthracite coal, . . . . . 44,348.12	Other articles, . . . . . 275.02
Other iron or castings, . . . . . 35.15	
Lime and limestone, . . . . . 4,070.10	Total, . . . . . 29,663.02
Agricultural products, . . . . . 193.08	

**The rate of Toll charged for the respective Classes per mile, as follows:**

For lumber, per tons of 2,000 pounds, average, . . . . .	5 mills.
Anthracite coal, per ton of 2,240 pounds, . . . . .	6 mills.

**EXPENSES.**

<b>Maintaining the Canal or Real Estate of the Corporation.</b>			
Aqueducts, . . . . .		\$151	08
Boats and flats, . . . . .		67	81
Bridges, . . . . .		272	48
Canal bed and banks, . . . . .		1,331	10
Office and blacksmith coal, . . . . .		12	56
Culverts, . . . . .		19	73
Dams, . . . . .		188	77
Feeders, . . . . .		111	86
Cost in suit, . . . . .		20	80
Houses, . . . . .		95	69
Timber, . . . . .		1,439	63
Locks, . . . . .		261	81
Rents, . . . . .		18	88
Taxes on gross receipts, . . . . .		71	82
Superintendence, . . . . .		815	75
Insurance, . . . . .		6	20
Tools and tool repairs, . . . . .		2	85
Waste-weirs and sluices, . . . . .		16	01
Pumps and machinery, . . . . .		2,692	28
Lighterage, . . . . .		28	00
		<b>\$7,069</b>	<b>56</b>
<b>Operating the Canal.</b>			
Collectors and weighmasters, . . . . .	\$794 96		
Secretary and treasurer, . . . . .	840 00		
Coal, . . . . .	5,195 59		
Towage, . . . . .	12 00		
Lock-keepers, . . . . .	320 00		
Office expenses, &c., . . . . .	26 91		
Stationery and printing, . . . . .	12 00		
Superintendence, . . . . .	1,980 00		
		<b>9,181</b>	<b>46</b>
		<b>\$16,251</b>	<b>02</b>

**RECEIPTS.**

From tolls on coal, . . . . .	\$3,820	40
From tolls on lumber, . . . . .	2,502	94
From tolls on iron, . . . . .	22	73
From tolls on miscellaneous freight, . . . . .	881	95
Boat toll, . . . . .	371	00
Other sources, rents, &c., . . . . .	18,065	04
<b>Total, . . . . .</b>	<b>\$25,884</b>	<b>06</b>

**SUMMARY OF EXPENSES.**

Maintaining the canal or real estate of the corporation, and operating the canal, . . . . .	\$16,251	02
For other payments, . . . . .	9,433	04
<b>Total, . . . . .</b>	<b>\$25,684</b>	<b>06</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 Lebanon, } ss:

Personally appeared before me, Grant Weidman, 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. 1879, according to the best of their knowledge and belief.

(Signed)

GRANT WEIDMAN, *President.*

JOHN K. RAUDENBUSH *Treasurer.*

Sworn and subscribed before me, this 27th day of January, A. D. 1880.

L. F. HOUCK, *J. P.,*

*Lebanon, Pa.*

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# TELEGRAPH REPORTS.

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# TELEGRAPH COMPANIES.

## REPORT

OF THE

*American District Telegraph Company, for the year ending December 31, 1879.*

### OFFICERS.

NAMES.		Residence.	Salary.
William J. Phillips, . . .	President, . . . . .	Philadelphia, Pa., .	\$1,500 00
Thomas F. Adams, . . .	Vice President, . . . . .	Philadelphia, Pa.	
Joseph Wood, jr., . . .	Secretary and Assistant Treasurer, . . . . .	Philadelphia, Pa., .	1,000 00
Hon. John P. Verree, . .	Treasurer, . . . . .	Philadelphia, Pa.	
Charles L. Chapin, . . .	General Superintendent,	Philadelphia, Pa., .	1,200 00

General offices at 208 West Washington square, below Walnut street.

<i>Names of Directors.</i>	<i>Residences.</i>
William J. Phillips, . . . . .	Philadelphia, Pa.
E. W. Andrews, . . . . .	New York City.
Hon. John P. Verree, . . . . .	Philadelphia, Pa.
S. J. Megargee, . . . . .	Philadelphia, Pa.
General 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, . . . . .	18,000
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, . . . . .	3 00

\* Chiefly in patent rights, at the value at which they were taken.

## DEBT.

<b>Funded Debt.</b>			
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
<b>Floating Debt.</b>			
Debt incurred for any other purpose, and for what: Interest on bonds, . . . . .	\$268 00		
The amount now of floating debt, . . . . .		268	00
Total amount now of floating and funded debt, . . . . .		\$13,668	00
Funded debt as per last report, . . . . .	\$13,400 00		
Floating debt as per last report, . . . . .	16,381 10		

## COST OF LINE AND EQUIPMENT.

Construction, including patent rights, franchises, &c., . . . . .	\$370,425	54
Equipment, . . . . .	18,658	29
Total, . . . . .	\$389,083	83

## CHARACTERISTICS OF LINE.

Length of wire in Pennsylvania, consisting of short lines in Philadelphia, about . . . . .	240 miles.
Number of stations in Pennsylvania: 11 district, 2 sub.	
Number of instruments in use, (entire line,) 1,410 district instruments; 122 burglar alarm instruments; 269 telegraph call instruments; 104 push buttons; 79 Morse registers and instruments, . . . . .	1,984
Number of persons employed in operating and maintaining line in Pennsylvania: Adults and operators, 57; messenger boys, 209; total, . . . . .	266
Number of local messages transmitted during the year, (entire line,) . . . . .	31,755
Number of messages sent during the year in Pennsylvania, handed to other lines for transmission, . . . . .	214,965
Number of messages received in Pennsylvania from other lines for delivery by messengers, . . . . .	786,998

## TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Messages received to be forwarded by other lines to all parts of the world are charged at rates established by those lines. Our local tariff for messenger service is based on time, not number of words. Time rates: 10 cents for 15 minutes; 15 cents for 30 minutes; 30 cents for 1 hour.

