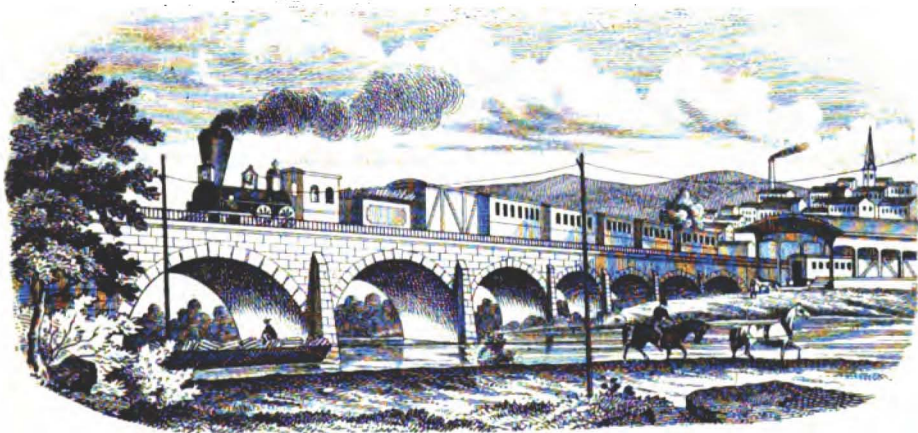


ANNUAL REPORT
 OF THE
Secretary of Internal Affairs
 OF THE
COMMONWEALTH OF PENNSYLVANIA



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

FOR THE
YEAR 1883.

HARRISBURG
LANE S. HART,
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ANNUAL REPORT
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SECRETARY OF INTERNAL AFFAIRS.

PART IV.

Railroad, Canal, Navigation, Telegraph, and Telephone Companies,

FOR THE YEAR 1883.

COMMUNICATION.

DEPARTMENT OF INTERNAL AFFAIRS,
HARRISBURG, *February 15, 1884.*

To His Excellency ROBERT E. PATTISON,
Governor of Pennsylvania :

In compliance with the requirements of the Constitution, and the acts of the General Assembly approved, respectively, April 9, 1870, May 15, 1874, and June 4, 1883, I have the honor to present you herewith, for transmission to the General Assembly, a report of this Department, Part IV, Railroad, Canal, Navigation, Telegraph, and Telephone Companies, for the year ending December 31, 1883.

I am, very respectfully,
Your obedient servant,

J. SIMPSON AFRICA,
Secretary of Internal Affairs.

[NOTE.—The returns of some companies received since the date of the above communication have been tabulated and inserted in their proper places.]

A—RAILROADS.



REPORT.

Early Public Improvements—Legislation.

Pennsylvania was among the earliest of the American States to encourage and assist in the construction of internal improvements. The Indian trails of a century ago, that passed along the valleys and through the water-gaps, have been succeeded by lines of turnpike-roads, canals, railroads, telegraphs, and telephones. Streams were slack-watered or spanned by magnificent bridges, and mountains tunneled in the construction of great works of inter-communication. The stage-coach long since disappeared from the main highways, and water communication, in many sections, has been rendered unprofitable by the building of lines of railroad that successfully competed for the carrying trade. The railroad has so well met the necessities of the people that by common consent it is accepted as the grand highway of the age.

Almost as soon as transportation by railroad had been demonstrated to be practicable and more economical than the methods previously in use, Pennsylvania built iron links in her main line of communication extending from the Delaware to the Ohio, and stimulated, by favorable legislation from time to time, the construction of lines in other directions. The various enactments of the General Assembly permitting the building of lateral railroads, creating railroad corporations, defining their powers and regulating their operations, extend over a period exceeding half a century. These were framed in the light and from the experience of the times, with a view to the development of the resources of the Commonwealth and to meet the necessities of the people, but the increase of population has been so rapid, and the creation of new interests so great, that, with the multiplication of new corporations, they are insufficient in their provisions to effectively protect the varied interests of investors, the persons served by the transportation lines, or the general public.

The first legislation authorizing any kind of State supervision of transportation lines was the act of April 4, 1859, which required each railroad corporation whose road lay in whole or in part within the limits of the State to make an annual report to the Auditor General, embracing in detail its operations and affairs. This act was extended to canal companies April 15, 1863, and to telegraph companies April 14, 1868. On the 9th day of April, 1870, another act was passed embracing in its provisions each "railroad, canal, navigation, and telegraph company." Pursuant to the require-

ments of the Constitution of 1873, the act of May 15, 1874, was passed, under which the powers and duties of the Auditor General were transferred to the Secretary of Internal Affairs, who, by the act of May 11, 1874, was enjoined to exercise a watchful supervision over the railroad and other business corporations of the State; to see that they confine themselves strictly within their corporate limits, and to hear and investigate complaints made against them under oath. For convenience of reference, extracts from some of these enactments are appended hereto.

The laws now in force are sufficient to secure annual or special reports from the corporations upon all subjects in which the Commonwealth, the investors in railroad stocks or securities, and the general public are chiefly concerned. The Legislature evidently designed, in the fourth section of the act last above-mentioned, to provide a remedy against companies for transcending their corporate functions or infringing upon the rights of individual citizens; but that act does not make any provision for compelling the attendance of either parties or witnesses on the hearing of complaints, nor does it define the "general supervision" enjoined in the Constitution, to be exercised by the Secretary of Internal Affairs, or authorize its enforcement except by the making of general or special reports as above-mentioned.

Railroad Supervision.

More than twenty States of the Union have provided for railroad supervision by a commissioner or board of commissioners, giving them much more extensive powers than those conferred by the statutes of this Commonwealth. In the review of the reports received from other States, some accounts will be found of the authority vested in these officers. The rapid extension of our railroad lines, the augmentation of capital invested, and the vast increase of business transacted, showing results far in excess of the most sanguine estimates of a quarter of a century ago, when the first law providing for annual reports was passed, exhibit the necessity for a more careful State guardianship over these corporations, to harmonize clashing interests, scrutinize their operations and affairs, and protect the rights of the people; also, for such additional legislation as will more sharply define the rights and privileges that these corporations may clearly exercise, and those reserved by the Commonwealth. These lines have been efficient agents in the development of the resources of the State; they minister to the comfort and convenience of the people, and contribute largely to the public revenue, but the fact must not be forgotten that they are creatures of the Commonwealth, deriving all their power from it, and should be held to a strict accountability for the exercise of their valuable privileges.

Complaints.

Many alleged wrongs are perpetrated by railroad corporations upon shippers as well as on people along their lines. The method of redress is so tedious and expensive that most persons will submit to what they are inclined to call impositions rather than appeal to the courts. Such griev-

ances, whether real or imaginary, beget a hostility to the companies that is usually suppressed until, when suitable opportunity offers, it is manifested in such unlawful acts as, unhappily, have been witnessed on more than one occasion. If there existed, or if the Legislature would provide, authority to make such examination of railroad companies, their lines, operations, and affairs as is annually performed in many other States, and for the inexpensive hearing, prompt and efficient disposition of such complaints as inevitably arise between transportation companies and their patrons as well as the public, where every citizen could feel assured of a patient and impartial hearing, a judicious exercise of such power would promote a better state of feeling between all parties.

Railroad lines, indispensable to the civilization of the age, have become a public necessity, and should not be hampered or embarrassed by any harsh, arbitrary, or oppressive regulations whereby their efficiency or remunerative operations would be affected; on the contrary, they are entitled to such fostering care of the Government as is not inconsistent with the general welfare. There ought not to be any ground of conflict between the corporations and the people—neither can prosper without the other.

With an intelligent revision and codification of all legislation pertaining to railroads, wherein the rights of the corporations and the people shall be clearly expressed, conferring authority for such fair and thorough supervision, enjoined in the Constitution, as the General Assembly shall deem necessary to serve public interests, and such legislation discreetly and thoroughly executed, there would be little ground for complaint on the part of the citizen, and the corporations would work in harmony and feel more secure in the enjoyment of their franchises.

Accidents.

Accidents on railroad lines result from numberless causes. They are averted to a great extent by those companies that have instituted and practice a rigid periodic inspection of their tracks, bridges, trestles, tunnels, motive power, cars, &c., by additional tracks, watchmen at places of danger, introduction of the block-signal system, steam brakes, running of trains by telegraphic orders, &c. Other companies, from lack of system or neglect in the exercise of due vigilance or in providing sufficient safe-guards, are visited by loss of life and destruction of property. No system that man can devise will avert all the accidents incident to the operation of a line of railway, nor can any State supervision remedy all its casualties, but if the railroad corporations were made subject to official scrutiny, that fact would be an incentive to the exercise of additional care upon the part of their officers and employes, and if they were compelled to execute such uniform regulations as the proper authority of the Commonwealth might prescribe, many calamities that now occur would be prevented. Officers exercising railroad supervision in other States have exerted the power vested in them relative to the operations of the roads under their charge with manifest benefit to all concerned.

Discriminations.

Every citizen of the Commonwealth is to some degree interested in the management of our railroad lines as an investor in stock or securities, or as a shipper or traveler. These lines carry the products of our farms, forests, mines, and manufactories, develop the rural districts and assist to populate and enrich the cities. They can be made the means of fostering improvements in some localities and retarding them in others; they can aid the prosperity of a favored establishment and "freeze out" another. The people need, and public sentiment demands, that the letter and spirit of the constitutional prohibition of discrimination in charges or facilities for transportation shall be observed, so that all points along the line of a railroad shall have equal facilities at rates predicated upon distance and service performed. Such uniformity cannot be secured as long as each corporation is permitted to exercise its extraordinary privileges as its own interest dictates. Complaint has been made that in arranging freight tariffs little consideration is given to the wants of the shipper at points where there is no competition. Passenger schedules and stops are arranged wholly as the officials of the lines decide, from whose decision there is no appeal. Rival lines meeting at a given point are often found to so arrange schedules as to unnecessarily delay passengers whose destination requires a change from one road to another.

Maps of Railroad Lines.

The frequent applications to this Department for copies of the maps of the location of railroads and other public improvements, some of which, meager in detail, are found on file, and many never presented for filing, prompts the suggestion that all railroad and other transportation companies authorized to obtain a right of way should be required by law to file in the Department a detailed map of such right of way. The conveyances made to the corporation are supposed to be placed on record in the proper counties. These are sufficient to preserve the title to the corporations and for notice to any purchaser of adjacent land, yet they do not furnish such a plan of the entire line as would be needed in any public examination of it. In Connecticut every railroad company is required on the final location of its line in any town* to deposit with the town clerk a correct plan, signed by its president, of so much of such railroad as lies in the town,* drawn upon a scale of at least five inches to the mile, upon which shall be accurately delineated the direction and length of each course, and the width of the land taken. Maps of any changes of the line are to be filed in like manner. A statement of the location, defining courses and distances, is required to be filed with the Secretary of State.

Lines in Pennsylvania.

The railroad lines of Pennsylvania are generally well and efficiently managed. Some of them in construction, equipment, and arrangement for

* "Town" in Connecticut and other New England States corresponds with "township" in Pennsylvania.

the security and comfort of passengers and employés are not surpassed in the world. So conspicuous are these points of superiority that they have been highly commended in the reports of the railroad departments of sister States.

Reduction in the Size of the Report.

Many persons who have been accustomed to consult the pages of the annual report on "Railroads, Canals and Telegraphs," will be surprised to find this volume much thinner than its predecessors, and at the absence of "details" in the reports of the several companies which specially interested those concerned in their management or in their stocks and securities. The following official correspondence contains an explanation of this enforced condensation :

LETTER OF SECRETARY OF INTERNAL AFFAIRS TO THE ATTORNEY GENERAL.

DEPARTMENT OF INTERNAL AFFAIRS,
HARRISBURG, PA., *December 29, 1883.*

Hon. LEWIS C. CASSIDY, *Attorney General :*

SIR: In an act of the General Assembly regulating the printing and distribution of public documents, approved the 4th day of June, 1883, the seventh paragraph of the first section fixes the number of copies to be printed of the report of this Department on railroads, canals, and telegraphs, and provides for the apportionment and distribution of the same. To that paragraph a proviso is annexed, which reads as follows :

"*Provided*, That the report shall be condensed so as not to exceed five hundred pages."

Under the statutes of the Commonwealth, each "railroad, canal, navigation, and telegraph company, whose works or lines are in whole or in part within the limits of this State," are required to make out and forward to this Department, according to a prescribed form, an annual report, "embracing in *detail* the operations and affairs of the said corporation during the financial year, and such other information as the Secretary of Internal Affairs shall direct."

It is the duty of the Secretary to receive these reports, cause the same to be filed in his Department, and to transmit "copies" thereof to the Legislature on or before the 15th day of February, in each year. By the act of the 15th day of May, 1874, the Secretary is further required, "upon the reception of such returns," to "arrange the same for publication."

The report of the Secretary, with the "copies" transmitted therewith, becomes a "Legislative Document," and under the provisions of the general printing laws of 1856, 1871, and 1876, all such reports are required to be included in the volumes so designated, and have annually been printed in full therein.

Does the proviso above quoted supplant the plain requirements of the statutes prescribing the manner of making the reports to the Legislature, and of printing the same in the Legislative Documents? If not, would

not all considerations of public policy dictate that the copies provided by law for general distribution should be printed from the forms used for the "Documents," rather than to prepare an abridged edition for that purpose?

As the returns from the companies required to report to this Department will begin coming in after 1st proximo, a reply as early as convenient is desired. I have added for your convenience references to several acts of Assembly and the Constitution; also, some information relative to the railroad reports of this Commonwealth and of other States.

I am, Sir,

Respectfully yours,

J. SIMPSON AFRICA,
Secretary of Internal Affairs.

ACTS OF ASSEMBLY.

1859, April 4, P. L., 358. Auditor General to prepare and forward blanks to each railroad corporation whose road lies in whole or in part within the limits of this State, who shall make return in detail of its operations and affairs during the preceding year, and such other information as the Auditor General shall direct. Method of attestation and penalty for non-compliance prescribed.

1863, April 15, P. L., 464. Act of April 4, 1859, extended to canal companies.

1868, April 14, P. L., 96. Act of April 4, 1859, extended to telegraph companies.

1870, April 9, P. L., 61. Auditor General to prepare and forward a blank form to each railroad, canal, navigation, and telegraph company whose works or lines are in whole or in part within the limits of this State, who shall make an annual report, "embracing in detail the operations and affairs of said corporations during the financial year, and such other information as the Auditor General shall direct." Method of attestation and penalty for non-compliance prescribed. Reports to be filed in his office, and copies transmitted to the Legislature on or before the 15th day of February in each year.

1873, Constitution, article XVII, section 11. The existing powers and duties of the Auditor General in regard to railroads, canals, and other transportation companies, except as to their accounts, transferred to the Secretary of Internal Affairs.

1874, May 15, P. L., 193, section 2. The Secretary of Internal Affairs in lieu of the Auditor General, after July 1, 1875, to transmit to railroad and other corporations, named in above-recited acts, the blanks required, "and upon the reception of such returns he shall *arrange* the same for publication."

I have selected from the printed volumes of the reports made to the

General Assembly, under the before-mentioned acts, facts from the returns of the several corporations, as follows :

	<i>No. of corporations reporting.</i>	<i>Pages occupied.</i>
1860,	57	192
1861,	59	218
1862,	90	<u>259</u>
1871,	116 railroads. 82 passenger railroads. 14 canals. 4 telegraphs.	
Total,	<u>166</u>	<u>799</u>
1880,	173 railroads. 41 passenger railroads. 10 canals. 7 telegraphs.	
Total,	<u>231</u>	<u>1,158</u>
1882,	185 railroads. 39 passenger railroads. 9 canals. 8 telegraphs.	
Total,	<u>241</u>	<u>1,272</u>

These pages were made up as follows :

(1882.)