## EXPENSES.

Gross expenses of entire line, 1879, for construction, equipment, and maintenance, . . . . .	\$94,559 63
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**CASH RECEIPTS.**

Gross receipts of entire line, 1879, including amount received for other corporations and individuals as their agent, . . . . . \$152,169 03

**SUMMARY OF CASH PAYMENTS.**

For construction of new lines, . . . . .	\$1,567	74
For interest, . . . . .	1,281	29
For miscellaneous, including payment to other corporations and individuals of amount received as above noted, . . . . .	149,288	88
For taxes, . . . . .	2,196	88
<b>Total, . . . . .</b>	<b>\$154,334</b>	<b>29</b>

**GENERAL BALANCE SHEET, JANUARY 1, 1880.**

DR.			
License and patent rights, . . . . .	\$318,812	00	
Charter and incorporation, . . . . .	250	00	
Construction, . . . . .	53,568	54	
Equipment, . . . . .	18,658	29	
Supplies in supply department, un-issued, . . . . .	4,607	01	
Donated A. D. telegraph stock, (this company,) held by trustee, . . . . .	4,650	00	
International Exhibition Company stock, . . . . .	975	00	
Due upon sundry accounts, . . . . .	22,171	24	
Cash on hand, . . . . .	527	82	
	<b>\$422,014</b>	<b>90</b>	
CR.			
Capital stock, . . . . .	\$400,000	00	
Funded debt, . . . . .	13,400	00	
Accrued interest on bonds, (due March 1, 1880,) . . . . .	268	00	
Profit and loss, . . . . .	8,346	90	
	<b>\$422,014</b>	<b>90</b>	

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

Personally appeared before me, William J. Philips, president, and John P. Verree, treasurer, of the American District Telegraph 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. 1879, according to the best of their knowledge and belief.

(Signed)

W. J. PHILIPS, *President.*  
 JNO. P. VERREE, *Treasurer.*

Sworn, affirmed, and subscribed before me, this 29th day of January, A. D. 1879.

R. M. HARTLEY, *Notary Public.*

## R E P O R T

OF THE

*Atlantic and Ohio Telegraph Company, for the year ending December, 31, 1879.*

### OFFICERS.

NAMES.	Residence.	Salary.	
Norvin Green, . . . . .	President, . . . . .	New York, . . . . .	None.
Augustus Schell, . . . . .	Vice President, . . . . .	New York, . . . . .	None.
Roswell H. Rochester, . . . . .	Secretary and Treasurer, . . . . .	New York, . . . . .	None.

General offices at New York city.

<i>Names of Directors.</i>	<i>Residences.</i>
Norvin Green, . . . . .	New York.
O. H. Palmer, . . . . .	New York.
Augustus Schell, . . . . .	New York.
R. H. Rochester, . . . . .	New York.
J. B. Van Every, . . . . .	New York.
J. Merrihew, . . . . .	Philadelphia.
William Carley, . . . . .	Philadelphia.
Henry Bentley, . . . . .	Philadelphia.
S. S. Garwood, . . . . .	Philadelphia.

### CAPITAL STOCK.

Capital stock, . . . . .	\$650,000	00
Capital stock, paid in by last report, . . . . .	650,000	00
Capital stock, total amount now paid in, . . . . .	650,000	00
Capital stock, number of shares issued, . . . . .	13,000	
Capital stock, par value of each share, . . . . .	50	00

### 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 month's notice, at the option of either party.

### 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 reasons 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 Roswell H. Rochester, treasurer, of the Atlantic and Ohio Telegraph Company, who being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1879, according to the best of their knowledge and belief.

(Signed,)

NORVIN GREEN, *President.*

R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this 4th day of February, A. D. 1880.

FRANCIS P. BURKE,

*Commissioner for Pennsylvania in New York.*

## R E P O R T

OF THE

*Pacific and Atlantic Telegraph Company, for the year ending December 31, 1879.*

### OFFICERS.

NAMES.		Residence.	Salary.
Norvin Green, . . . .	President, . . . . .	New York, . . .	\$1,000
Augustus Schell, . . .	Vice President, . . . .	New York, . . .	None.
Roswell H. Rochester,	Secretary and Treasurer,	New York, . . .	None.

General offices at New York city.

<i>Names of Directors.</i>	<i>Residences.</i>
Augustus Schell, . . . . .	New York.
Henry Bently, . . . . .	Philadelphia.
James Merrihew, . . . . .	Philadelphia.
John W. Kirk, . . . . .	New York.
Roswell H. Rochester, . . . . .	New York.
Samuel S. Garwood, . . . . .	Philadelphia.

**CAPITAL STOCK.**

Capital stock, . . . . .	\$2,000,000	00
Capital stock, paid in by last report, . . . . .	2,000,000	00
Capital stock, total amount now paid in, . . . . .	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, . . . . .	13	00

**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 includes 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.

Has no assets, other than its telegraph lines, except \$4,758 58 due from the Western Union Telegraph Company.

Has no liabilities, other than its capital stock, except about \$5,000, contingent upon the result of pending litigations.

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding, . . . . . \$2,000,000 00

Rate and date of all cash dividends on stock of original and consolidated companies: December, 1, 1866, three and one fourth 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, and October 1, 1869, two and one half per cent. each.

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

Personally appeared before me, Norvin Green, president, and Roswell 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. 1879, according to the best of their knowledge and belief.

(Signed,)

NORVIN GREEN, *President.*

R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this 4th day of February, A. D. 1880.

FRANCIS P. BURKE,

*Commissioner for Pennsylvania in New York.*

**R E P O R T**

OF THE

*Philadelphia Local Telegraph Company, for the year ending February 28, 1879.*

**OFFICERS.**

NAMES.		Residence.	Salary.	
Henry Bentley, . . .	President, . . . . .	Philadelphia, . . .	\$5,000	00
Wm. P. Wheatland, .	Secretary and Treasurer,	Philadelphia, . . .	1,560	00
Samuel M. Plush, . .	General Superintendent, .	Philadelphia, . . .	2,000	00

<i>Names of Directors.</i>	<i>Residences.</i>
Henry Bentley, . . . . .	Philadelphia.
Tracy R. Edson, . . . . .	New York.
Norvin Green, . . . . .	New York.
George Walker, . . . . .	New York.
James Merrihew, . . . . .	Philadelphia.
William P. Wheatland, . . . . .	Philadelphia.
S. S. Garwood, . . . . .	Philadelphia.

**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, . . . . . 16,000		
Capital stock, amount paid in on each share, . . . . .	25	00
Capital stock, par value of each share, . . . . .	25	00

**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.	
Number of stations, (entire line,) . . . . .	138
Number of stations in Pennsylvania, . . . . .	138
Number of instruments in use, (entire line,) . . . . .	356
Number of instruments in use in Pennsylvania, . . . . .	356
Number of poles to the mile, . . . . .	40
Number of persons employed in operating and maintaining the line: Males, 80 to 90; females, 30 to 40; total, . . . . .	110 to 130
Number of persons employed in operating and maintaining 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, . . . . .	332,000
Number of messages received, (entire line,) about . . . . .	351,000

A large number of these telegrams are sent and received at reduced rates, under arrangements with manufacturers, &c.

**TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.**

For one hundred miles or under: Rates for ten words, 15 cents; each additional word, 1 cent.  
 We have no one wire of greater length than twelve miles.

**EXPENSES.**

Gross expenses of entire line, . . . . .	\$166,222 86
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**RECEIPTS.**

Gross receipts of entire line, . . . . .	\$166,222 86
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**SUMMARY OF PAYMENTS.**

For construction of new lines, . . . . .	\$1,124	26
For purchase of telegraph property, . . . . .	4,137	20
For dividends, . . . . .	7,000	00
For miscellaneous, . . . . .	150,915	03
For taxes, . . . . .	2,497	09
For surplus fund, . . . . .	549	28
Total, . . . . .	\$166,222	86



GENERAL BALANCE SHEET, FEBRUARY 28, 1879.

DR.	
Office furniture, &c., . . . . .	\$12,665 49
Patents, franchises, &c., . . . . .	300,000 00
Lines, instruments, &c., . . . . .	78,866 81
Batteries, &c., . . . . .	7,124 59
American District Telegraph stock, . . . . .	1,109 87
Philadelphia Stock Exchange, . . . . .	3,240 00
Cash, . . . . .	2,059 76
Due from individuals and corporations, . . . . .	5,489 52
	\$410,555 04
CR.	
By capital stock, . . . . .	\$408,005 76
Due individuals and corporations, . . . . .	7,000 00
Surplus, . . . . .	549 28
	\$410,555 04

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$400,000 00

Rate and date of all cash dividends on stock of original and consolidated companies. February 28, August 31, 1874, four and a half per cent. February 28, August 31, 1875, four and a quarter per cent. February 29, August 31, 1876, three and a half per cent. February 28, August 31, 1877, three per cent. February 28, 1879, one and three quarters per cent.

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

Personally appeared before me, Henry Bentley, president, and W. P. Wheatland, treasurer of the Philadelphia Local Telegraph Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending, . . . . A. D. 187 , according to the best of their knowledge and belief.

(Signed)

HENRY BENTLEY, *President.*

W. P. WHEATLAND, *Treasurer.*

Affirmed and subscribed before me, this 26th day of January, A. D. 1880.

J. PAUL DIVER, *Notary Public.*

# R E P O R T

OF THE

*Philadelphia, Reading and Pottsville Telegraph Company, for the year ending November 30, 1879.*

## OFFICERS.

NAMES.	Residence.	Salary.
Franklin B. Gowan, . . .	President, . . . . .	Philadelphia.
Howard Hancock, . . .	Secretary, . . . . .	Philadelphia.
John Welch, . . . . .	Treasurer, . . . . .	Philadelphia.

General office at 227 South Fourth street, Philadelphia.

### *Names of Directors.*

### *Residences.*

H. Pratt McKean, . . . . .	Philadelphia.
A. E. Borie, . . . . .	Philadelphia.
J. B. Lippincott, . . . . .	Philadelphia.
John Ashhurst, . . . . .	Philadelphia.

## 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

## 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
<b>Floating Debt.</b>			
The amount now of floating debt, . . . . .	\$4,609		27
Total amount now of floating and funded debt, . . . . .	\$204,609		27
Funded debt as per last report, . . . . .	\$200,000		00

## COST OF LINE AND EQUIPMENT.

Construction, . . . . .	\$172,386	99
Equipment, . . . . .	57,792	85
Total, . . . . .	\$230,179	84

**CHARACTERISTICS OF LINE.**

Length of main line, from Philadelphia to Pottsville, . . .	101 miles.
Length of main line in Pennsylvania, . . . . .	935½ miles.
Length of submarine cables, (entire line,) . . . . .	500 feet.
Length of submarine cables in Pennsylvania, . . . . .	500 feet.
Length of wire, (entire line,) . . . . .	2,240¾ miles.
Length of wire in Pennsylvania, . . . . .	2,240¾ miles.
Number of stations, (entire line,) . . . . .	344
Number of stations in Pennsylvania, . . . . .	344
Number of instruments in use, (entire line,) . . . . .	691
Number of instruments in use in Pennsylvania, . . . . .	691
Number of poles to the mile, . . . . .	31 to 37
Number of persons employed in operating and maintain- ing the line: Males, 514; females, 8; total, . . . . .	522
Number of persons employed in operating and maintain- ing line in Pennsylvania, . . . . .	522
Number of messages sent during the year, (entire line,) . . . . .	173,685
Number of messages sent during the year in Pennsylvania, . . . . .	173,685
Number of messages received, (entire line,) . . . . .	173,685
Number of messages received in Pennsylvania, . . . . .	173,685

**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, and 25 cents.	1 and 2 cents.
For one hundred mile and under two hundred miles, . . . . .	25 cents.	2 cents.
For two hundred miles and under three hundred miles, . . . . .	25 cents.	2 cents.