Title page and list of corporations, with date of filing reports,	8 pages.
Tabulation of results,	112 "
Reports of railroad companies,	916 "
Reports of passenger railroad companies,	156 "
Reports of canal companies,	50 "
Reports of telegraph and telephone companies,	30 "
Total,	<u>1,272</u> "

If the work was to be limited to five hundred pages, the latter would be distributed as follows :

Table of corporations and tabulated results,	120 pages.
To be devoted to about 254 corporations, being a trifle over 1½ pages to each company,	<u>380</u> "
	<u>500</u> "

In our last report the Pennsylvania Railroad Company's report covered 13 pages; Lehigh and Susquehanna, 10 pages; Philadelphia and Reading, 19 pages; Lehigh Valley, 9 pages; New York, Lake Erie and Western, 16.5 pages, and the Pittsburgh, Fort Wayne and Chicago, 14 pages.

This exhibit of the number of pages occupied by the returns of several of our leading lines shows the impracticability of reducing the space to be occupied by them, respectively, to one and a half pages. Even if such a condensation would be deemed lawful, it would require such an elimination of "details" as to render the report practically useless to those interested in the stocks or business of our transportation companies.

Below is given a brief statement of the number of corporations making

returns, and the number of pages of matter contained in the printed reports on *railroads alone*, issued by neighboring States :

Ohio, 1880,	72 companies.	1,446 pages.
New York, 1877,		1,275 "
Massachusetts, 1882,	102 "	633 "
Michigan, 1881,	58 "	625 "
Iowa, 1882,	28 "	603 "

REPLY OF THE ATTORNEY GENERAL.

OFFICE OF ATTORNEY GENERAL,
HARRISBURG, *February 1, 1884.*

Honorable J. SIMPSON AFRICA,

Secretary of Internal Affairs :

DEAR SIR: By direction of the Attorney General I have carefully examined and considered the matters referred to in your communication of the 29th of December, 1883, in respect to the publication of your report on railroads, canals, and telegraphs.

It seems to me that there can be no room for doubt or question as to the meaning and purport of the act, June 4, 1883, (P. L., 68,) so far at least as it relates to the subject of your inquiry.

For some reason not apparent upon the face of the act, it was plainly the intention of the Legislature to limit the number of copies of said report to two thousand five hundred, and to require a *condensation* of the contents "so as not to exceed five hundred pages."

There is, however, no irreconcilable repugnancy between these requirements and the prior acts upon the same subject, and we are therefore bound to give them such effect as the language necessarily involves.

The result thus reached is, that the Secretary of Internal Affairs is required to arrange for publication and to publish the returns of railroad, canal, and telegraph companies so *condensed* that the report shall not exceed five hundred pages, and to limit the issue to two thousand five hundred copies.

In its legal aspects, this is the construction which we must give to these acts and by which we must be governed until the Legislature shall see proper to provide otherwise.

With the wisdom or policy of the act of 1883 we are not concerned, nor are we called upon to suggest any remedy for its effect upon the value or usefulness of the report. That responsibility rests with the Legislature, and our duty ends with an interpretation of the statute as we find it, without reference to the results which it may involve.

Very respectfully,

ROBERT SNODGRASS,
Deputy Attorney General.

A compliance with the printing law of 1883, limiting this report to five hundred pages, required the adoption of some uniform method for abridg-

ing the returns of the several companies which had always hitherto been printed in full. It was decided to insert the list of officers, characteristics of line, and balance sheet of each corporation, and to place in the tabulated results such additional statistics from the company returns as could be properly arranged therein. These tables, therefore, contain much fuller information than those of previous years.

As the space appeared to admit of the insertion of copious extracts from several of the largest railroad corporations, and it was believed such would be of public interest, they have been inserted, beginning on page 411.

The printing law above referred to also reduced the number of copies of this report allowed the Department for distribution from nine hundred to five hundred. This allowance will be exhausted in supplying the corporations, exchanges with the railroad departments of sister States, and others entitled to receive them, so that this Department will be unable to furnish many persons with copies who hitherto obtained them here.

Review of the Railroad Reports of other States.

A brief synopsis of the principal topics mentioned in such of the late reports of the railroad departments of other States that this department has been favored with, is annexed hereto. As mentioned elsewhere, State supervision of railroads prevails in over twenty of our sister Commonwealths. While there is a similarity among many, no two exercise their authority in the same manner. In some, the duty is committed to a board of three commissioners, in others to a single commissioner or to a State officer in addition to his other duties.

ALABAMA.

This State provided for the formation of a Railroad Commission by act of its General Assembly approved February 26, 1881. The second annual report of the commissioners is for the year ending June 30, 1882. The act mentioned declared the main track of every railroad in the State a public highway, over which all persons have equal rights of transportation for passengers and freights, on the payment of just compensation to the owners of the railroad for such transportation. For overcharges or discriminations in rates, the injured party may recover, in an action at law, double damages and a reasonable counsel fee. The persons or corporation operating any railroad are required to post at each station their tariff of rates, both general and special, and are prohibited from making any reduction or rebate from such tariff in favor of any shipper which shall not be made in favor of all others by a change in such published rates, except that special rates may be given in aid of the development of an individual enterprise, and then must be published in like manner as the others. Any person or corporation found guilty of extortion or unlawful rebate is subjected to a fine of not less than ten dollars nor more than five hundred dollars, but it is provided that nothing in the act shall prevent any company from transporting freight free of charge.

The commission consists of a president, at a salary of \$3,500 per year, and two associates, at a salary of \$3,000 each, to be selected for two years by the Senate, from nominations made by the Governor. They are authorized to employ a clerk, at a salary not exceeding \$1,500 per year. These salaries and other office expenses are paid from the State Treasury, and are assessed upon the several railway lines within the State, according to their respective gross earnings, as a "license tax," upon the payment of which by any person or corporation, and the production of satisfactory evidence that the party paying the same is prepared to transport freight and passengers with reasonable safety over his or their road, a license to use such road for one year will be issued. A penalty of \$100 is provided for operating a railroad without a license. The commissioners are prohibited from holding stock in any railroad corporation, and from accepting any gift, gratuity, emolument or employment coming from the same, except a permit for themselves to pass over the road.

The commission is required to consider and revise all tariffs or charges for transportation submitted to it by any person or corporation operating a railroad; to hear all complaints against such tariffs, and make such investigations as may be deemed necessary, giving all parties interested due notice; to examine the railroads from time to time, and keep informed as to their condition and the manner in which they are operated, with reference to the security and accommodation of the public, and the compliance of the several corporations with their charters and the laws of the State; to recommend to the railroad companies, from time to time, the adoption of such measures and regulations as may be deemed conducive to the public safety and interest; to require any railroad or part thereof to be fenced when deemed necessary; to make an examination into the books and financial condition of any corporation operating a railroad on the application, in writing, of a director or the owner or owners of one-fiftieth of the paid-in capital stock, or of bonds or other evidences of indebtedness equal to one-fiftieth of such stock; and by correspondence, convention, or otherwise, to confer with the railroad commissioners of other States, for the purpose of agreeing, if practicable, upon a draft of statutes to be submitted to the Legislature of each State, which shall secure uniform control of railroad transportation in the several States, and from one State into or through another, as will best subserve the interest of trade and commerce of the whole country.

The commission is also authorized to summon, require the attendance of, and examine under oath, witnesses as they may think proper in relation to the affairs of any railroad company, and to have at all times access to the list of stockholders. Each corporation is required to make an annual return of its business in the manner prescribed by the board, and to furnish all information required relative to the management of its lines.

This enactment, while making full provision for a thorough investigation of the several corporations, their lines, and operations, and providing rem-

edies for the infringement of public or private rights, at the same time guards the companies from malicious or harassing complaints, and appears to have been framed in full view of the needs of the times. It is evident that the Legislature of Alabama is disposed to hold the railroad corporations within that State to that proper accountability to the sovereign power which is elsewhere exacted from other corporations invested with extraordinary privileges. This is not more than considerations for the interests of the public and the investors in railroad securities require. The suggestions looking toward uniformity in the railroad legislation of the several States are worthy the earnest consideration of the people and their representatives.

A number of complaints were heard, investigations had, and suitable recommendations made. It was charged in one case that a company had carried ministers and traveling companies at reduced rates in violation of law. The board decided that as nothing is more common among individuals than that ministers should be exempted from charges made on others, a practice which the general voice of mankind approves, there is no "unjust discrimination" in companies imitating the example set in numerous exempting statutes of the Legislature by passing such persons over their lines at reduced rates when engaged in ministerial duties. The second point of the complaint was also overruled on the ground that the statute was not intended to apply to excursions to conventions, conferences, synods, associations, or other public assemblages, or in cases where a number of tickets were sold to a company or crowd in one transaction. Several charges of discriminations in freight rates were considered, and appropriate recommendations made. A hearing was given relative to a railroad rule concerning the shipment of gunpowder and other explosives and combustibles. Action was taken on a complaint that a regular station had been changed to a flag station, and the board notified the offending company to re-open it as a regular station on a day named. Other complaints were duly considered, and suitable action taken by the board relative to: Erecting a depot building, fencing railroads, freight regulations at depots, and passenger fare reductions. The officers of a number of the railroad companies were examined under oath relative to their annual returns, cost, length, equipment, and management of the lines, and various other points of concern to those interested in corporations, and the evidence thus obtained is printed in the report.

Tables of the freight rates on a number of leading lines, as presented to the board for examination, and the same as revised and recommended by the board, are printed in considerable detail. In the efforts to secure a revision of the passenger and freight rates the commissioners met with opposition from a few of the corporations. Some denied the authority of the commission to require the production of their tariff sheets, and took ground that the State could not, under their charters, regulate their business.

The board, however, avoiding all discussion as to the authority of the State to exercise this jurisdiction, proceeded with the work, and during July and August examined and revised the freight and passenger rates of every railroad within the State. In the investigations all the lines, except one which has but a small part of its road in the State, were represented by one or more of their principal officers, usually the chief passenger and freight agents. The subject of revision was carefully investigated by the commission, the interests of the corporations and their patrons duly considered, and the rates so adjusted as to cure as far as practicable the complaints of unjust discrimination and extortion, and yield a fair return for the service performed. The tariffs adopted went into operation on all the roads, and when fully understood and enforced were generally satisfactory.

The report contains tables showing the stock, debt, cost of road and equipment, earnings, expenses, train mileage, etc., of each company, but as the columns are not footed up, the results cannot be stated. Beside occasional inspections, two of the commissioners made a thorough personal examination of each railroad in the State, looking in detail at the trestles, bridges, depots, and rolling stock, and in their report the roads are separately noted. The reports of the companies contain the names of the chief officers and directors, the kind of brakes used on trains, average number of persons employed, balance sheet, rates charged, express and sleeping car companies, receipts from mail service, and number of accidents to persons, with a statement of each.

The commissioners report that no railroad company failed or refused to adopt and put into effect any recommendation made by them, and say: "This whole subject of the regulation of the business of railroads by the State is one which is full of inherent difficulties and surrounded by many embarrassments. It is of recent origin, and yet the march of events forced it upon the most enlightened nations of Europe and a majority of the States of the American Union. None of these nations or States that have undertaken it have receded from this governmental work. Time and experience are necessary to develop and reduce it to a thoroughly arranged and complete system. The reformers who propose by heroic remedies to accomplish complete wonders in a day or not at all will find a more successful field of operation somewhere else than in dealing with this subject. No statutes, however wise, patriotic or well considered, will in themselves accomplish the work, and a tinkering and meddling administration of such statutes certainly will not. To make such regulation just and beneficial, worthy of a great State and promotive of its prosperity and the welfare of all who are entitled to the protection of its laws, this supervision must be exercised by an administration of such statutes, characterized by a spirit of justice, firmness, and patience."

The printed report contains a county map of the State on a scale of about twenty miles to an inch, upon which is represented the railroads, waters, cities, and towns, and its more than five hundred pages contain abundant

evidence of the earnest efforts of the commissioners to faithfully execute their duties in a manner alike just to the railroad corporations and the people they serve. While the statute creating the commission and defining its powers may need such amendments as experience shall suggest, it appears, at this distant view, to have afforded remedies for the correction of many errors that necessarily grow up among corporations that, not being under any general supervision, exercised the privileges granted by the charters according to the construction given by their own officers. The action taken by the commission in the many intricate and important questions presented for its consideration seems to have been well considered, and will doubtless promote more friendly relations between the railroad companies and the people residing along their lines, as well as add to the general prosperity of the State.

CALIFORNIA.

The Constitution of this State declares all railroad, canal, and other transportation companies to be common carriers, and subject to legislative control; permits every railroad to intersect, connect with or cross any other road, and prohibits discrimination in charges or facilities for transportation of freight or passengers. It provides for the division of the State into three districts, nearly equal in population, and authorizes the election in each district of a railroad commissioner to serve for a term of four years, commencing on the first day of January next after his election. These commissioners are prohibited from being interested in any railroad or other transportation company as stockholders, creditors, agents, attorneys, or employes. The commissioners, designated as the "Board of Railroad Commissioners of the State of California," or a majority of them, have power, and it is their duty, to establish rates of charges for the transportation of passengers and freight by railroad or other transportation companies, and publish the same from time to time, with such changes as they may make; to examine the books, records, and papers of all railroad and other transportation companies, and for this purpose they have power to issue subpoenas and all other necessary process; to hear and determine complaints against such companies; to send for persons and papers; to administer oaths, take testimony, and punish for contempt of their orders and processes, in the same manner and to the same extent as courts of record, and enforce their decisions and correct abuses through the medium of the courts; to prescribe an uniform system of accounts to be kept by all such corporations and companies.

Companies which shall fail or refuse to conform to the rates established by the commissioners, or charge rates in excess thereof, or fail to keep their accounts in accordance with the system prescribed by the commissioners, are made subject to a fine not exceeding \$20,000 for each offense.

By a law approved April 15, 1880, the Board was authorized to appoint a secretary, a bailiff, and a stenographer. The salaries were fixed as follows: For each commissioner, \$4,000 per annum; secretary, \$2,400; bailiff,

\$1,200, and for the stenographer, as may be voted by the Board. In the performance of official duties, the commissioners and those in their employment have the right to pass free of charge on all railroads, steamers, ships, vessels and boats, and on all vehicles employed on or by any railroad or other transportation company engaged in the transportation of freight and passengers in the State. The process issued by the Board extends to all parts of the State, and may be served in any county by the bailiff or any person authorized to serve process of courts of record. All complaints made to the Board are required to be in writing, supported by the oath of the complainant. Summons issued requires the defendant to appear and answer within fifteen days from the date of service.

The first report of the Board is dated February 4, 1881. Under the law above cited, the Board is vested with extraordinary powers, and in the inauguration of the new system contemplated and directed to be introduced by that law, it became necessary for it to assume a difficult task, environed with many and great responsibilities, in entering upon the discharge of which, the members appear to have fully realized the importance and magnitude of the interests involved. Among the duties executed during the first year were the inspection of the tracks, stations, and warehouses on the several lines of railroads, in doing which over three thousand two hundred and eight miles were traveled. The tariffs of the several companies, with one exception, were examined and filed. In this tour of examination thirty-one cities and towns were visited, at each of which ample opportunity was given to persons who desired to appear before the Board. Oral statements were heard and committed to writing by the stenographer. Fourteen complaints were heard relative to excessive rates, inconvenient location of station, and lack of convenience in shipping live stock.

The second report is dated May 10, 1881, in which the reductions of freight rates, held under consideration since the organization of the Board, are printed. The Board, in its investigations, was met with a popular demand for sweeping reductions, but keeping in view the mutual relations and interest of shippers and transportation companies, endeavored to make such an adjustment of rates as would be just alike to both parties. The conclusion was arrived at that an arbitrary regulation of railroad charges is not only unjust to the railroads, but full of danger and injury to the public, and after carefully considering the scope of their authority, they adopted the following plan of action :

“ That in determining rates of charges for transportation of freights and fares on the various lines, or portions of lines, of transportation within this State, the Board will have regard to the equities between shippers and carriers, and the protection of private property invested in transportation enterprises ; and in determining what is a just and reasonable rate, will consider the value of the services performed, distance of carriage, volume and direction of traffic, the general character thereof to be fixed by classification as to volume, weight, value, the liability to accident, climatic influences,

compilation, grades, curvatures, cost of maintenance; and that in fixing, establishing, or adopting fares and freights, all parties to all cases arising out of the adjustment of rates, before any such rates shall become and be established as the rates of this Board, shall have full and ample opportunity to appear before this Board to be heard in the premises by counsel or otherwise, to summon witnesses, and to this end shall be entitled to processes of this Board, to the end that the judgment may be equitable, and its conclusions be just and reasonable."