**EXPENSES.**

Gross expenses of entire line, (not including interest,) . . . \$47,100 09

**RECEIPTS.**

Gross receipts of entire line, . . . . . \$64,619 07

**SUMMARY OF PAYMENTS.**

For construction of new lines, . . . . .	\$4,648	18
For maintenance and repairs, . . . . .	8,654	10
For wages and salaries, . . . . .	81,308	47
For interest on bonds, . . . . .	12,000	00
For miscellaneous, . . . . .	6,888	17
For taxes, . . . . .	499	85
<b>Total amount of surplus fund, . . . . .</b>	<b>\$68,748</b>	<b>22</b>

GENERAL BALANCE SHEET, NOVEMBER 30, 1879.

DR.			
Construction, . . . . .		\$172,836	99
Equipment, . . . . .		57,792	85
Material, . . . . .		9,813	77
Cash, . . . . .		2,536	11
Debts due company, . . . . .		5,234	31
Profit and loss, income account, . . . . .		9,946	01
		\$257,710	04
CR.			
Capital stock, . . . . .		\$20,000	00
Debenture bonds, six per cent., 1877-1917, . . . . .		200,000	00
Debts due by company, . . . . .		5,145	91
Sundry account, . . . . .		26,564	13
Coupons due December 1, 1879, . . . . .		6,000	00
		\$257,710	04

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$30,000 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. 1879, 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. 1880.

J. Y. HUMPHREY, *Notary Public.*

**R E P O R T**  
 OF THE  
*Rockhill Telegraph Company.*

**OFFICERS.**

NAMES.	Residence.	Salary.
William A. Ingham, . . . . .	Philadelphia, . . . . .	None.
W. B. Jacobs, . . . . .	Philadelphia, . . . . .	None.
A. W. Sims, . . . . .	Orbisonia, Pa., . . . . .	None.
	President, . . . . . Secretary and Treasurer, General Manager, . . . . . 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.

**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, amount paid in on each share, . . . . .	5	00
Capital stock, par value of each share, . . . . .	50	00

**DEBT.**

<i>Floating Debt.</i>			
Unfunded debt, incurred for construction, equipment, or purchase of property, . . . . .	\$4,220		13
The amount now of floating debt, . . . . .	\$4,220		13
Total amount now of floating and funded debt, . . . . .	\$4,220		13
Floating debt as per last report, . . . . .	\$4,204	48	
Total cash realized from capital stock and debt, . . . . .	\$4,520	13	

**COST OF LINE AND EQUIPMENT.**

Construction and equipment, . . . . .	\$4,520 13
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**CHARACTERISTICS OF LINE.**

Length of main line, from Mount Union to Robertsdale, . . . . .	80 miles.
Length of main line in Pennsylvania, . . . . .	30 miles.
Length of wire, (entire line.) . . . . .	80 miles.
Length of wire in Pennsylvania, . . . . .	30 miles.
Number of stations, (entire line,) . . . . .	5
Number of stations in Pennsylvania, . . . . .	5
Number of instruments in use, (entire line,) . . . . .	5
Number of instruments in use in Pennsylvania, . . . . .	5
Number of poles to the mile, . . . . .	33
Number of persons employed in operating and maintain- ing the line, males, . . . . .	5
Number of persons employed in operating and maintain- ing line in Pennsylvania, males, . . . . .	
Number of messages sent during the year, (entire line,) . . . . .	304
Number of messages sent during the year in Pennsylvania, . . . . .	304
Number of messages received, (entire line,) . . . . .	304
Number of messages received in Pennsylvania, . . . . .	304

**TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.**

For one hundred miles or under, rates for ten words, 25 cents; each additional word, 2 cents.

**EXPENSES.**

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 East Broad Top Railroad and Coal Company, and included in their report.

**SUMMARY OF PAYMENTS.**

Paid by lessee.

**GENERAL BALANCE SHEET, DECEMBER 1, 187—.**

DR.			
Construction and equipment, . . . . .		\$4,220	18
Cash, . . . . .		300	00
		\$4,520	18
CR.			
Capital stock, . . . . .		\$800	00
Unfunded debt, . . . . .		4,220	18
		\$4,520	18

**STOCK AND DIVIDENDS.**

Amount of common stock now outstanding: Sixty shares,  
on which \$5 per share has been paid, . . . . . \$300 00

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

Personally appeared before me, William A. Ingham, president, and William B. Jacobs treasurer, of the . . . . . 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. 1879, according to the best of their knowledge and belief.

(Signed,)

WILLIAM A. INGHAM, *President.*

WILLIAM BOYD JACOBS, *Treasurer.*

Sworn and subscribed before me, this 5th day of March, A. D. 1880.

JOHN RODGERS, *Notary Public.*

**R E P O R T**

OF THE

*Western Union Telegraph Company, for the year ending December 31, 1879.*

**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. McKay Twombly, . . . . .	Vice President, . . . . .	New York, . . . . .	7,200	00
John Van Horne, . . . . .	Vice President, . . . . .	New York, . . . . .	7,200	00
A. R. Brewer, . . . . .	Secretary, . . . . .	New York, . . . . .	3,600	00
R. H. Rochester, . . . . .	Treasurer, . . . . .	New York, . . . . .	5,200	00
Anson Stager, . . . . .	General Supts., . . . . .	Chicago, . . . . .	See above	
John Van Horne, . . . . .		New York, . . . . .	See above	
J. C. Hinchman, . . . . .		New York, . . . . .	5,000	00
James Gamble, . . . . .		San Francisco, . . . . .	6,000	00

General offices at New York.

<i>Names of Directors.</i>	<i>Residences.</i>
Norvin Green, . . . . .	New York.
Edwin D. Morgan, . . . . .	New York.
Harrison Durkee, . . . . .	New York.
Samuel F. Barger, . . . . .	New York.
Alonzo B. Cornell, . . . . .	New York.
John Van Horne, . . . . .	New York.
Moses Taylor, . . . . .	New York.
Edwards S. Sandford, . . . . .	New York.
Chester W. Chapin, . . . . .	New York.
J. Pierrepont Morgan, . . . . .	New York.
John R. Duff, . . . . .	Boston, Mass.
Oliver H. Palmer, . . . . .	New York.
David Jones, . . . . .	New York.
Edwin D. Worcester, . . . . .	New York.
William H. Vanderbilt, . . . . .	New York.
Augustus Schell, . . . . .	New York.
James H. Banker, . . . . .	New York.
Joseph Harker, . . . . .	New York.
Hamilton McKay Twombly, . . . . .	New York.
Cornelius Vanderbilt, . . . . .	New York.
Wilson G. Hunt, . . . . .	New York.
William D. Bishop, . . . . .	New Haven, Conn.
Robert Lenox Kennedy, . . . . .	New York.
George M. Pullman, . . . . .	New York.
Darius O. Mills, . . . . .	New York.
Samuel A. Munson, . . . . .	Utica, N. Y.
Anson Stager, . . . . .	Chicago.
Henry M. Phillips, . . . . .	Philadelphia.
Hugh J. Jewett, . . . . .	New York.

**CAPITAL STOCK.**

Capital stock authorized by law, . . . . .	\$41,073,410	00
Capital stock authorized by votes of company, . . . . .	41,073,410	00
Capital stock, number of shares issued, . . . . . 410,734		
Capital stock, par value of each share, . . . . .	100	00

**DEBT.**

<b>Funded Debt.</b>		
Bonds, (due March 1, 1900, bear interest at six per cent., which is payable March 1 and September 1,) amount, . . . . .	\$962,280	00
Bonds, (due May 1, 1900, bear interest at seven per cent., which is payable May 1 and November 1,) amount, . . . . .	3,920,000	00
Bonds, (due May 1, 1902, bear interest at seven per cent., which is payable May 1 and November 1,) amount, . . . . .	1,873,000	00
Total amount now of funded debt, . . . . .	\$6,255,280	00
<b>Floating Debt.</b>		
Total amount now of floating and funded debt, . . . . .	\$6,255,280	00
Funded debt as per last report, . . . . .	\$6,264,514	00
Total capital stock and debt, . . . . .	\$47,328,690	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.**

Length of main line, about, . . . . .	83,500 miles.
Length of main line in Pennsylvania, about, . . . . .	6,000 miles.
Length of submarine cables, (entire line,) about, . . . . .	150 miles.
Length of submarine cables in Pennsylvania, about, . . . . .	2 miles.
Length of wire, (entire line,) about, . . . . .	212,000 miles.
Length of wire in Pennsylvania, about, . . . . .	20,500 miles.
Number of stations, (entire line,) about, . . . . .	8,500
Number of stations in Pennsylvania, about, . . . . .	1,000
Number of instruments in use, (entire line,) about, . . . . .	15,000
Number of instruments in use in Pennsylvania: No record kept by States.	
Number of poles to the mile, . . . . .	From 20 to 40
Number of persons employed in operating and maintaining the line: Have no record, about, . . . . .	11,250
Number of persons employed in operating and maintaining line in Pennsylvania, about, . . . . .	1,250
Number of messages sent during the year, (entire line,) about, . . . . .	26,000,000
Number of messages sent during the year in Pennsylvania: No record kept by States.	
Number of messages received, (entire line,) . . . . .	Same as sent.
Number of messages received in Pennsylvania, . . . . .	Same as sent.
Cost of real estate owned by the company exclusive of line, \$2,738,035 14	
Cost of real estate owned by the company in Pennsylvania, 32,688 61	

**Tariff of Rates for Transmission of Messages in the State of Pennsylvania.**

Rates for ten words, 10 cents to 50 cents; each additional words, 1 cent to 3 cents.

**EXPENSES.**

Gross expenses of entire line, . . . . .	\$6,008,471 97
Gross expenses in Pennsylvania: No account kept by States.	

**RECEIPTS.**

Gross receipts of entire line, . . . . .	\$10,975,208 63
Gross receipts in Pennsylvania: No account kept by States.	

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\* Stated approximately, inclusive of all leased lines.

## SUMMARY OF PAYMENTS.

For construction of new lines, . . . . .	\$452,579	45
For telegraph property, . . . . .	187,069	64
For purchase of real estate, . . . . .	50,000	00
For interest, . . . . .	428,514	57
For dividends, . . . . .	3,088,567	00
For sinking fund, . . . . .	40,056	81
For taxes, (\$181,617 86 included in expenses,) . . . . .		
For surplus fund, . . . . .	719,949	19
Total, . . . . .	\$4,966,736	66
Total amount of surplus fund or surplus of income account, . . . . .	\$17,349,177	69