In this report the Board candidly states the difficulties to be encountered in a faithful and just execution of its extensive powers, the popular clamor demanding sweeping reductions in rates, and the injustice and harm to the transportation companies that might result from any hasty or ill-considered action on its part, and indicated its wisdom in declining any marked change in tariffs of rates until the problem had been fully and carefully examined.

In the third report (1882) a review of the legislation relative to railroads enacted before the adoption of the present Constitution is given, in which it appears that as early as 1865 the question of regulating the charges of common carriers received some consideration by the Legislature. In 1872 legislative regulation of railroad charges was agitated, but it did not assume positive shape until the adoption of the "O'Connor bill," April 3, 1876. This enactment provided for a Board of three commissioners which was invested with power to inspect the railroads, hear complaints, intervene and settle differences, and to enforce penalties for extortion and unjust discrimination. This law did not attempt any adjustment of rates other than to prescribe the tariffs in force on the 1st day of January preceding to be maximum rates, leaving the companies free to charge less if they chose to do so. The Board thus formed continued the execution of its duties under this and an amended act until January 1, 1880, when it gave place to a new one chosen in accordance with the new Constitution.

The Board, after a careful review of the subject of rates in its bearings upon the shipper, the transportation company, and the general public, arrives at the conclusion that the establishment of inflexible relations between shipper and carrier is impracticable, and would work injury to both, and that their enforcement would upset commercial values and destroy confidence; the true policy being to give the greatest possible freedom to individual action, consistent with the rights of others equally free. Besides the question of rates, to which considerable space has been given and the experience of foreign nations and sister States noted, many other subjects within the scope of the powers of the Board are pretty fully, fairly, and intelligently discussed.

Returns of the several lines of railroads are printed, giving, according to an elaborate form adopted by the Board, full details of their operations and affairs. Tables are printed in which the rates of fares for passengers and for the transportation of the various classes of freight are shown, also the reductions made in the rates.

CONNECTICUT.

The thirty-first annual report of the railroad commissioners of this State is for the year ending September 30, 1883. The accompanying map shows the several lines of railroads and their connections with the systems of the adjoining States, the county boundaries, principal streams, and railway stations, on a scale of six miles to an inch. Twenty-three corporations made annual returns. Besides the semi-annual examinations required by law, an expert, under the direction of the board, made a careful inspection of the most important wooden bridges on the roads. Each principal line is noticed in the written report, and the improvements made by the companies, such as the relaying of rails, substitution of steel rails for iron, rebuilding of bridges, rebuilding and filling of trestles, repairs of telegraph lines, erection of new station-houses, freight-houses, and water stations, construction of new lines and sidings, and placing of electric signals, are particularly mentioned.

The General Assembly at its last session passed an act authorizing the commissioners to order the alteration of highways where crossed at grade by any railroad, when, in their opinion, public safety required such changes. After an examination of all the grade crossings in the State, the board directed a number to be carried over the tracks, and the expense to be borne by the town or railroad company, or to be apportioned between them, as the circumstances of the several cases seemed to warrant.

The accidents to persons were :

<i>Killed</i> —Passengers,	2	
Trespassers,	56	
Employés,	41	
		99
<i>Injured</i> —Passengers,	18	
Trespassers,	82	
Employés,	118	
		168

The average operating expenses were 73.18 per cent. of the gross income, and average net earnings on the amount of the permanent investmet, 4.99 per cent. During the last five years the amount of capital stock issued was increased \$11,828,278; funded debt, \$8,772,954; total income, \$5,222,692; operating expenses, \$5,171,384. The number of men employed during the year was 12,469.

The board consists of three members, appointed for the term of three years; one is required to be a lawyer of good standing in his profession of at least ten years' practice; one a capable and experienced civil engineer, of at least ten years' practice; and the other a good practical business man. Their salaries and office expenses are paid from the State Treasury, and annually the amount thereof is apportioned among the several railroad companies in proportion to the length of their respective main tracks, which are required to pay the same to the treasurer. The commissioners and their official employés have the right, in the performance of their du-

ties, to pass free of charge over all the railroads of the State, and under the various statutes are invested with authority and are required to exercise a vigilant supervision over the corporations and their operations; on the written complaint of five stockholders or creditors of any railroad company, assigning sufficient reason, shall examine the road, rolling-stock, by-laws, and rules, and notify the company to make required repairs; make and enforce regulations as to method of selling tickets, furnishing comfortable seats for passengers, management of engines and cars at highway crossings, erection of warning boards and gates at crossings, exchange of baggage at intersecting roads, placing of guard-rails on bridges, construction of cattle-guards and fences, speed of trains and obstruction of highways by the same, and relative to many other subjects in which the people are interested.

A general law facilitating the organization of companies was passed in 1871, but a company cannot proceed to construct a road until the location has been approved by the commissioners, nor can any part of a railroad be opened for public travel until a certificate shall be given by them that such road is in a suitable and safe condition. After a final location of a railroad has been made, the company is required to file with the Secretary of State, a detailed statement of such location, and to deposit with the town clerk of each town through which the line passes, a plan of so much of the road as lies within the town, drawn to a scale of five inches to the mile, and showing the width of land taken. Under a law passed in 1883, in constructing new lines of railroads, the companies are required to cross public highways either over or under the same, except when, for special reasons, the commissioners grant permission for a grade crossing; and when a new highway is opened it must be carried over or under any railroad that it becomes necessary to cross. Looking to the safety of employes, the Assembly, in 1882, enacted that thereafter every freight car built or purchased should be provided with couplers so arranged as to render the presence of any person between the ends of the cars unnecessary for the purpose of coupling the same, and all couplers must be approved, before introduced, by the commissioners. The law of 1881 directed that the standard of time of the city hall in the city of New York, be made the standard of time for the State. This time was to be telegraphed daily to each station having telegraphic communication, at which a clock shall be kept regulated by said time. In all public time-tables this standard was to be used. The suggestion of the General Time Convention to make the time of the seventy-fifth meridian the standard for Connecticut, while it met the approval of the commissioners, was made too late for such legislative action as would secure an amendment of the act of 1881.

GEORGIA.

The Constitution of this State confers upon the General Assembly power and authority to regulate railroad freight and passenger tariffs, to prohibit unjust discriminations on the various railroads, and to prohibit said roads from charging other than just and reasonable rates. A railroad commission, consisting of three commissioners, was chosen by virtue of authority

contained in an act passed the 14th day of October, 1879, and empowered to make reasonable and just rates of freight and passenger tariffs, to be observed by all the railroad companies doing business in the State; make reasonable and just rules and regulations to prevent unjust discriminations in the transportation of freight and passengers, or the giving or paying of any rebate or bonus; to make schedules of rates for each company, cause the same to be published and publicly posted and observed by the transportation lines. The sixth semi-annual report of the commission (Hons. James M. Smith, Campbell Wallace, and Leander N. Trammell) is dated October 15, 1882, and is chiefly devoted to the general subject of freight and passenger rates and questions arising from their establishment and enforcement; and it is to be inferred, in the absence of a full copy of the law creating the commission, that its duties are limited to the subjects above mentioned. Tables of rates are published, accompanied with the circulars issued by the commission, and reports of the consideration and decision of legal points raised. While these matters appear to have been given patient and full consideration they are of local interest only. There does not appear to be any statute or regulation requiring the corporations to make detailed reports of their organization and operations, such as is usual in many other States; and although the laws there appear to be far-reaching in certain directions and potent for the protection of the interests of the public, they do not seem to provide for the dissemination of such information of the financial condition of the corporations that investors in their stocks or securities are anxious to obtain.

MASSACHUSETTS.

The fifteenth annual report of the Board of Railroad Commissioners of the Commonwealth of Massachusetts is for the fiscal year ending September 30, 1883. It contains a map representing the outlines of each town and its population in 1875. The location of the cities, villages, post-offices and money-order post-offices, also the lines of all the railroads within the State and many connecting ones in the adjacent States on the south and west. Sixty-five corporations made returns. The average cost per mile of a standard gauge road is \$60,850; equipment, (per mile operated,) \$6,250; narrow gauge, \$29,634; equipment, \$6,853. Average cost of operating the roads during the last ten years was about 69 per cent. of the gross receipts. Percentage of dividends last year to capital stock, 5.21 per cent. Average passenger fare, two cents per mile.

The great number of accidents occurring in the coupling and uncoupling of cars, killing or maiming many employes, prompts the commissioners to hope that some device may be adopted whereby the casualties from these sources may be averted.

The board of commissioners, under the laws of the Commonwealth, exercise a general supervision over all the steam and passenger railroads within its borders. It makes annual inspections of the track and equipment of the various roads, notes and calls the attention of the proper authorities to

any deficiencies that may be found. Among other powers it has authority to grant permission to make highway crossings at, above or below grade, order gates or flagmen at grade crossings, permit the introduction of improved switches and automatic train signals, grant permission for the running of Sunday trains when demanded by "public necessity and convenience." Complaints were heard and appropriate recommendations made relative to the running of Sunday trains, checking personal baggage, building passenger and freight stations, reduction of certain rates of fare and freight charges, commutation tickets, running additional trains, stopping trains at certain stations, loud whistling of freight engines during the night, and other subjects. The corporations concerned were generally prompt in complying with the recommendations of the board.

Reports are given of the investigation of causes of collisions, derailments, and other accidents resulting in death or injuries to persons and property. The rights of both the people and the corporations appear to be carefully guarded. Evidence of the consideration of the former appears by the following paragraph copied from the report:

"In several instances the board has been called upon to apply the well-settled rule that the people on a line of railroad are entitled to reasonable accommodation for travel and traffic, even if the company is not remunerated for the cost of furnishing it. The principles upon which this doctrine rests are too familiar to need argument. As briefly stated in one decision of this year, they may be reprinted here: 'Railroad companies are not private enterprises conducted solely for gain, but public corporations which have received great privileges, and owe a return to the community. The law-making power has intrusted them with the exercise of eminent domain in order to secure advantages for the people of the State. These advantages the people have a right to demand. The duty as well as the power of furnishing reasonable accommodation for the public has been granted by the State and accepted by the corporation.'"

Before a new road can be constructed, the board must be satisfied of its necessity; and it may, on petition of citizens interested, fix the route.

MICHIGAN.

The eleventh annual report of the Commissioner of Railroads for this State, made November-30, 1883, was for the year 1882, and is accompanied with a county and railroad map. Fifty-nine corporations made annual returns. The length of the railroad lines of the State increased from sixty-three miles in the year 1838 to four thousand six hundred and nine miles at the close of 1882.

The casualty report shows that four passengers were killed and fourteen injured, forty-eight employes killed and two hundred and eighty-two injured, seventy-eight other persons were killed and eighty-nine injured. Total number of accidents, five hundred and seven. The proportion of passengers killed to the whole number carried was one for every six millions and a fraction, and of the injured passengers one for about two millions. There, as in other States, car-coupling furnished the greatest proportion of victims, and the roll of casualties foots one hundred and seventy-three. Forty-eight persons were killed when walking on the tracks. The cost of road and equipment per mile was \$55,594 74.

The returns of the companies contain: The names of the directors and chief officers; date of organization; number of stockholders, and number

of those residing in the State; date of annual meeting; termination of fiscal year; location of general offices; very full details of the financial accounts relating to stock, debt, cost of road and equipment, earnings, and expenses; description of road, when opened, length and termini of main line and branches; bridges, trestles, culverts, crossings, stations, tencing, road-bed, &c.

The Legislature, in 1873, enacted a general railroad law providing for the incorporation and regulation of railroad companies as well as for the appointment by the Governor of a railroad commissioner, and defining his duties. This officer, commissioned for two years, is paid a salary of four thousand dollars per annum, and cannot be interested in any manner in any stock, bond, or other property of any railroad company, nor can he in any manner be employed or connected therewith. Each company is required to make and transmit to the commissioner a report for each calendar year, specifying under forty-two heads mentioned in the act (essentially the same as will be found in the review of the Missouri report,) information relative to its organization and operations. The commissioner is also authorized to propound any additional interrogatories relating to the management of the corporations, which are to be answered in the same manner. He is authorized to examine into the condition and management of all other matters concerning the business of the railroads, so far as the same affect or relate to the interests of the public, and to the accommodation and security of passengers or persons doing business therewith, and whether the officers and employes comply with the laws of the State concerning them, and such other matters as he may deem important; and for such purpose he is authorized to examine the books, papers, records, and vouchers of any railroad corporation in his discretion; to issue subpoenas, compel the attendance of witnesses, and examine them under oath. Either on complaint or at his own option he may inspect and examine any track, bridges, or other structures of any railroad company, and after notice, enforce the making of such repairs as he may deem necessary to place the same in a reasonably safe condition. He may require the employment of flagmen at highway crossings or cause the erection of bridges or gates, as the public safety may demand, and it is made his duty, at least once in each year, to visit each county in which there is a railroad station and personally examine into the management of such railroad.

The act mentioned is very comprehensive in its provisions concerning the formation of railroad companies and the regulation of their affairs, and embodies a number of wholesome restraints. Among its noticeable features are: A requirement to construct and file with the register of each county a map of so much of the route adopted as lies within such county, and in case of any change in location, a map thereof is to be filed in like manner; fixing the maximum and minimum rates of passenger fares; prohibiting the employment of any person as an engineer, train-dispatcher, fireman, baggage-master, conductor, brakeman, or other servant upon any

railroad, in any of its operating departments, who uses intoxicating drinks as a beverage.

The report of the commissioner, Hon. W. P. Innes, contains seven hundred and three pages, and gives evidence of laborious and careful preparation. The extensive corporate interests concerned are very fully and satisfactorily presented.

MINNESOTA.

The last report received is for the year ending June 30, 1882, being the twelfth annual report. Average cost per mile of railroad operated in the State, was \$43,934 12. Average passenger fare, 2.90 cents per mile.

Among many valuable recommendations relative to matters local to the State, the commissioner asks the Legislature to consider the propriety of adopting, as a police regulation, the policy of Michigan prohibiting the employment of men in the railway service who use intoxicating drinks. He says: "Whisky destroys more men about railways than car-coupling, broken rails or other like causes. Men who habitually use intoxicating drinks should be rooted from the service. Those who are daily and nightly intrusted with the lives of thousands of trusting travelers should abstain from all intoxicating drinks as a more perfect safeguard for their high public duty. So great is the interest of the general public in the sobriety of the engineers, conductors, train-dispatchers, switch-tenders, and others in charge of trains, that I deem it of great importance that a stringent law be passed, requiring temperance on the part of those connected with the operation of our railways."

The commissioner refers to the law of Massachusetts conferring upon the railroad commissioners of that State authority to decide upon the necessity of proposed roads, and suggests that the Legislature should consider the question if there should not be some power to restrict the exercise of the right of eminent domain in building roads not demanded by the wants of the people.

The casualties for the year were one hundred and seventeen killed and three hundred and fifteen injured. Of those killed there were two passengers, seventy-five employés, and forty others. Injured, twenty-one passengers, two hundred and forty-six employés, and forty-eight others. A large percentage is owing to misconduct or want of caution on the part of the the injured. In the coupling of cars eight persons were killed and eighty-nine injured, and the killed and injured from falling off trains in passing from car to car number thirty-five employés.

The law contemplates that the railroad commissioner shall carefully examine and inspect the condition of each railroad in the State, but that officer complains that he has not been provided with the means for the performance of that duty. He, however, collated and published accounts of several train accidents that resulted in loss of life and destruction of property.