## GENERAL BALANCE SHEET, JANUARY 1, 187--.

DR.			
Telegraph lines, franchises, patents, &c., . . . . .	\$55,189,765	01	
Real estate, . . . . .	2,788,035	14	
Gold and stock telegraph company stock, 47,810 shares, cost, . . . . .	1,176,009	00	
International Ocean Telegraph Company stock, 10,385 shares, cost, . . . . .	961,606	42	
Atlantic and Pacific Telegraph Company stock, 72,010 shares, cost, . . . . .	1,806,250	00	
Sundry other stocks and bonds, . . . . .	284,572	00	
Supplies in supply departments, . . . . .	165,760	59	
Cash on hand, . . . . .	1,506,653	05	
Due from agents, . . . . .	474,409	97	
Due from United States, . . . . .	39,302	60	
Due from other telegraph companies, . . . . .	96,000	42	
Due from press associations, . . . . .	59,519	94	
Due from loans on call, . . . . .	275,730	04	
Due from sundry suspense accounts, . . . . .	172,501	23	
Due from sundry accounts collectible, . . . . .	417,350	80	
Sinking funds, balances in hands of trustees, . . . . .	77,903	20	
	\$65,441,369	41	
CR.			
Capital stock, . . . . .	\$41,073,410	00	
Funded debt, . . . . .	6,255,280	00	
Due to other telegraph companies, . . . . .	362,815	31	
Due for rentals of leased lines, . . . . .	107,192	61	
Due for supplies purchased (in December,) . . . . .	126,817	19	
Due to sundry individuals, &c., . . . . .	99,612	88	
Due for dividends, . . . . .	49,939	11	
Due on sundry line subscriptions, . . . . .	9,911	43	
Due to press associations, . . . . .	2,078	69	
Due for interest—past due, . . . . .	5,184	50	
Surplus of income account, . . . . .	17,349,177	69	
	\$65,441,369	41	

## STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . . . \$41,073,410 00

Amount of stock issued as stock dividends, and dates of issue: The present Western Union Telegraph Company treats its business as if its organization had been effected July 1, 1866, the date of the completion of the most important consolidation, 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  
 14, 1877; July 14, 1877; October 15, 1877; January 15, 1878; April 15,  
 1878; July 15, 1878; October 15, 1878; January 15, 1879; April 15, 1879,  
 1½ per cent. each. July 15, 1879; October 15, 1879, 1¼ per cent. each.

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

Personally appeared before me, Norwin Green, president, and Roswell  
 H. Rochester, treasurer, of the Western Union Telegraph Company, who,  
 being duly sworn, 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. 1879, according to the best  
 of their knowledge and belief.

(Signed)

NORWIN GREEN, *President.*

R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this 10th day of March, A. D. 1880.

FRANCIS P. BURKE,

*Commissioner for Pennsylvania in New York.*



# INDEX.

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	PAGE.
Communication to General Assembly, . . . . .	i
Tabulated results, compiled from reports of companies, . . . . .	iii

## *Railroad Companies :*

Table A.—Stock and debt, . . . . .	iv
Table B.—Cost of road and equipment, . . . . .	xiii
Table C.—Characteristics of road, . . . . .	xviii
Table D.—Doings of the year in transportation and total miles run, . . . . .	xxii
Table E.—The amount of freight carried, . . . . .	xxv
Table F.—Receipts, . . . . .	xxx
Table G.—Expenses, . . . . .	xxxiii
Table H.—Accidents, . . . . .	xxxvi
Comparative statement of capital stock paid in for five years, . . . . .	xxxviii
Comparative statement of funded and floating debt for five years, . . . . .	xliii
Comparative statement of cost of road and equipment for five years, . . . . .	xlvi
Comparative statement of passengers carried for five years, . . . . .	lii
Comparative statement of tonnage for five years, . . . . .	lv
Comparative statement of receipts for five years, . . . . .	lviii
Comparative statement of expenses for five years, . . . . .	lxi
Comparative statement of accidents for five years, . . . . .	lxiv

## *Passenger Railway Companies :*

Table A.—Stock and debt, . . . . .	lxviii
Table B.—Cost and characteristics of road, . . . . .	lxx
Table C.—Transportation of passengers and expenses, . . . . .	lxxii
Table D.—Receipts, . . . . .	lxxiv
Table E.—Accidents, . . . . .	lxxv
Comparative statement for five years—Capital stock paid in, . . . . .	lxxvi
Comparative statement for five years—Amount of funded and floating debt, . . . . .	lxxviii
Comparative statement for five years—Interest on funded debt, and cash or stock dividends declared, . . . . .	lxxx
Comparative statement for five years—Cost of road and equipment, . . . . .	lxxxii
Comparative statement for five years—Number of passengers, all classes, carried in cars, . . . . .	lxxxiv
Comparative statement for five years—Expenses, . . . . .	lxxxvi
Comparative statement for five years—Receipts, . . . . .	lxxxviii
Comparative statement for five years—Accidents, . . . . .	xo

## *Canal and Navigation Companies :*

Table A.—Stock and debt, . . . . .	xcii
Table B.—Characteristics of canal, . . . . .	xciii
Table C.—Tonnage, expenses, and receipts, . . . . .	xciv
Table D.—The amount of freight carried, . . . . .	xcv
Comparative statement for five years—Amount of capital stock paid in, . . . . .	xcvi
Comparative statement for five years—Amount of funded and floating debt, . . . . .	xcvi

	PAGE.
Comparative statement for five years—Cost of canal and fixtures, . . . . .	xcvii
Comparative statement for five years—Gross amount of tonnage, . . . . .	xcvii
Comparative statement for five years—Expenses maintaining and operating the canal, . . . . .	xcviii
Comparative statement for five years—Receipts, . . . . .	xcviii

*Telegraph Companies :*

Table A.—Stock and debt, . . . . .	c
Table B.—Characteristics of line, . . . . .	ci
Table C.—Expenses and receipts, . . . . .	ci
Comparative statement of capital stock paid in for five years, . . . . .	cii
Comparative statement of funded and floating debt for five years, . . . . .	cii
Comparative statement of messages received in Pennsylvania for five years, . . . . .	ciii
Comparative statement of messages sent in Pennsylvania for five years, . . . . .	ciii
Comparative statement of gross receipts in Pennsylvania for five years, . . . . .	civ
Comparative statement of gross expenses in Pennsylvania for five years, . . . . .	civ

*Reports of Railroad Companies :*

Allegheny Valley, . . . . .	3
Allentown, . . . . .	12
Atlantic and Great Western, . . . . .	15
Bachman Valley, . . . . .	26
Bald Eagle Valley, . . . . .	30
Barclay Coal Company, . . . . .	33
Berlin, . . . . .	34
Berlin Branch, . . . . .	39
Bell's Gap, . . . . .	43
Bellefonte and Snow Shoe, . . . . .	49
Bedford and Bridgeport, . . . . .	55
Brownsville Railway, . . . . .	58
Buffalo, New York and Philadelphia, . . . . .	59
Catawissa, . . . . .	67
Catasauqua and Fogelsville, . . . . .	70
Chartiers, . . . . .	76
Chester and Delaware River, . . . . .	78
Chestnut Hill, . . . . .	81
Chester Valley, . . . . .	83
Chester Creek, . . . . .	85
Colebrookdale, . . . . .	88
Columbia and Port Deposit, . . . . .	91
Cornwall, . . . . .	93
Connecting, . . . . .	99
Corning, Cowanesque and Antrim, . . . . .	102
Cumberland Valley, . . . . .	104
Cleveland and Pittsburgh, . . . . .	112
Danville and Shamokin, . . . . .	122
Danville and Riverside, . . . . .	124
Delaware Western, . . . . .	125
Delaware River and Lancaster, . . . . .	132
Delaware and Hudson Canal, . . . . .	134
Delaware, Lackawanna and Western, . . . . .	141
Dillsburg and Mechanicsburg, . . . . .	151
Dunkirk, Allegheny Valley and Pittsburgh, . . . . .	154
East Pennsylvania, . . . . .	162
East Mahanoy, . . . . .	165
East Brandywine and Waynesburg, . . . . .	168

	PAGE.
East Broad Top, . . . . .	170
Edgewood, . . . . .	172
Elmira and Williamsport, (lessor,) . . . . .	180
Elmira and Williamsport, (lessee,) . . . . .	183
Erie and Pittsburgh, (lessor,) . . . . .	189
Erie and Pittsburgh, (lessee,) . . . . .	191
Ebensburg and Cresson, . . . . .	198
Emlenton, Shippenville and Clarion, . . . . .	201
Fayette County, . . . . .	207
Fall Brook Coal, . . . . .	210
Foxburg, St. Petersburg, and Clarion, . . . . .	216
Frankford and Holmesburg, . . . . .	222
Germantown and Chestnut Hill, . . . . .	224
Geneva, Hornellsville and Pine Creek, . . . . .	225
Greenlick and Narrow Gauge, . . . . .	227
Hanover Junction, Hanover and Gettysburg, . . . . .	233
Hanover Junction and Susquehanna, . . . . .	239
Hanover and York, . . . . .	242
Harrisburg, Portsmouth, Mount Joy and Lancaster, . . . . .	244
Harrisburg and Potomac, . . . . .	246
Huntingdon and Broad Top Mountain, . . . . .	253
Huntingdon, Fulton and Franklin, . . . . .	261
Ironton, . . . . .	262
Jamestown and Franklin, . . . . .	266
Jefferson, . . . . .	271
Jersey Shore, Pine Creek and Buffalo, . . . . .	276
Junction, . . . . .	277
Kendall and Eldred, . . . . .	283
Keystone Coal, . . . . .	289
Lake Shore and Michigan Southern, . . . . .	291
Lawrenceville and Evergreen, . . . . .	302
Lancaster and Reading, (narrow gauge,) . . . . .	307
Lawrence, (lessee,) . . . . .	309
Lawrence, (lessor,) . . . . .	314
Lehigh Valley, . . . . .	316
Lehigh and Lackawanna, . . . . .	325
Lehigh and Susquehanna, . . . . .	331
Lehigh and Eastern, . . . . .	339
Lewisburg, Centre and Spruce Creek, . . . . .	340
Ligonier Valley, . . . . .	343
Littlestown, . . . . .	349
Little Schuylkill Navigation, . . . . .	353
Little Saw Mill Run, . . . . .	356
Lock Haven and Clearfield, . . . . .	363
Lykens Valley, (lessee,) . . . . .	364
Lykens Valley, (lessor,) . . . . .	370
Maryland and Delaware River, . . . . .	373
McKean and Buffalo, . . . . .	374
Mount Pleasant and Broadford, . . . . .	380
Monongahela Inclined Plane, . . . . .	381
Montrose, . . . . .	385
Mount Carbon and Port Carbon, . . . . .	391
Mount Oliver Inclined, . . . . .	393
Mine Hill and Schuylkill Haven, . . . . .	397
Mill Creek and Mine Hill Navigation, . . . . .	399
Mifflin and Centre County, . . . . .	401