The condition of the road-bed and equipment of a number of lines is noted; also the improvements made during the year, such as extension of lines, side-tracks, introduction of steel rail, new bridges, new rolling stock, etc.

531.87 miles of new roads were constructed during the year. In tonnage grain contributed more than one-fifth. The operating expenses were 54.27 per cent. of the gross earnings. Capacity of grain elevators, thirteen million and eighty thousand bushels.

Each company makes an annual report in detail similar to reports made by the Pennsylvania lines to the Secretary of Internal Affairs, with the addition of tables showing the amount and kind of freight shipped both directions from each station.

Since the above review was written, this Department has been favored with a copy of the Railroad Commissioner's thirteenth annual report, being for the year ending June 30, 1883.

While the commissioner finds constant employment in the discharge of his duties relative to tax revenues, discriminations, and abuses, hearing of complaints and their adjustment, examination of causes and prevention of accidents, inspection of roads, bridges, and trestles, examination of companies' books, as well as to other matters pertaining thereto, he expresses the opinion that the authority of the office should be enlarged, and recommends the adoption of a code similar to that in force in Massachusetts or Illinois: "A very important duty of the commissioner is to stand as a friendly umpire between the public on one hand and the railway interests serving it on the other. For this purpose he investigates local complaints of all classes, and brings the attention of the railway managers to their consideration, and stands as an impartial arbitrator. Work in this direction results in great advantage to the public. In this manner very many cases are disposed of quietly and without any litigation. Bitter controversies, antagonisms, and even law suits, are thus averted. The number of cases of this sort are constantly on the increase, and are very generally adjusted to the mutual satisfaction of both parties." A case is then cited where, by the intervention of the commissioner, a freight tariff on one of the leading lines that had been raised from fifty to one hundred per cent. at different points, was so reduced as to be entirely satisfactory to the complaining parties.

Breadstuffs form a large part of the railway tonnage of the State, and the grading of and freight charges on wheat give rise to much discussion and complaint on the part of the people. The commissioner points out the errors and injustice of the "grading" and elevator systems that prevail in that State, and are local to the wheat-growing sections of the upper part of the Mississippi valley. He thinks the wages paid to brakemen, conductors, and engineers is not commensurate with their responsibilities and risks, and out of proportion to the salaries of the higher officials, and suggests that their pay might be advantageously increased gradually after years of continuous and acceptable service as an incentive to honorable employes. The advantages enjoyed by a class of employes on one of the lines in Pennsylvania is mentioned with favorable comment.

The table of accidents shows that one hundred and thirty-eight persons were killed, and two hundred and eighty-three injured on the roads. The

coupling of cars foots up twelve killed and one hundred and nine injured, a strong incentive for the introduction into this branch of the railway service of some device whereby the lives and limbs of the employés may be more safely guarded. Of the number of passengers carried, one in one hundred and eighty-three thousand nine hundred and seven was either killed or injured, not a large proportion, but greater than that found in many other States. Fifty-one trespassers were killed and twenty injured. The number of employés killed or injured was three hundred and fifteen. The vending of impure literature on the trains is properly censured, and the officials of the railways informed that a just sense of propriety would demand a suppression of such traffic. A full account is given of the conception of a railway to the western coast, and the various projects which ultimated in the construction of the Northern Pacific road, in which the parts aoted by numerous public men are noted. The betterments made on the various lines in equipment, roadway, and track, are specially mentioned. Seventy-three of the seventy nine counties now enjoy railway facilities. For the year ending December 1, 1874 5 miles of railway were built.

MISSOURI.

In the revision of the statutes of this State in 1879, all the enactments relating to the formation of railroad companies, the construction and operation of their lines and kindred subjects, were suitably and conveniently arranged.

Under a law passed in 1875, a board of railroad commissioners was authorized. The commissioners are chosen by the people for a term of six years, one each alternate year. The salary of each is three thousand dollars per year, and that of their secretary is fifteen hundred dollars. No person owning any bond, stock, or other property in any railroad company, or in the employ of any railroad or transportation company, or in any way or manner personally interested therein, can serve as a commissioner. The commissioners are required on complaint made and filed against any company to make an investigation thereof, and for that purpose have power to send for persons and papers, administer oaths, and to examine any and all books kept and used by such company, and if the charges are sustained, the cost is to be paid by the company, but if not sustained, then the expenses of the investigation are to be paid by the complainant. They are authorized to classify articles of freight transported, and to reduce the rates whenever, in their judgment, it can be equitably done; to carefully examine the condition of the several railroads of the State, and to inspect and examine the tracks, bridges, or other structures, and direct such repairs as they may deem necessary, and enforce a compliance with their directions.

Each company doing business in the State is required to transmit to the commissioners, on or before the first day of April in each year, a full and true statement, under oath, of the affairs of the corporation for the preceding calendar year, specifying therein:

1. The amount of capital stock subscribed, the number of shares, and the par value thereof.
2. The names and owners of its stock, the amount owned by them respectively, and the residence of each stockholder as far as known.
3. The amount of stock paid in, and by whom.
4. The amount of its assets and liabilities.
5. The names and places of residence of its officers.
6. The amount of funded debt.
7. The amount of floating debt.
8. The estimated value of the road-bed, including iron and bridges.
9. The estimated value of rolling stock.
10. The estimated value of stations, buildings, and fixtures.
11. The estimated value of other property.
12. The length of single track on main line.
13. The length of double track on main line.
14. The length of branches, stating whether they have single or double track.
15. The aggregate length of siding and other tracks above enumerated.
16. The number of tons of through freight carried during the year preceding the making of the report.
17. The number of tons of local freight carried during the same time.
18. The monthly earnings for the transportation of passengers during the same time.
19. The monthly earnings for the transportation of freight during the same time.
20. The amount of expenses incurred in running and management of passenger trains, in the running and management of freight trains, and the running and management of mixed trains during the same time.
21. The expenses incurred in the running and management of the road, including the salaries of officers for the same time, which shall be reported separately.
22. The amount expended for repairs, including maintenance of roadway, repairs, and renewal of bridges, ties, and iron.
23. The amount expended for other improvements not included in the last sub-division.
24. The amount expended for motive power, cars, station-houses, and all other buildings and fixtures, including all other expenditures in the management and running of said road.
25. The rate of fare for passengers each month during the same time, through and way passengers separately.
26. The tariff of freights, showing the change of tariff, if any, during the same time.
27. A copy of each published rate of fare for passengers and tariff of freight issued for the government of its agents during the same time, and whether the rate of fare and tariffs of freights in such published list are the same as those actually received by the company, and if not, what were received.

28. What express companies run on its roads, and on what terms and conditions, and the kind of business done by them.

29. What freight and transportation companies run on its roads, and on what terms, and whether such freight and transportation companies use the cars of the railroad company or cars furnished by themselves.

30. Whether the freight or cars of such transportation companies are given any preference in speed or order of transportation, and if so, what.

31. What running arrangements it has with other railroad companies; and

32. Answer such additional interrogatories as the commissioners may make and propound.

The roads are classified as A, B, and C. The first class includes all through or trunk lines, and these are limited to the charge of three cents per mile for transportation of passengers. The second class includes all branch roads owned, leased, or operated by through or trunk line companies; and the third class embraces all other roads in the State. In classes B and C the maximum passenger fare is fixed at four cents per mile. Freights are arranged into four general and seven special classes. That comprising the special classes is particularly mentioned, and the maximum rates for transportation are fixed. All articles not specifically mentioned are to be placed in the general classes by the commissioners.

During 1882, 260.97 miles of new road were completed, and at the close of the year there were in the whole State 4,501.58 miles in operation. 19.75 miles were of three feet and the remainder of standard gauge, all constructed since 1851. This mileage belongs to eighty-one main and branch roads, operated nominally by twenty-six companies. The earnings and expenses for 1882 were as follow:

Gross earnings,	\$27,616,659,	equal to \$6,305 per mile.
Total expenses,	17,975,000,	" " 4,082 " "
Net earnings,	9,741,659,	" " 2,198 " "

The stock and bonded debt amount to \$222,750,000, equal to \$49,500 per mile of road.

Abstracts from the reports of the companies appear in the report, and contain lists of the general officers, accounts of stock, debt, revenue, expenses, rates of passenger fares, characteristics of roads, rolling stock, and employes, also general balance sheets. The results are tabulated in pretty much the same manner as is practiced in Pennsylvania.

A large number of complaints were made about overcharges in rates of freight, upon which such action as was warranted by the law was taken by the commissioners and their decisions were generally acquiesced in.

The commissioners in their report say: "The discussions that have taken place in our own and in other Legislatures and in the public press, have proved not only that our theory of State supervision of railroad transportation is correct, but that the trend of public opinion all over the country is decidedly in the same direction. Several additional States have created railroad commissions for the very purpose of regulating rates; and

States that have for many years had such commissions, but without any direct and specified authority over the subject of rates, have been moving towards the point of adding this authority to the other duties of their commissioners. The indications are very plain that in the near future not only will there be a railroad commission with specific authority in regard to rates of transportation in every State of this Union, but that these commissions will also be supplemented by a national commission so constituted as to work in harmony with them. As if to give judicial sanction to this expression of the popular will, the United States Supreme Court, in its decision rendered in May, 1883, in the case of Neal Ruggles, defendant in error, against the people of the State of Illinois, has entirely swept away the last barricade of the opponents to this theory. We hail this decision as the harbinger of a brighter day; a day that will witness a greater respect for and more ready compliance with the provisions of law on one side, and more confidence in the wisdom and integrity of our courts on the other; that will establish equality before the law between the natural persons and the artificial persons so rapidly multiplied within the last few years, and allay the antagonism between the individual citizen and the carrier corporation."

NEW YORK.

An act passed in 1882 and amended in 1893 provided for a board of railroad commissioners to consist of three persons to be appointed by the Governor, and to hold office respectively for three, four, and five years, and their successors to serve for the full term of five years. The board is authorized to appoint a secretary and a marshal, and employ from time to time additional clerical force and engineers, accountants, and other experts when they deem their services necessary. The commissioners and their secretary are prohibited from holding any official relation to any railroad corporation, and from owning stock or bonds of any such corporation.

The board has the general supervision of all railroads in the State, and it is made its duty to examine the same and keep informed as to their condition and the manner in which they are operated, with reference to the security and accommodation of the public and compliance of the several corporations with the provisions of their charters and the laws of the State; to investigate the causes of any accident resulting in loss of life or injury to persons which, in their own judgment, shall require investigation, and to embody the result of such investigation in the annual report; to examine the books and affairs of any railroad corporation or compel the production of copies of books and papers, issue subpoenas, compel the attendance of witnesses and examine them; when satisfied that any corporation has violated any constitutional provision or law, or neglects to comply with the act by which it was created, or unjustly discriminates in its charges for service, or refuses to comply with any law or recommendation of the board, shall, after notice to such corporation and continuance of such neglect or violation, present the facts to the Attorney General, who is required to take

such proceedings thereon as may be necessary for the protection of public interests; to notify any railroad corporation to make such repairs on its road and addition to its rolling stock, addition to or change of stations, station-houses, or terminal facilities, change in the rates of fare for transportation of freight or passengers, or mode of operating the road and conducting its business, as is reasonable and expedient in order to promote the security, convenience, and accommodation of the public, and if, after due hearing, such changes and improvements are not made, to report the facts to the Attorney General for his consideration and action.

The commissioners are authorized in their official capacity to enter and remain during business hours in the cars, offices and depots, and upon the roads of any railroad corporation, and are prohibited under severe penalty from soliciting or recommending the appointment of any person to any position. The corporations are likewise prohibited from offering any appointment or other consideration to the commissioners, their clerks or employes. Severe penalty is also prescribed against the commissioners, their secretary, agents or employes from requesting or accepting any pass, present or gift of any kind from a railroad company, or for secretly revealing any information gained from one railroad company to another. The commissioners and their employes are transported free over the railroads, when in the discharge of their duties, on passes issued by the Secretary of State.

The salary of each commissioner, who is prohibited from engaging in any other business vocation, is fixed at \$8,000 per annum; secretary, \$3,000; marshal, \$1,500, and the entire annual expenses of the board are limited to \$50,000. The salaries and expenses are paid from the State treasury, but the aggregate is levied upon and collected from the several corporations. Each is required to pay its just share, one-half in proportion to its net income, and one-half in proportion to its length of main track or tracks.

The Board is required, in its annual report to the Legislature, to make such statements and explanations as to disclose the actual working of the system of railroad transportation in its bearing upon the business and prosperity of the State, accompanied with suggestions as to the general railroad policy of the State, or the amendment of its laws, or as to the condition, affairs or conduct of any of the railroad corporations, as may seem appropriate. It is also charged with the duty of recommending to the Legislature such bills as may protect the people's interests in and upon the railways, and further, when requested by the Governor, Legislature, any railroad corporation, or any incorporated organization representing agricultural or commercial interests, to take testimony upon and have hearing for and against any proposed change of the law relating to railways, and to make report in writing of their conclusions.

During the year seventy-five complaints were made to the Board on the following subjects:

1. Discrimination in rates of freight.
2. Excessive rates of freight.

3. Over-charge in passenger rates.
4. Insufficient accommodations in station facilities, means of transportation, &c.
5. Dangerous crossings.
6. Obstructing crossings.
7. Violations of contracts.
8. Violations of law.
9. Railroad management.

In order to elicit information on the first subject, the Board prepared a circular and sent out twelve thousand copies to grangers, agricultural societies, mayors of cities, presidents of incorporated villages, dealers, railroad companies, boards of trade, farmers, newspapers, business firms, produce dealers, and manufacturers. Shippers of every character had thus an opportunity of presenting their views, and the Board obtained a mass of valuable information bearing upon this point, but the commissioners were of opinion that still further investigation was necessary to make the work complete.

A system of quarterly reports has been adopted, and it is suggested that its introduction will, in some measure, prevent the improper manipulation of railroad securities and contribute to making those securities more stable. The printing of these reports in the newspapers in an abstract form similar to those of the banks is proposed.

The Board, by its members, or an engineer employed for the purpose, inspected nearly all the roads of the State, and a report is made of the condition of each one examined, in which the length of line, state of road bed, rails, joints, bridges, trestles, fences, crossings, station buildings, rolling stock, motive power, &c., are noted.

During the year ending September 30, 1883, twenty-three persons were killed and one hundred and seventy-seven injured in the work of coupling cars, and in view of the numerous casualties in this branch of the service, the Board suggests the use of automatic couplers, and names several roads upon which they are used with satisfaction. The fact that the signals used on many lines differ from those used on other roads, and that such difference has resulted in serious accidents, induces the Board to recommend to the Legislature the passing of a law to secure the observance of an uniform code. The numbering of all employes connected with passenger transportation after the style adopted for the police force of large cities is recommended.

An interesting report on color-blindness, imperfect vision and deafness among railroad men, was made to the Board by E. Hutchinson, M. D. From many thousand tests made by experts in the United States, it was found that about four per cent. of the railroad employes examined were color-blind.

Among the complaints heard by the Board, were: Discourteous treatment of passengers by ticket-agents and gate-men; insufficient station accommodations; overcharges and discriminations in freight rates. Hearings were

had on petitions for stoppage of fast trains at certain important stations ; for additional brakemen on trains ; increased train accommodations ; for changes in schedules of passenger trains ; improved station facilities ; flagmen to be placed at highway crossings, etc. All the cases presented for the consideration of the Board were carefully considered, and its recommendations to the corporations for the correction of the evils or inconvenience complained of were generally promptly complied with. Twelve accidents were carefully investigated. These included the breaking down of railroad bridges, the killing and wounding of passengers and employes, parting of trains, collisions, etc.

This State is to be commended for the advanced step taken in the control and direction of its railway corporations, and the thorough and liberal plan upon which its board of commissioners has been organized. The Board seems to be invested with ample power to correct many evils incident to the exercise of unrestrained corporate privileges, and by bringing accuser and accused together in public investigations, a better understanding and observance of each other's rights is secured.

OHIO.

The sixteenth annual report of the Commissioners of Railroads is for the year ending June 30, 1882, and forms a handsome volume of 1,602 pages, printed in 1883. It is accompanied with a map of the State, showing the counties, railroads, canals, principal towns, and the population of each county. The several systems of railway lines are represented by different colors. Ninety-nine returns of corporations were filed. The average cost of roads and equipment is \$58,724 06 per mile. The increase in the number of miles of railroads has been from 36 miles in 1841, to 6,191.795 in 1882. 862.90 miles are narrow guage. The casualties number 1,174, as follows :

	Killed.	Injured.	Total.
Passengers,	6	44	50
Employés,	151	581	732
Others,	172	202	374
Not classified,			18
	<u>329</u>	<u>827</u>	<u>1,174</u>

During the preceding fifteen years one person was injured, on an average, every twenty-four hours, and one killed every forty-two hours. Of the accidents during 1882, the passengers contributed one per cent. of the killed ; employes, 46 per cent. ; and "others," 53 per cent. Of the injured, 5 per cent. were passengers ; 71 per cent. employes, and 24 per cent. "others." Twenty-three persons were killed, and 335 injured in coupling cars or in being caught between the engine and cars. Track-walkers suffered to the extent of 116 killed, and 88 injured. Eight hundred and sixty-five train accidents were reported ; 400 were caused by derailments, 320 by collisions, and 145 from other causes, such as accidental obstructions, broken axles,

etc. Of the derailments, 40 were caused by misplaced switches; 13 each by cattle on track, broken trucks, and spreading of rails; and of the collisions, 76 were caused by carelessness, 36 mistake in or disobedience of orders, 40 failure to use or absence of signals, 13 each from cars on main track, and carelessness in side-tracking.

The telegraph lines in the State extend over 9,297.63 miles, and are operated by 1,767 persons; 848 stations have been established.

The reports of Professor R. W. McFarland, S. W. Robinson, and Lieutenant George Ruhler, experts, selected for the inspection of the bridges and railways of the State, cover more than four hundred pages, and describe in detail the size, plan of construction, and condition of the bridges, piers, abutments, trestles, arches, and tunnels; also, the alignment of the roads, construction of road-beds, the rails, switches, ties, ditches, and many other points of interest to the practical railroad man. Their investigations appear to have been thorough, and are doubtless very satisfactory both to the management of the various lines of roads, and to the citizens of the State in general.

The office of Railroad Commissioner was created by the act of the General Assembly, passed April 5, 1867. He is appointed by the Governor, for the term of two years, at a salary of \$3,000 per annum. He is prohibited from being in any manner interested in any railroad company, its stock or securities. Among his duties are: To examine into any alleged violations of law on the part of the officers, employés or agents of any railroad company, and in such examinations is authorized to issue subpoenas and administer oaths to witnesses; on complaint or otherwise, to inspect any of the tracks, bridges or other structures of any railroad in the State, and if, in his opinion, the same are unfit for the transportation of passengers with reasonable safety, to require needed repairs to be made.

The reports of the companies are made for the fiscal year ending with the 30th day of June. The form is prescribed by law, and no corporation is relieved from communicating the information asked for by the commissioner on the ground that it does not keep its accounts in such a manner as to enable it to do so. The rates of transportation for passengers and for freight of the several classes—coal, pig-iron, limestone, iron-ore, stone, and lumber—according to distance, are given; also the compensation paid for injuries, fatal or non-fatal, to persons and for animals killed; number and length of bridges and trestles and the age thereof and times when inspected by employés of company; length, character, and cost of fencing; average life of locomotives, cars, rails, frogs, ties, bridges, telegraph poles, and fence posts, etc. The other items are similar to those given in the Pennsylvania reports.

The commissioner's report, so full of details, indicates the completeness of the returns of the several corporations, the efficiency of the statutes bearing on the subject, and the fidelity of the commissioner in the execution of his varied and comprehensive duties.

Table of Results Extracted from late Reports from other States.

	Capital stock.	Debt.	Gross income, (in the State.)	Net income.	CHARACTERISTICS OF ROAD.				
					Length of main line in State — miles.	Length in miles of second and third tracks.	Length in miles of sidings.	Length in miles of all tracks.	No. of miles of track laid with steel rail.
Alabama.									
Connecticut,	\$56,953,678	\$81,118,353	\$16,234,942	\$4,855,105	973.46	139.92	246.88	1,360.71	†1,848.80
Iowa, 1883,	379,330,616	416,847,822	84,433,355	11,605,904	7,014.03	47.06	877.16	7,089.17	8,610.98
Massachusetts, 1883, . .	122,367,572	72,933,291	43,830,388	10,900,480	1,053.26	537.30	799.25	3,389.81	2,774.48
Michigan, 1882,	244,087,221	291,951,972	28,196,003	.....	4,609.00	356.24	1,307.21	10,547.55	7,089.08
Minnesota, 1883,	*265,505,190	*281,865,259	23,504,089	.....	3,905.34	.....	.....	.....	2,020.92
Missouri, 1882,	233,675,466	256,178,625	27,616,659	.....	4,501.54	24.55	700.78	5,226.89	2,620.92
New York, 1883,	639,149,177	556,711,901	133,960,625	47,092,026	7,215.04	.....	.....	11,715.54	.....
Ohio, 1882,	460,740,911	481,625,915	45,768,398	13,034,575	6,917.79	.....	.....	.....	6,044.09
Pennsylvania, 1883, . . .	669,049,767	699,753,407	47,969,420	.....	10,056.49	.....	.....	15,680.73	11,731.06

* The proportion of stock and debt for the State was \$122,519,034 78.
 † On entire lines.

PA Internal Affairs 1883

Table of Results Extracted from Late Reports from other States—Continued.

	Locomotives.	Passenger cars.	Mail, express, and baggage cars.	Freight cars.	Employees.	Employees in the State.	Passengers carried one mile in the State.	Tons of freight carried one mile in the State.	Proportion for the State of cost of road and equipment.
Alabama.									
Connecticut, 1883,	386	624	218	10,463	12,469		336,254,721	410,651,518	.. . . .
Iowa, 1882-3,	3,104	1,382	713	88,444	94,500	27,112	918,227,111	5,420,260,374	\$219,739,068
Massachusetts, 1883,	1,286	1,790	482	28,003		29,844	943,245,658	1,220,824,418	198,901,277
Michigan, 1882,	2,427	1,024	500	72,455	49,867	20,283	*937,401,766	*5,781,580,167	190,545,276
Minnesota, 1883,	2,018	866	484	60,574	64,223	10,570	117,734,230	.. . . .	159,071,150
Missouri, 1882,	1,643	788	353	50,135		18,894	.. . . .	.. . . .	.. . . .
New York, 1883,	4,025	3,088	970	158,840		.. . . .	.. . . .	.. . . .	.. . . .
Ohio, 1882,	3,145	1,529	622	102,805	78,949	84,815	1,093,768,751	8,244,019,566	361,932,992
Pennsylvania, 1883,	5,615	3,474	1,051	226,219	188,057	71,151	†	‡	.. . . .

* On entire lines.

† The number of passengers carried one mile in Pennsylvania cannot be given, many of the companies' reports being defective in this particular.

‡ The gross tonnage of the State was 164,673,348.

Growth of Passenger Traffic in Philadelphia.

There has been compiled in the Department a series of tables containing extracts from the annual reports of the passenger railway companies of the city of Philadelphia for each year from 1860 to 1883, inclusive. These tables contain so much information of interest and value to persons concerned in the solution of the problem of rapid transit that it was deemed important to give them to the public. They are printed on pages 357 to 368, and a careful examination thereof will show that there has been a marked annual increase in the passenger travel in our metropolis since the introduction of the street railway system.

Legislation relative to the Annual Reports of Railroad, Canal, and Telegraph Companies, and defining certain duties of the Secretary of Internal Affairs.

AN ACT

Requiring Railroad Companies to make uniform reports to the Auditor General.—Approved April 4, 1859. [P. L., 358.]

SECTION 1. That the auditor general of this commonwealth be and is hereby directed to make out and cause to be printed a blank form for the annual reports of the several railroad corporations of this state, referred to in the second section of this act; and the said auditor general shall forward, by mail or otherwise, on or before the first day of October in each year, to each of the said corporations, copies of the said form; and when the same shall have been received from the several railroad companies, he shall cause them to be filed in his office, copies of which shall be transmitted to both branches of the legislature, on or before the fifteenth day of January in each year.

SECTION 2. That it is hereby made the duty of each railroad corporation whose road lies in whole or in part within the limits of this state, to make out and return to the auditor general an annual report according to a form to be prescribed by the said auditor general, embracing in detail the operations and affairs of the said corporation during the preceding year, up to and including the thirtieth day of October, and such other information as the said auditor general shall direct; said report to be attested by the oath or affirmation of the president or acting superintendent and the treasurer of the company, and to be forwarded to the auditor general, on or before the first day of December in each year.

SECTION 3. That every such railroad corporation, which shall refuse or neglect to make such report as before provided, shall be liable to a penalty of five thousand dollars, to the use of the commonwealth, for every such refusal or neglect, to be sued for and recovered as debts of like amount are or may be by law recoverable.

AN ACT

Requiring Canal Companies to make yearly reports to the Auditor General.—Approved April 15, 1863. [P. L., 464.]

SECTION 1. That the provisions of the act, entitled "An act requiring rail-

road companies to make uniform reports to the auditor general," approved April fourth, Anno Domini one thousand eight hundred and fifty-nine, be and the same is hereby extended to all canal companies, whose works in whole, or in part, lie within the limits of this commonwealth; and that the reports, required by this act, shall be transmitted, on, or before, the fifteenth day of January in each and every year.

AN ACT

Requiring telegraph companies to make yearly reports to the Auditor General.—Approved April 14, 1868. [P. L., 96.]

SECTION 1. That the provisions of the act entitled "An act requiring railroad companies to make uniform reports to the auditor general," approved April fourth, Anno Domini one thousand eight hundred and fifty-nine, be and the same are hereby extended to all telegraph companies owning, leasing, or controlling lines in whole or in part within the limits of this commonwealth.

AN ACT

Requiring railroad, canal, navigation, and telegraph companies to make uniform reports to the Auditor General.—Approved April 9, 1870. [P. L., 61.]

SECTION 1. That the auditor general of this commonwealth be and is hereby directed to make out, and cause to be printed, a blank form for the annual reports of the several railroad, canal, navigation, and telegraph corporations of this state, referred to in the second section of this act, and the said auditor general shall forward by mail or otherwise, on or before the first day of October in each year, to each of the said corporations, copies of the said form; and when the same shall have been received from the several aforesaid corporations, he shall cause the same to be filed in his office, copies of which shall be transmitted to the Legislature on or before the fifteenth day of February in each year.

SECTION 2. That it is hereby made the duty of each railroad, canal, navigation, and telegraph company, whose works or lines are in whole or part within the limits of this state, to make out and return to the auditor general an annual report, within thirty days after the expiration of their financial year, according to a form to be prescribed by the said auditor general, embracing in detail the operations and affairs of the said corporations during the financial year, and such other information as the auditor general shall direct; said report to be attested by the oath or affirmation of the president, superintendent, or sequestrator, and the treasurer of the company: *Provided*, That companies whose financial year ends after December thirty-first, shall make approximate reports to December thirty-first, and forward the same on or before the thirty-first day of January.

SECTION 3. That every such railroad, canal, navigation, and telegraph corporation, which shall refuse or neglect to make such report as before provided, shall be liable to a penalty of five thousand dollars to the use of the commonwealth, for every such refusal or neglect, to be sued for and recovered as debts of like amount are or may be by law recoverable.

SECTION 4. That all acts or parts of acts of assembly inconsistent with the provisions of this act be and they are hereby repealed, saving, however, to the commonwealth the right to collect any penalty heretofore incurred.

CONSTITUTION OF 1873.

ARTICLE IV, *Section 10*. The Secretary of Internal Affairs shall exercise all the powers and perform all the duties of the Surveyor General, subject to such changes as shall be made by law. His department shall embrace a bureau of industrial statistics, and he shall discharge such duties relating to corporations, to the charitable institutions, the agricultural, manufacturing, mining, mineral, timber and other material or business interests of the State as may be prescribed by law. He shall annually, and at such other times as may be required by law, make report to the General Assembly.

ARTICLE XVII, *Section 11*. The existing powers and duties of the Auditor General in regard to railroads, canals and other transportation companies, except as to their accounts, are hereby transferred to the Secretary of Internal Affairs, who shall have a general supervision over them, subject to such regulations and alterations as shall be provided by law; and, in addition to the annual reports now required to be made, said secretary may require special reports at any time upon any subject relating to the business of said companies from any officer or officers thereof.

EXTRACT

From "An act regulating the election of secretary of internal affairs, defining his duties," &c.—Approved the 11th day of May, 1874. [P. L., 135.]

SECTION 4. * * * * * The secretary of internal affairs shall discharge such duties relating to corporations, to the charitable institutions, the agricultural, manufacturing, mining, mineral, timber and other material or business interests of the state as may be prescribed by law. It shall be his especial duty to exercise a watchful supervision over the railroad, banking, mining, manufacturing and other business corporations of the state, and to see that they confine themselves strictly within their corporate limits; and in case any citizen or citizens shall charge, under oath, any corporation with transcending its corporate functions or infringing upon the rights of individual citizens, said secretary shall carefully investigate such charges, and may require from said corporation a special report, as enjoined in the constitution of the state; and in case he believes the charges are just, and the matter complained of is beyond the ordinary province of individual redress, he shall certify his opinion to the attorney general of the state, whose duty it shall be, by an appropriate legal remedy, to redress the same by a proceeding in the courts, at the expense of the state. * * * * *

SECTION 5. The secretary of internal affairs, or any authorized deputy of his, in any matter pertaining to his department, may, in case of doubt, call before him witnesses, and examine them under oath or affirmation, reducing their testimony to writing and filing the same, to explain the reason of his action in any case.

EXTRACT

From "An act requiring county commissioners, railroad and other corporations to make annual reports to the secretary of internal affairs, in lieu of similar reports heretofore made to the Auditor General."—Approved the 15th day of May, 1874. [P. L., 193.]

SECTION 2. The secretary of internal affairs, in lieu of the auditor general, shall, after the first day of July, one thousand eight hundred and seventy-five, transmit to the railroad and other corporations named in the act of fourth of April, one thousand eight hundred and fifty-nine, and also in the act of ninth April, one thousand eight hundred and seventy, the blanks required; and upon the reception of such returns he shall arrange the same for publication; and in case of neglect or refusal to make such returns, each of such corporations thus refusing shall be subject to the penalties in said acts.

SECTION 3. That hereafter the secretary of internal affairs, in lieu of the auditor general, shall send out the blanks required by the act of May ninth, one thousand eight hundred and seventy-one, entitled "An Act for the collection of mineral statistics," and said secretary shall do and perform all the duties enjoined in said act in regard to the collecting compiling, and publishing a report of the same number of copies ordered to be published by the auditor general.

AN EXTRACT

From "A further supplement to an act regulating the election of secretary of internal affairs, defining his duties and fixing his salary, approved the eleventh day of May, Anno Domini one thousand eight hundred and seventy-four."—Approved the 8th day of May, 1876. [P. L., 143.]

SECTION 1. That the secretary of internal affairs and his chief clerk, who shall hereafter be designated deputy secretary of internal affairs, shall have power and authority to administer oaths or affirmations in any or all matters pertaining to the business of his department.

EXTRACT

From "An act to regulate the publication of apportionment and distribution of the pamphlet laws, executive and legislative documents, reports of the heads of departments, and the annual and biennial messages of the Governor."—Approved June 4, 1883. [P. L., 63.]

SECTION 1. * * * * * Two thousand five hundred copies of the report on railroads and canals and telegraphs, published under the direction and supervision of the Secretary of Internal Affairs;

Five hundred for the use of the Senate,

One thousand for the House of Representatives,

Five hundred for the Secretary of Internal Affairs,

Fifty for distribution by the Governor,

Fifty for the State Librarian, to be distributed and exchanged with the States and Territories, and five hundred for reserve work: *Provided*, That the report shall be condensed so as not to exceed five hundred pages.