	PAGE.
Muncy Creek, . . . . .	408
Mont Alto, . . . . .	410
Nesquehoning Valley, . . . . .	416
New Castle and Beaver Valley, (lessee,) . . . . .	418
New Castle and Beaver Valley, (lessor,) . . . . .	424
New Castle Railroad and Mining Company, . . . . .	427
New York, Lake Erie and Western, . . . . .	429
Newry, . . . . .	441
North Pennsylvania, . . . . .	444
North East Pennsylvania, . . . . .	452
Northern Central, . . . . .	456
New Castle and Franklin, . . . . .	466
Olean, Bradford and Warren, . . . . .	473
Oil City and Ridgway, . . . . .	479
Peach Bottom, . . . . .	481
Pennsylvania, . . . . .	486
Pennsylvania Company, . . . . .	496
Pennsylvania Coal, . . . . .	499
Pennsylvania Inland, . . . . .	505
Pennsylvania and New York Canal and, . . . . .	506
Pennsylvania, Poughkeepsie and New England, . . . . .	514
Perkiomen, . . . . .	516
People's, . . . . .	523
Philadelphia and Reading, . . . . .	526
Philadelphia, Germantown and Norristown, . . . . .	544
Philadelphia and Chester County, . . . . .	547
Philadelphia and Trenton, . . . . .	549
Philadelphia and Erie, . . . . .	556
Philadelphia and Merion, . . . . .	563
Philadelphia and Baltimore Central, . . . . .	565
Philadelphia, Wilmington and Baltimore, . . . . .	572
Philadelphia, Newtown and New York, . . . . .	581
Pickering Valley, . . . . .	583
Pittsburgh, Fort Wayne and Chicago, (lessor,) . . . . .	587
Pittsburgh, Fort Wayne and Chicago, (lessee,) . . . . .	589
Pittsburgh, Cincinnati and St. Louis, . . . . .	596
Pittsburgh and Connellsville, . . . . .	614
Pittsburgh, Titusville and Buffalo, . . . . .	622
Pittsburgh, Virginia and Charleston, . . . . .	631
Pittsburgh and Castle Shannon, . . . . .	635
Plymouth, . . . . .	640
Point Breeze, . . . . .	643
Pomeroy and State Line, . . . . .	644
Pittsburgh and Lake Erie, . . . . .	644
Pennsylvania and Western, . . . . .	653
Pittsburgh Southern, . . . . .	654
Reading and Columbia, . . . . .	659
Salisbury, . . . . .	666
Selinsgrove and North Branch, . . . . .	673
Schuylkill Valley Navigation and Railroad, . . . . .	675
Sharon, . . . . .	677
Shamokin Valley and Pottsville, (lessee,) . . . . .	680
Shamokin Valley and Pottsville, (lessor,) . . . . .	686
South-West Pennsylvania, . . . . .	688
Southern Pennsylvania Railway and Mining Company, . . . . .	691
South Mountain Railway and Mining Company, . . . . .	696



	PAGE.
South Pennsylvania, . . . . .	701
South Side, . . . . .	702
Stony Creek, . . . . .	703
Stroudsburg and Bethlehem, . . . . .	709
State Line and Sullivan, . . . . .	710
Sunbury and Lewistown, . . . . .	715
Sunbury, Hazleton and Wilkes-Barre, . . . . .	717
Susquehanna and Clearfield, . . . . .	719
Slate Ridge and Delta, . . . . .	720
Somerset and Cambria, . . . . .	722
Salisbury and Baltimore, . . . . .	725
Shenango and Allegheny, . . . . .	726
Sharpsville, . . . . .	734
Tioga, . . . . .	741
Trescow, . . . . .	748
Tyrone and Clearfield, . . . . .	750
Waynesburg and Washington, . . . . .	752
West Chester, . . . . .	760
West Chester and Philadelphia, . . . . .	762
Western Pennsylvania, . . . . .	769
Western Maryland, . . . . .	772
Wheeling, Pittsburgh and Baltimore, . . . . .	778
Wilmington and Northern, . . . . .	784
Willcox and Howard Improvement Company, . . . . .	792
West Chester and Phoenixville, . . . . .	798

*Reports of Passenger Railway Companies:*

Allentown, . . . . .	799
Central, (Reading,) . . . . .	808
Central, (Pittsburgh,) . . . . .	807
Citizens', (Philadelphia,) . . . . .	811
Citizens', (Pittsburgh,) . . . . .	815
Coalville, . . . . .	819
Continental, . . . . .	823
Easton and South Easton, . . . . .	828
Empire, . . . . .	832
Erie City, . . . . .	834
Federal Street and Pleasant Valley, . . . . .	838
Frankford and Southwark, . . . . .	842
Germantown, . . . . .	847
Green and Coates Streets, . . . . .	851
Harrisburg City, . . . . .	855
Hestonville, Mantua and Fairmount, . . . . .	859
Lombard and South Streets, . . . . .	864
People's, (Scranton,) . . . . .	868
People's, (Philadelphia,) . . . . .	871
Philadelphia City, . . . . .	875
Philadelphia and Darby, . . . . .	880
Philadelphia and Gray's Ferry, . . . . .	882
Pittsburgh, Allegheny and Manchester, . . . . .	885
Pittsburgh, and Birmingham, . . . . .	890
Pittsburgh, Oakland and East Liberty, . . . . .	894
Pittston, . . . . .	898
Ridge Avenue, . . . . .	902
Reading City, . . . . .	905

	Page.
Schuylkill River, . . . . .	910
Second and Third Streets, . . . . .	912
Seventeenth and Nineteenth Streets, . . . . .	916
South Side, . . . . .	920
Stroudsburg, . . . . .	923
Thirteenth and Fifteenth Streets, . . . . .	926
Union, (Philadelphia,) . . . . .	929
West Philadelphia, . . . . .	934
Wilkes-Barre and Kingston, . . . . .	959
Williamsport, . . . . .	943

*Reports of Canal Companies :*

Delaware Division, . . . . .	949
Delaware and Hudson, . . . . .	951
Lehigh Coal and Navigation, . . . . .	955
Monongahela Navigation, . . . . .	959
Muncy, . . . . .	966
Pennsylvania, . . . . .	968
Schuylkill Navigation, . . . . .	975
Schuylkill Navigation, (by lessee,) . . . . .	978
Susquehanna, . . . . .	988
Susquehanna, (by lessee,) . . . . .	990
Union, . . . . .	993

*Reports of Telegraph Companies :*

American District, . . . . .	999
Atlantic and Ohio, . . . . .	1002
Pacific and Atlantic, . . . . .	1008
Philadelphia Local, . . . . .	1006
Philadelphia, Reading and Pottsville, . . . . .	1006
Rockhill, . . . . .	1011
Western Union, . . . . .	1013