Table showing details relative to Railroad supervision in the several States.

STATES.	When Boards were Established.	No. of Commissioners.	By whom Appointed or Elected	No. of years.	Amount of Salary.	How paid.	Clerk's salary.
Alabama,	February 26, 1881.	3	Governor and Senate,	2	President, \$3,500; associates, \$3,000.	State,	\$1,500
California,	Approved April 15, 1880.	3	People,	4	\$4,000.	State,	2,400
Connecticut,	1863 general stat., 1875, p. 15.	3	Governor and Senate,	3	3,000.	Railroads,	1,800
Georgia,	October 14, 1879.	3	Governor and Senate,	3	2,500.	State,	1,200
Illinois,	July 1, 1871, general laws 1871-2, p. 618.	3	Governor and Senate,	2	2,500.	State,	1,200
Iowa,	March 23, 1878, laws of, 1878, p. 67.	3	Governor and Ex. Council,	3	3,000.	Railroads,	1,500
Kentucky,	April 2, 1880.	3	Governor,	2	7 per day,	State,	
Maine,	R. S., 1871, p. 462, sec. 71.	3	Governor and Council,	3	5 per day,	Railroads,	
Massachusetts,	June 15, 1869, A. and R., 1869, p. 699.	3	Governor and Council,	3	Chairman, \$4,000; assistants, \$3,500.	Railroads,	2,000
Michigan,	April 10, 1873, L. M., 1873, p. 91.	1	Governor and Senate,	2	\$4,000.	State,	1,000
Minnesota,	March 8, 1875, G. L., 1875, p. 135.	1	People,	3	3,000.	State,	1,200
Missouri,	March 29, 1875, L. M., 1875, p. 112.	3	People,	3	3,000.	State,	1,500
New Hampshire,	1844.	3	People of the towns,	2	3 per day, and 10 cents per mile,	Railroads,	
New Jersey,	1873.	1	Governor,	1	1,000.	State,	
New York,	January, 1833.	3	Governor,	5	8,000.	State,	3,000
Ohio,	April 5, 1867, L. O., 1867, p. 111.	1	Governor and Senate,	2	3,000.	State,	1,200
Pennsylvania,	April 4, 1859.	1	People,	4	Performs other duties,	State,	
Rhode Island,	General statutes, 1872, Ch. 145.	1	Governor,	1	\$1,500.	State,	
South Carolina,	December 24, 1878, acts 1873, p. 739.	1	Governor,	2	2,100.	Railroads,	1,200
Vermont,		1			500.	Railroads,	
Virginia,	March 31, 1877, A. A., 1876-7, p. 254.	1	General Assembly,	2	2,000.	Railroads,	1,200
Wisconsin,	March 11, 1874, L. W., 1874, p. 569.	2	Governor and Senate,	2	3,000.	State,	1,200

* First set appointed for two, four, and six years respectively; afterwards the term of office is to be six years.

The above table was compiled chiefly from one contained in the report for 1883, of Hon. J. H. Baker, Commissioner of Railroads for the State of Minnesota.

TABULATED RESULTS

COMPILED FROM REPORTS OF COMPANIES.

TABLE A. STOCK AND DIVIDENDS.

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.	Amount paid in on each share.	Par value of each share.	Rate per cent. of dividends.
Addison and Northern,	\$600,000	\$242,700 00	\$242,700 00	2,427	a	a	a
Allegheny Valley,	5,000,000	2,166,500 00	2,166,500 00	43,330	\$50 00	\$50	a
Allentown,	2,000,000	1,414,200 00	1,288,884 47	22,917	50 00	50	a
Arnot and Pine Creek,	255,000	255,000 00	255,000 00	2,550	100 00	100	a
Bachman Valley,	100,000	68,000 00	66,792 31	1,334	50 00	50	a
Bald Eagle Valley,	2,000,000	850,050 00	850,050 00	17,001	50 00	50	a
Baltimore and Cumberland Valley,	a	a	76,700 00	1,534	50 00	50	10
Baltimore and Cumberland Valley Extension,	230,000	270,000 00	270,000 00	5,400	50 00	50	7
Bangor and Portland,	250,000	125,000 00	121,100 00	1,211	100 00	100	3
Barclay,	1,000,000	1,000,000 00	1,000,000 00	20,000	50 00	50	a
Bradford, Richburg and Cuba,	100,000	31,000 00	3,100 00	b	10 00	100	a
Baltimore and Philadelphia,	5,000,000	5,000,000 00	3,000,000 00	100,000	1	50	a
Bedford and Bridgeport,	600,000	599,650 00	599,650 00	11,993	50 00	50	a
Bell's Gap,	550,000	550,000 00	550,000 00	11,000	50 00	50	a
Berlin,	Unlimited,	50,000 00	50,000 00	1,000	50 00	50	a
Berlin Branch,	75,000	45,900 00	43,192 32	a	a	a	a
Bethlehem and Belvidere,	180,000	100,000 00	10,000 00	2,000	5 00	50	a
Bradford,	100,000	100,000 00	100,000 00	1,000	100 00	100	a
Bradford, Bordell and Kinzua,	100,000	500,000 00	250,000 00	5,000	50 00	100	a
Bradford, Bordell and Smethport,	100,000	100,000 00	100,000 00	1,000	100 00	100	a
Bradford, Eldred and Cuba,	500,000	480,000 00	480,000 00	4,800	a	100	a
Brandy Camp,	500,000	500,000 00	50,000 00	a	5 00	50	a
Rockwayville and Punxsutawney,	250,000	250,000 00	250,000 00	2,500	100 00	100	a
Buffalo, Bradford and Pittsburgh,	3	2,286,400 00	2,286,400 00	22,864	100 00	100	a
Buffalo, New York and Philadelphia,	20,350,000	a	20,319,069 47	406,364	a	50	46
Catawissa,	a	4,359,500 00	4,359,500 00	87,190	50 00	50	47
Catawauqua and Fogelsville,	Unlimited,	426,900 00	426,900 00	17,076	25 00	25	12

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Chartiers,	800,000	647,950	00	647,850	00	12,957	50	00	50	a
Chester and Delaware River,	40,000	40,000	00	39,550	00	790	50	00	50	a
Chester Creek,	7100,000	185,000	00	185,000	00	5,442	50	00	50	a 6
Chester Valley,	871,900	871,900	00	871,900	00	17,488	50	00	50	a
Chestnut Hill,	120,650	120,650	00	120,650	00	2,418	50	00	50	a 12
Clarion, Mahoning and Pittsburgh,	6,000,000	37,920	00	37,920	00	b	50	00	50	a
Clearfield, Chest Creek and Western,	300,000	30,000	00	30,000	00	3,000	10	00	100	a
Cleveland and Pittsburgh,	11,253,500	a		11,235,800	00	224,716	50	00	50	a
Colebrookdale,	500,000	300,000	00	297,215	00	5,922	50	00	50	a
Columbia and Port Deposit,	1,800,000	497,100	00	497,100	00	9,942	50	00	50	b
Connecting,	1,900,000	1,278,300	00	1,278,300	00	25,566	50	00	50	b 6
Corning, Cowanesque and Antrim,	2,000,000	2,000,000	00	2,000,000	00	40,000	50	00	50	6 & 12
Cornwall,	300,000	300,000	00	300,000	00	6,000	50	00	50	b
Cumberland Valley,	2,110,000	1,777,850	00	1,770,850	00	35,557	50	00	50	10
Danville and Riverside,	50,000	10,900	00	3,790	00	b	10		25	a
Danville and Shamokin,	500,000	250,000	00	26,710	00	88	11		50	a
Delaware and Hudson Canal Company's Railroad,	12	a								
Delaware, Lackawanna and Western,	13	28,200,000	00	26,200,000	00	524,000	50	00	50	8
Delaware River and Lancaster,	1,600,000	202,800	00	16,330	00	b	5	00	50	b
Dillsburg and Mechanicsburg,	350,000	a		54,093	37	1,080	50	00	50	a
Driftwood and Western,	100,000	45,000	00	4,500	00	b	5	00	50	b
Dunkirk, Allegheny Valley and Pittsburgh,	1,300,000	1,300,000	00	1,300,000	00	18,000	100	00	100	b
East Brandywine and Waynesburg,	500,000	155,450	00	155,450	00	3,109	50	00	50	b
East Broad Top,	1,000,000	815,600	00	796,448	00	16,312	14		50	b
East Mahanoy,	500,000	392,550	00	392,550	00	7,851	50	00	50	6
East Pennsylvania,	Unlimited.	1,709,550	00	1,709,550	00	34,191	50	00	50	a
Ebensburg and Cresson,	100,000	42,000	00	42,000	00	840	50	00	50	a
Edgewood,	15,000	15,000	00	15,000	00	300	50	00	50	b
Elmira and Williamsport,	1,000,000	1,000,000	00	1,000,000	00	20,000	50	00	50	5 & 7
Erie and Pittsburgh,	2,500,000	1,998,400	00	1,101,550	00	39,968	16		50	17
Evergreen,	25,000	25,000	00	25,000	00	500	50	00	50	a
Fayette county,	1,500,000	98,350	00	125,395	71	2,148	16	66½	50	8
Frankford and Holmesburg,	100,000	100,000	00	100,000	00	2,000	50	00	50	a
Gettysburg and Harrisburg,	250,000	250,000	00	250,000	00	5,000	50	00	50	b
Gold and Driftwood,	330,000	176,000	00	17,600	00	a	5	00	50	a

a Not stated b None. ¹ \$250,000 paid in full; \$2,750,000 paid in on balance. ² Scrip dividend, \$52,500, due January 1, 1881.
³ As much as needed to complete road. ⁴ On \$6,600,000 preferred stock. ⁵ Preferred, \$3,200,000. ⁶ On preferred. ⁷ With privilege to increase. ⁸ Exclusive of \$87,100 issued to lessee for betterments, but on which no dividend is to be paid. ⁹ February 10, 7 per cent. on \$11,221,500, and 10 per cent. on \$14,000; May 10, 7 per cent. on \$11,221,500, and 10 per cent. on \$14,000; August 10, 7 per cent. on \$11,221,500, and 10 per cent. on \$14,000; November 10, 7 per cent. on \$11,222,550, and 10 per cent. on \$13,250. ¹⁰ \$2 50 on 316 shares, and \$25 on 120. ¹¹ 38 shares paid in full; \$5 paid on 4,962. ¹² In canal report. ¹³ Not to exceed amount expended for construction. ¹⁴ \$36 on 1,368 shares, and \$50 on 14,491. ¹⁵ Common, \$500,000; preferred, \$500,000. ¹⁶ \$50 on 20,033 shares, and 10 per cent. on 19,930. ¹⁷ On \$1,998,400.

TABLE A. - STOCK AND DIVIDENDS 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.	Amount paid in on each share.	Par value of each share.	Rate per cent. of dividends.
Greenlick Narrow Gauge,	\$50,000	\$31,650	\$31,650	683	\$50	\$50	b
Hanover and York,	250,000	220,750	220,750	4,415	50	50	a
Hanover Junction, Hanover and Gettysburg,	500,000	116,850	116,850	2,337	50	50	4
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	2,500,000	1,182,550	1,182,550	23,651	50	50	7
Harrisburg and Potomac,	Unlimited.	218,350	379,165	a	100	100	b
Harrisburg and Western,	18,000,000	1,501,800	150,180	30,036	5	50	a
Huntingdon and Broad Top Mountain,	3,550,000	3,352,700	3,352,700	67,054	50	50	a
Ironton,	500,000	200,000	200,000	4,000	50	50	6
Jamestown and Franklin,	1,000,000	634,050	601,310	12,024	50	50	b
Jefferson,	2,096,050	2,096,050	2,096,050	41,901	50	50	b
Jersey Shore, Pine Creek and Buffalo,	11,000,000	500,000	500,000	10,000	50	50	b
Junction,	250,000	250,000	250,000	5,000	50	50	20
Kendall and Eldred,	1,500,000	1,500,000	1,500,000	1,500	100	100	a
Kinzua,	100,000	100,000	100,000	1,000	100	100	a
Lake Shore and Michigan Southern,	50,000,000	50,000,000	50,000,000	500,000	100	100	a
Lancaster and Reading Narrow-Gauge,	500,000	123,750	82,720	1,700	50	50	a
Lawrence,	500,000	450,000	450,000	9,000	50	50	10
Lehigh and Lackawanna,	1,000,000	375,100	375,100	7,502	50	50	a
* Lehigh and Susquehanna,	a	27,608,150	27,608,150	552,068	50	50	a
Lehigh Valley,	1,200,000	1,200,000	1,200,000	24,000	50	50	b
Lewisburg and Tyrone,	100,000	100,000	100,000	2,000	50	50	b
Ligonier Valley,	250,000	177,300	188,650	3,742	50	50	a
Little Saw-Mill Run,	Unlimited.	a	2,487,850	49,757	50	50	8
Little Schuylkill Navigation,	75,000	53,750	34,850	697	50	50	b
Littlestown,	1,000,000	250,000	25,000	b	50	50	a
Lock Haven and Clearfield,	800,000	600,000	600,000	30,000	20	20	10
Lykens Valley,	4,000,000	4,000,000	4,000,000	8,000	50	50	a
McKean and Buffalo,							

Mifflin and Centre County,	1,000,000	167,775	00	167,775	00	3,855 ¹	50	00	50	b
Mill Creek and Mine Hill Navigation,	823,375	823,375	00	823,375	00	12,985	25	00	25	10
Mine Hill and Schuylkill Haven,	Unlimited.	4,022,500	00	4,022,500	00	80,450	50	00	50	7
Monongahela Inclined Plane,	20,000	100,000	00	100,000	00	2,000	50	00	50	8
Mont Alto,	500,000	110,000	00	110,000	00	4,400	25	00	25	b
Montrose,	500,000	319,700	00	308,948	21	6,038	50	00	50	b
Moshannon and Clearfield,	500,000	100,000	00	10,000	00	b	5	00	50	b
Mount Carbon and Port Carbon,	282,350	282,350	00	282,350	00	5,647	50	00	50	12
Mount Oliver Incline,	100,000	88,200	00	81,616	00	1,664	19	00	50	10
Mount Pleasant and Broad Ford,	1,000,000	152,500	00	150,500	00	3,010	50	00	50	b
Mount Pleasant and Latrobe,	65,000	65,000	00	6,500	00	b	5	00	50	b
Nesquehoning Valley,	2,000,000	1,300,000	00	1,300,000	00	26,000	50	00	50	7
New Castle Railroad and Mining,	100,000	100,000	00	100,000	00	2,000	50	00	50	a
New Castle and Beaver Valley,	700,000	700,000	00	700,000	00	14,000	50	00	50	29
Newry,	15,000	11,925	00	11,925	00	477	25	00	25	b
New York, Chicago and St. Louis,	50,000,000	50,000,000	00	50,000,000	00	500,000	100	00	100	b
New York, Lake Erie and Western,	86,538,900			85,240,500	00					
New York, Pennsylvania and Ohio,	45,000,000			45,000,000	00	899,987			50	b
New York, Ridgway and Pittsburgh,	200,000	200,000	00	a		a			50	b
North and West Branch,	1,500,000	1,500,000	00	1,500,000	00	30,000	50	00	50	a
North-East Pennsylvania,	400,000	81,550	00	81,550	00	1,631	50	00	50	b
Northern Central,	8,000,000	6,500,000	00	6,500,000	00	130,000	50	00	50	8
North Pennsylvania,	71,500,000	4,556,500	00	4,556,500	00	91,130	50	00	50	7 ¹
New York, Lake Erie and Western Coal,	500,000	500,000	00	500,000	00	5,000	100	00	100	a
Oil City and Ridgway,	300,000					2,731			50	b
Olean, Bradford and Warren,	1,500,000	1,500,000	00	1,500,000	00	1,500	100	00	100	a
Pennsylvania,	151,700,000	92,619,750	00	92,619,750	00	1,852,395	50	00	50	8 ¹
Pennsylvania Schuylkill Valley,	4,500,000	2,700,000	00	2,700,000	00	54,000	50	00	50	
Pennsylvania and New York Canal and R. R.,	Unlimited.	5,061,700	00	5,061,700	00	61,234				10
Pennsylvania and Western,	Unlimited.	b		100,000	00	112,000	50	00	50	b
Pennsylvania Coal,	5,850,329	5,000,000	00	5,000,000	00	100,000	50	00	50	20
Pennsylvania Company,	2100,000	20,000,000	00	20,000,000	00	400,000	50	00	50	4
Pennsylvania, Slatington and New England,	1,750,000	1,382,000	00	1,382,000	00	13,620	100	00	100	b
People's,	250,000	250,000	00	100,000	00	5,000	20	00	50	a
Perkiomen,	50,000	40,100	00	38,040	00	756	50	00	50	a

* Owned by the Lehigh Coal and Navigation Company; has no separate organization, capital stock, or debt. a Not stated. b Non-
¹ With right of increase to \$4,000,000. ² On preferred stock, 10 per cent.; on common, 8 per cent. ³ The company report: "Regarded as paid in full." ⁴ \$50 per share on 2,000; \$25 on 1,542. ⁵ 8 per cent. on \$100,000; 6 per cent. on \$35,800. ⁶ This company has not yet commenced active operations in building its road. ⁷ With privilege of increasing. ⁸ The stock was issued for the property and franchises of the Cranberry Coal Company, purchased at a judicial sale. ⁹ \$50 on 21,234 shares of common, and \$100 on 40,000 shares of preferred; par value not stated. ¹⁰ On preferred stock. ¹¹ The company reports that the stock issued was paid for not in cash, but in property transferred to it for its corporate uses. ¹² With privilege to increase.

TABLE A.—STOCK AND DIVIDENDS—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.	Amount paid in on each share.	Par value of each share.	Rate per cent. of dividends.
Philadelphia and Baltimore Central,	\$2,500,000	\$2,495,650 00	\$2,495,650 00	49,918	\$50 00	\$50	b
Philadelphia and Chester County,	1,500,000	a	a	10,189	a	50	a
Philadelphia and Erie,	12,400,000	6,500,000 00	9,415,000 00	188,800	50 00	50	b
Philadelphia and Reading,	Unlimited.	a	84,784,675 28	694,698½	50 00	50	b
Philadelphia and Trenton,	2,000,000	1,259,100 00	1,259,100 00	12,591	100 00	100	110
Philadelphia, Germantown and Norristown,	2,500,000	2,496,900 00	2,496,900 00	44,938	50 00	50	112
Philadelphia, Newtown and New York,	3,000,000	1,200,000 00	1,200,000 00	24,000	50 00	50	a
Philadelphia, Wilmington and Baltimore,	Unlimited,	11,794,850 00	11,794,850 00	235,897	50 00	50	a
Pickering Valley,	100,000	96,865 00	96,865 00	1,846	50 00	50	8
Pittsburgh and Castle Shannon,	1,000,000	a	a	9,628	50 00	50	a
Pittsburgh and Connellsville,	5,000,000	2,340,474 50	1,966,091 05	39,288	50 00	50	4½
Pittsburgh and Lake Erie,	2,050,000	2,050,000 00	2,050,000 00	41,000	50 00	50	b
Pittsburgh and Western,	7,250,000	7,250,000 00	7,250,000 00	145,000	50 00	50	110
Pittsburgh, Buffalo and Rochester,	100,000	10,000 00	10,000 00	a	50 00	50	b
Pittsburgh, Cincinnati and St. Louis,	18,500,000	8,437,200 00	8,437,200 00	168,744	50 00	50	a
Pittsburgh, Fort Wayne and Chicago,	a	28,114,285 71	28,114,200 00	281,142	100 00	100	b
Pittsburgh, McKeesport and Youghiogheny,	3,000,000	3,000,000 00	a	a	50 00	50	7
Pittsburgh Southern,	1,800,000	700,000 00	700,000 00	7,000	100 00	100	a
Pittsburgh, Virginia and Charleston,	2,000,000	1,593,150 00	1,504,592 57	30,088	50 00	50	a
Plymouth,	30,000	30,000 00	12,050 00	241	50 00	50	b
Point Breeze,	18,000	18,000 00	7,200 00	a	20 00	50	b
Pomeroy and Newark,	500,000	500,000 00	500,000 00	10,000	50 00	50	b
Reading and Columbia,	Unlimited,	961,500 00	958,268 09	19,144	50 00	50	a
Rew City and Eldred,	150,000	150,000 00	111,000 00	1,110	100 00	100	a
River Front,	216,000	216,000 00	216,000 00	4,320	50 00	50	a
Ridgway and Clearfield,	1,000,000	150,000 00	150,000 00	3,000	50 00	50	b
Rochester and Pittsburgh,	20,000,000	20,000,000 00	20,000,000 00	200,000	100 00	100	a

Ridgway and Oil City,	360,000	180,500	00	18,050	00	a	5	00	50	a
Salisbury,	200,000	117,800	00	117,800	00	2,356	50	00	50	b
Schuylkill Valley Navigation,	576,050	576,050	00	576,050	00	11,521	50	00	50	b 5
Selinsgrove and North Branch,	500,000	101,000	00	70,174	91	861	50	00	a	b
Shancklin Valley and Pottsville,	1,500,000	869,450	00	869,450	00	17,339	50	00	50	b 6
Shamokin, Sunbury and Lewisburg,	1,000,000	1,000,000	00	1,000,000	00	20,000	50	00	50	b 6
Sharon,	400,000	367,650	00	367,650	00	7,353	50	00	50	7
Sharpsville,	350,000	350,000	00	350,000	00	7,000	50	00	50	10,325
Sherrick Run,	500,000	500,000	00	50,000	00	b	5	00	50	10,000
Sinnemahoning and Sheffield,	390,000	195,000	00	19,500	00	a	5	00	50	b
Slate Ridge and Delta,	a	4,500	00	2,700	00	50	30	00	50	b
Somerset and Cambria,	a	500,000	00	500,000	00	10,000	50	00	50	b
South Mountain,	200,000	200,000	00	200,000	00	4,000	50	00	50	b
South Pennsylvania,	20,000,000	20,000,000	00	256,800	00	7,960	50	00	50	b
Southern Pennsylvania,	800,000	800,000	00	800,000	00	16,000	50	00	50	b
South-West Pennsylvania,	1,000,000	546,150	00	546,150	00	10,923	50	00	50	10
State Line and Sullivan,	Unlimited,	1,000,000	00	990,000	00	19,800	50	00	50	b
Stony Creek,	176,100	176,100	00	176,100	00	8,522	50	00	50	b
Sunbury and Lewistown,	600,000	a	00	39,000	00	12,000	3	25	50	s
Sunbury, Hazleton and Wilkes-Barre,	1,000,000	1,000,000	00	1,000,000	00	20,000	50	00	50	a
Susquehanna and Clearfield,	700,000	240,000	00	240,000	00	4,800	50	00	50	a
Susquehanna and Delaware River,	1,100,000	71,450	00	71,450	00	1,429	50	00	50	a
Tioga,	1,000,000	580,900	00	580,900	00	11,618	50	00	50	b
Trescow,	250,000	130,000	00	130,000	00	2,600	50	00	50	a
Tyrone and Clearfield,	1,000,000	1,000,000	00	1,000,000	00	20,000	50	00	50	5,444
Warren and Farnsworth Valley,	75,000	75,000	00	75,000	00	750	100	00	100	5,000
Waynesburg and Washington,	270,000	133,100	00	101,364	97	1,965	50	00	50	a
West Chester and Phoenixville,	250,000	25,000	00	25,000	00	b	a	00	50	b
Western Maryland,	1,000,000	a	00	682,050	00	13,641	10	00	50	b
Western Pennsylvania,	4,000,000	1,022,450	00	1,022,450	00	20,449	50	00	50	a
Wheeling, Pittsburgh and Baltimore,	500,000	500,000	00	500,000	00	10,000	50	00	50	b
Williamsport and North Branch,	50,000	a	00	309,900	00	6,198	a	00	a	b
Wilmington and Northern,	1,500,000	1,278,050	00	1,278,050	00	25,561	50	00	50	b
Wind Gap and Delaware,	300,000	100,000	00	100,000	00	2,000	25	00	50	a
York and Peach Bottom,	250,000	a	00	a	00	a	a	00	50	b
Youghiogheny Northern,	400,000	400,000	00	400,000	00	8,000	50	00	50	b 6
	\$660,321,204	\$496,585,805	20	\$669,049,767	43	9,970,894				

¹ On \$494,000. No dividends on 7,650 shares under terms of lease. ² Including back dividends. ³ A scrip dividend of 10 per cent., payable at the option of the company and bearing 6 per cent. interest, has been declared annually on the earnings of 1880, 1881, and 1882, and amount deducted from surplus, as shown in detail on balance sheet. ⁴ \$50 dollars on 900 shares; \$30 on 7,060. ⁵ Company report, report a dividend of \$36,000. ⁶ With power to increase. ⁷ The company report a dividend of \$25,396 87. ⁸ The company report a dividend of \$36,000. a Not stated. b None.

TABLE B.—DEBT AND INTEREST.

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.
Addison and Northern,	\$600,000 00	\$161,000 00	\$761,000 00	6
Allegheny Valley,	25,974,100 00	4,196,878 09	30,170,978 09	5, 7, and 7 ¹ / ₂
Allentown,		8,584 23	8,584 23	
Bachman Valley,	45,000 00	16,553 10	61,553 10	5
Bald Eagle Valley,	388,000 00		388,000 00	6
Baltimore and Cumberland Valley,	72,800 00		72,800 00	6
Baltimore and Cumberland Valley Extension,	230,000 00		230,000 00	6
Baltimore and Philadelphia,	4,840,000 00		4,840,000 00	4 ¹ / ₂
Bangor and Portland,	181,100 00		181,100 00	6
Barclay,	100,000 00		100,000 00	5
Bedford and Bridgeport,	1,000,000 00	392,698 00	1,392,698 00	7
Bell's Gap,	550,000 00		550,000 00	6 and 7
Berlin Branch,	38,300 00	6,568 46	44,868 46	6
Bradford, Richburg and Cuba,		187,200 00	187,200 00	
Bradford, Bordell and Kinzua,	500,000 00	21,307 33	521,307 33	6
Bradford, Eldred and Cuba,	580,000 00	125,489 08	685,489 08	6
Buffalo, Bradford and Pittsburgh,	580,000 00		580,000 00	7
Buffalo, New York and Philadelphia,	21,300,000 00	1,599,085 69	22,899,085 69	6 and 7
Catawissa,	1,802,350 00		1,802,350 00	5, 6, 7, and 10
Catasauqua and Fogelsville,		138,000 00	138,000 00	
Chartiers,	500,000 00		500,000 00	7
Chester and Delaware River,		195,100 99	195,100 99	
Chester Creek,	185,000 00		185,000 00	6
Chester Valley,	500,000 00	367,500 00	867,500 00	7
Clarion, Mahoning and Pittsburgh,		31,729 69	31,729 69	
Cleveland and Pittsburgh,	5,225,843 63		5,225,843 63	6 and 7
Colebrookdale,	600,000 00	126,999 90	726,999 90	6
Columbia and Port Deposit,	1,882,000 00	722,470 00	2,604,470 00	7
Connecting,	991,000 00	425,629 59	1,416,629 59	6

Corning, Cowanesque and Antrim,	1,250,000	00			1,250,000	00	6
Cornwall,			12,000	00	12,000	00	
Cumberland Valley,	357,300	00			357,300	00	6 and 8
Danville and Riverside,			268	23	268	23	
Delaware, Lackawanna and Western,	4,044,900	00			4,044,900	00	7
Delaware River and Lancaster,			1,835	00	1,835	00	
Dillsburg and Mechanicsburg,	100,000	00	25,221	12	125,221	12	6
Dunkirk, Allegheny Valley and Pittsburgh,	3,200,000	00	215,415	44	3,415,415	44	7
East Brandywine and Waynesburg,	375,000	00	251,723	17	626,723	17	7 and 8
East Broad Top	500,000	00	55,112	97	555,112	97	4
East Pennsylvania,	495,900	00			495,900	00	7
Ebensburg and Cresson,	80,000	00			80,000	00	6
Edgewood,			19,532	64	19,532	64	
Elmira and Williamsport,	1,570,000	00			1,570,000	00	5 and 6
Erie and Pittsburgh,	3,262,000	00	44,886	41	3,306,886	41	7
Evergreen,			5,146	04	5,146	04	
Frankford and Holmesburg,	50,000	00			50,000	00	7
Gettysburg and Harrisburg,	250,000	00			250,000	00	6
Greenlick Narrow Gauge,			2,590	62	2,590	62	
Hanover and York,	150,000	00	24,600	00	174,600	00	5
Hanover Junction, Hanover and Gettysburg,	208,000	00			208,000	00	6
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	700,000	00			700,000	00	4
Harrisburg and Potomac,	507,200	00	391,387	17	898,587	17	7
Huntingdon and Broad Top Mountain,	2,399,395	00			2,399,395	00	5 and 7
Jamestown and Franklin,	835,000	00			835,000	00	7
Jefferson,	2,300,000	00			2,300,000	00	7
Jersey Shore, Pine Creek and Buffalo,	3,500,000	00	113,355	60	3,613,355	60	6
Junction,	725,000	00			725,000	00	4 ¹ and 6
Lake Shore and Michigan Southern,	42,942,000	00			42,942,000	00	7
Lancaster and Reading Narrow Gauge,	350,000	00			350,000	00	7
Lawrence,	355,000	00			355,000	00	7
Lehigh and Lackawanna,	600,000	00	1,047	66	601,047	66	7
Lehigh Valley,	24,854,000	00			24,854,000	00	6 and 7
Lewisburg and Tyrone,			247,614	35	247,614	35	
Lizonier Valley,	43,484	59	9,404	51	52,889	10	6
Little Saw-Mill Run,	153,000	00			153,000	00	6
Littlestown,	40,000	00	17,615	98	57,615	98	5
Mifflin and Centre County,	200,000	00			200,000	00	6
Monongahela Inclined Plane,	100,000	00	5,475	57	105,475	57	5
Mont Alto,	125,000	00			125,000	00	7
Montrose,	30,200	00			30,200	00	2

¹ Stated at £1,000,000 sterling in the company's report.

² Rate not stated in report of company.

TABLE B. - DEBT AND INTEREST—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.
Moshannon and Clearfield,		\$88,000 00	\$88,000 00	
Mount Oliver Incline,	\$48,400 00	1,500 00	49,900 00	6
Mount Pleasant and Latrobe,		6,500 00	6,500 00	6
New Castle Railroad and Mining,	3,500 00		3,500 00	6
Nesquehoning Valley,		100,915 48	100,915 48	
Newry,		25,131 72	25,131 72	
New York, Chicago and St. Louis,	19,600,000 00	3,109,241 28	22,709,241 28	6 and 7
New York, Lake Erie and Western,	75,267,186 90		75,267,186 90	6.04
New York, Pennsylvania and Ohio,	91,842,000 00	1,264,958 09	93,106,958 09	5, 6, and 7
New York, Ridgway and Pittsburgh,		35,867 61	35,867 61	
New York, Lake Erie and Western Coal,	1,900,000 00	302,598 32	2,202,598 32	6
North and West Branch,	1,500,000 00	17,580 09	1,517,580 09	6
North-East Pennsylvania,	160,000 00	222,696 10	382,696 10	7
Northern Central,	15,840,000 00		15,840,000 00	5 and 6
North Pennsylvania,	7,112,000 00	28,492 88	7,140,492 88	6 and 7
Oil City and Ridgway,	15,000 00	43,049 81	58,049 81	6
Pennsylvania,	256,770,150 00		56,770,150 00	4, 5, and 6
Pennsylvania Schuylkill Valley,	2,700,000 00		2,700,000 00	5
Pennsylvania and New York,	3,000,000 00	1,324,906 98	4,324,906 98	7
Pennsylvania and Western,	200,000 00		200,000 00	6
Pennsylvania Coal,		248,265 88	248,265 88	
Pennsylvania Company,	14,839,000 00	3,627,409 41	18,466,409 41	4, and 6
Pennsylvania, Slatington and New England,			937,000 00	6
People's,	15,000 00	18,257 84	33,257 84	6
Perkiomen,	1,924,600 00	790,208 10	2,714,808 10	6
Philadelphia and Baltimore Central,	2,100,000 00	62,512 50	2,162,512 50	5 and 7
Philadelphia and Chester County,	218,700 00	41,854 67	255,554 67	6
Philadelphia and Erie,	17,919,000 00	1,569,392 19	19,488,392 19	5, 6, and 7
Philadelphia and Reading,	93,567,185 62	9,154,152 16	102,721,287 78	5, 6, and 7
Philadelphia, Newtown and New York,	700,000 00		700,000 00	6

Philadelphia, Wilmington and Baltimore,	3,581,500	00	184,916	66	3,726,416	66	5 and 6
Pickering Valley,	332,300	00	376,002	89	708,302	89	7
Pittsburgh and Castle Shannon,	76,927	20	19,858	64	96,285	84	6 and 7
Pittsburgh and Connellsville,	10,718,600	00	3,658,035	19	14,376,635	19	6 and 7
Pittsburgh and Lake Erie,	2,000,000	00	1,124,397	34	3,124,397	34	6
Pittsburgh and Western,	5,470,500	00	1,136,042	82	6,606,542	82	6 and 7
Pittsburgh, Buffalo and Rochester,	88,000	00	100,000	00	188,000	00	7
Pittsburgh, Cincinnati and St. Louis,	12,617,000	00	3,365,557	55	15,982,557	55	6 and 7
Pittsburgh, Fort Wayne and Chicago,	13,510,000	00			13,510,000	00	7 and 8
Pittsburgh, McKeesport and Youghlgheny,					2,250,000	00	6
Pittsburgh Southern,	250,000	00	763,484	32	1,013,484	32	6
Pittsburgh, Virginia and Charleston,	3,000,000	00	20,600	00	3,020,600	00	5
Plymouth,			274,495	19	274,495	19	
Pomeroy and Newark,			75,712	30	75,712	30	
Reading and Columbia,	2,014,166	67			2,014,166	67	5, 6, and 7
Rew City and Eldred,			1,726	65	1,726	66	
River Front,	216,000	00	80,047	10	296,047	10	4
Ridgway and Clearfield,			467,086	78	467,086	78	
Rochester and Pittsburgh,	8,398,000	00	139,144	93	8,537,144	93	6 and 7
Salisbury,	150,000	00			150,000	00	7
Selinsgrove and North Branch,	100,000	00	37,000	00	137,000	00	6
Shamokin Valley and Pottsville,	2,000,000	00			2,000,000	00	7
Shamokin, Sunbury and Lewisburg,	1,000,000	00	486,958	15	1,486,958	15	5
Sharon,	156,000	00			156,000	00	7
Sharpsville,	60,000	00	5,000	00	65,000	00	6
Slate Ridge and Delta,			4,500	00	4,500	00	
Somerset and Cambria,	475,000	00	254,278	72	729,278	72	6
South Mountain,	100,000	00			100,000	00	6
South Pennsylvania,			212,335	24	212,335	24	
Southern Pennsylvania,	625,000	00			11,011,458	34	7
South-West Pennsylvania,	962,000	00			962,000	00	7
State Line and Sullivan,	200,000	00	20,635	75	220,635	75	5
Stony Creek,	350,000	00	362,819	51	712,819	51	7
Sunbury and Lewistown,	500,000	00			500,000	00	7
Sunbury, Hazleton and Wilkes-Barre,	2,350,000	00	250,095	00	2,600,095	00	5 and 6
Susquehanna and Clearfield,	240,000	00			240,000	00	5
Susquehanna and Delaware River,			8,000	00	8,000	00	

¹ In addition there is outstanding \$1,607,047 50, deferred warrants issued for unearned interest on first mortgage bonds, which will become funded debt when the bonds are issued for the warrants in accordance with the provisions of the first mortgage, making a total funded debt of \$94,714,005 50.

² Exclusive of \$2,976,002 86 due the State, on account of purchase of main line, bonds for which bear 5 per cent. interest.

³ Stated in company's report as "about" the "total amount of funded and floating debts," which are not given separately.

⁴ Including unpaid interest to December 31, 1883.

⁵ Not stated in report of company.

TABLE B. - DEBT AND INTEREST - 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.
Tioga,	\$629,500	00			\$629,500	00	7
Tresckow,			\$102,623	98	102,623	98	
Tyrone and Clearfield,	1,000,000	00			1,000,000	00	5
Warren and Farnsworth Valley,	64,000	00	18,378	98	82,378	98	6
Waynesburg and Washington,	98,900	00	4,000	00	102,900	00	7
Western Pennsylvania,	4,300,000	00			4,300,000	00	5 and 6
Western Maryland,	3,675,000	00	699,573	20	4,374,573	20	6
Wheeling, Pittsburgh and Baltimore,			283,007	75	283,007	75	
Williamsport and North Branch,	8,000	00	5,000	00	13,000	00	6
Wilmington and Northern,	207,000	00			207,000	00	5 and 6
Wind Gap and Delaware,			9,280	13	9,280	13	
York and Peach Bottom,	229,800	00	21,173	23	250,973	23	5
	\$653,747,689	61	\$46,786,936	38	\$699,753,406	99	

NOTE.—Companies reporting no debt are left out of this table.

TABLE C. - COST OF ROAD AND EQUIPMENT.

LEG. DOC.]

SECRETARY OF INTERNAL AFFAIRS.

18

NAME OF COMPANY.	Total cost of roads owned.		Total cost of equipment owned.		Total cost of road and equipment.		Value of real estate held by the company, exclusive of roadway.		Average cost of construction per mile of road.		Average cost of equipment per mile of road.	
Addison and Northern,	\$417,098	01	\$65,567	68	\$482,665	69			\$8,341	96	\$1,311	85
Allegheny Valley,	21,683,452	77	2,368,087	53	24,049,540	30			83,558	51	9,117	87
Allentown,	1,084,652	71			1,084,652	71	\$28,509	43	241,033	94		
Arnot and Pine Creek,	255,000	00			255,000	00			15,315	31		
Bachman Valley,	112,494	13			112,494	13						
Bald Eagle Valley,	1,448,667	56			1,428,667	56						
Baltimore and Cumberland Valley,	152,432	05			152,432	05						
Baltimore and Cumberland Valley Extension,	500,000	00			500,000	00			18,518	57		
Bangor and Portland,	268,639	35	33,560	65	302,200	00			8,954	64	1,118	68
Barclay,	622,600	00			622,600	00						
Bradford, Richburg and Cuba,	187,200	00			187,200	00			20,000	00		
Bedford and Bridgeport,	1,423,606	61			1,423,606	61			28,935	09		
Beil's Gap,	961,293	82	78,926	81	1,040,220	63			32,043	13		
Bradford,	168,305	40			168,305	40			12,021	80		
Bradford, Bordell and Kinzua,	503,255	21	77,450	80	580,706	01			24,549	00	3,778	00
Bradford, Bordell and Smethport,	88,223	51	11,778	49	100,000	00			7,273	17	970	85
Bradford, Eldred and Cuba,	1814,993	45	136,244	07	951,237	52			18,666	30	2,537	60
Brandy Camp,	55,000	00			55,000	00						
Buffalo, Bradford and Pittsburgh,	2,866,400	00			2,866,400	00						
Buffalo, New York and Philadelphia,					30,949,583	80						
Catawissa,	6,206,668	08			6,206,668	08						
Catasauqua and Fogelsville,	523,185	59	135,150	00	658,335	59	15,000	00	20,517	08	5,300	00
Chartiers,	1,122,336	10			1,122,336	10	6,000	00				
Chester and Delaware River,	220,915	21			220,915	21	30,480	00	50,322	37		

¹ This includes the cost of the Wellsville, Bolivar and Eldred railroad, (\$405,410,) which is leased to the Bradford, Eldred and Cuba, and not reported separately.

TABLE C.-COST OF ROAD AND EQUIPMENT - Continued.

NAME OF COMPANY.	Total cost of roads owned.		Total cost of equipment owned.		Total cost of road and equipment.		Value of real estate held by the company, exclusive of roadway.		Average cost of construction per mile of road.		Average cost of equipment per mile of road.	
Chester Creek,	\$457,100	00			\$457,100	00			\$64,019	61		
Clarion, Mahoning and Pittsburgh,	69,649	69			69,649	69						
Cleveland and Pittsburgh,	18,181,998	78	\$3,696,877	96	18,878,871	74			66,659	89	\$18,694	70
Colebrookdale,	671,487	84			671,487	84	\$14,108	07	62,459	99		
Columbia and Port Deposit,	2,024,327	16			2,024,327	16						
Connecting,	2,694,829	59			2,694,829	59						
Corning, Cowanesque and Antrim,	3,250,000	00	1,517,406	37	4,767,406	37	45,000	00	38,262	80		
Cornwall,	390,385	70	116,024	69	506,410	39	44,315	60	20,546	30	6,106	56
Cumberland Valley,					1,917,969	92			28,211	30		
Danville and Riverside,	4,058	23			4,058	23						
Danville and Shamokin,	26,710	00			26,710	00						
Delaware and Hudson Canal,	8,723,673	17	1,369,788	00	5,193,453	17			37,196	56	14,418	82
Delaware, Lackawanna and Western,	18,695,261	99	7,194,610	84	25,789,872	83			88,586	82	34,274	75
Delaware River and Lancaster,	18,535	00			18,535	00						
Dillsburg and Mechanicsburg,	181,021	21			181,021	21						
Dunkirk, Allegheny Valley and Pittsburgh,	4,556,432	43	262,725	00	4,819,157	43	50,000	00	50,291	75	2,899	83
East Brandywine and Waynesburg,	535,105	27			535,105	27						
East Broad Top,	914,042	82	180,749	71	1,094,792	53	10,617	75	37,468	09	4,947	98
East Mahanoy,	392,550	00			392,550	00			87,033	49	600	00
East Pennsylvania,	1,834,683	79			1,884,683	79			52,352	33		
Ebensburg and Cresson,							400	00				
Edgewood,	28,172	36	2,000	00	30,172	36			28,172	36	2,000	00
Elmira and Williamsport,	2,218,000	00	352,000	00	2,570,000	00			29,377	43		
Erie and Pittsburgh,	3,180,937	26	1,895,725	18	5,076,662	44			31,419	77		
Evergreen,	26,582	98	9,142	00	35,724	98	800	00	6,645	74	2,265	80
Fayette County,	130,000	00			130,000	00						
Greenlick Narrow Gauge,	29,159	03	6,325	52	35,484	60	50	00	7,289	77	1,581	38
Hanover Junction, Hanover and Gettysburg,	391,239	00	155,277	00	546,566	00	17,000	00	13,042	96		

PA Internal Affairs 1883

Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,882,550	00			1,882,550	00							
Harrisburg and Potomac,	1,065,325	92	85,291	05	1,100,816	97	179,250	00	26,239	55	869	24	
Huntingdon and Broad Top Mountain,	5,573,052	41			5,573,032	41							
Ironton,	250,000	00	18,000	00	268,000	00	12,880	00	25,000	00	1,398	06	
Jamestown and Franklin,	2,588,473	84			2,588,473	84			49,676	59			
Jefferson,	4,896,050	00			4,896,050	00			97,075	21			
Jersey Shore, Pine Creek and Buffalo,	4,095,627	83			4,095,627	83							
Junction,	1,062,000	50			1,062,000	50							
Kendall and Eldred,	180,635	28			180,635	28			12,042	35			
Kinzua,	168,305	40			168,305	40			12,021	80			
Lake Shore and Michigan Southern,	66,700,000	00	17,800,000	00	84,000,000	00	865,779	61	77,121	43	16,879	08	
Lawrence,	820,368	30			820,368	30			87,221	80			
Lehigh and Lackawanna,	976,147	66			976,147	66							
Lehigh and Susquehanna,	14,305,698	70			14,305,698	70							
Lehigh Valley,	23,873,511	28	10,899,765	40	34,773,276	68							
Lewisburg and Tyrone,	1,447,614	35			1,447,614	35							
Ligonier Valley,	183,220	25	17,690	98	199,911	23	5,000	00			1,684	50	
Little Saw-Mill Run,	123,234	68	111,597	73	234,832	41	54,850	00	41,078	23	37,199	27	
Little Schuylkill Navigation,	1,416,187	80			1,416,187	80			10,000	00			
Littlestown,	115,616	00			115,616	00	2,000	00	12,170	00			
Lock Haven and Clearfield,	7,785	95			7,785	95							
Lykens Valley,	578,767	24	17,000	00	595,767	24							
McKean and Buffalo,	805,572	21	33,606	63	838,178	84			36,368	94	1,517	22	
Mifflin and Centre County,	269,551	74			269,551	74			21,564	14			
Monongahela Inclined Plane,	216,913	11			216,913	11	18,049	16					
Mont Alto,	342,134	25	24,807	45	366,941	70			17,106	71	1,240	37	
Montrose,	332,141	18	41,303	13	373,449	31			11,862	18	1,475	29	
Moshannon and Clearfield,	94,612	57			94,612	57			11,130	82			
Mount Carbon and Port Carbon,	282,815	45			282,815	45							
Mount Oliver Incline,	87,715	53			87,715	53							
Mount Pleasant and Broad Ford,	201,669	69			201,669	69			20,166	97			
Nesquehoning Valley,	1,401,045	00			1,401,045	00							
New Castle and Beaver Valley,	866,00	59			866,001	59			58,043	00			
Newry,	25,408	44			25,408	44							
New York, Chicago and St. Louis,	65,078,704	93	5,425,930	99	70,504,635	92	15,000	00	125,518	26	104,650	72	
New York, Pennsylvania and Ohio,					¹ 137,875,368	64							
North and West Branch,	3,017,580	09			3,017,580	09							

¹ This equipment owned by the Fall Brook Coal Company, and used by them in operating the Pine Creek railway, the Corning, Cowanesque and Antrim railway and branches, the Syracuse, Geneva and Corning railway, and the Geneva and Lyons railroad. ² Average of construction and equipment. ³ Includes "cost of roads and equipment and interest in leased lines."

TABLE C. - COST OF ROAD AND EQUIPMENT-Continued.

NAME OF COMPANY.	Total cost of roads owned.		Total cost of equipment owned.		Total cost of road and equipment.		Value of real estate held by the company, exclusive of roadway.		Average cost of construction per mile of road.		Average cost of equipment per mile of road.	
North-East Pennsylvania,	\$306,004	37			\$306,004	37	\$13,948	11				
Northern Central,	13,822,957	63	\$4,196,107	35	17,019,064	98						
North Pennsylvania,	9,674,584	33	1,750,935	65	11,425,519	98	1,254,683	53				
New York, Lake Erie and Western Coal,	1,873,600	22			1,873,600	22			\$56,062	24		
Oil City and Ridgway,	58,049	81			58,049	81			9,675	00		
Olean, Bradford and Warren,	141,452	40			141,452	40			13,582	00		
Pennsylvania,	38,177,689	41	23,651,950	07	61,829,589	48	12,296,565	38				
Pennsylvania Schuylkill Valley,	3,769,991	08			3,769,991	08						
Pennsylvania Coal,					2,000,000	00						
Pennsylvania, Slatington and New England,	2,299,000	00	18,000	00	2,317,000	00			31,566	00		
People's,	88,141	34	30,265	29	118,406	63						
Perkiomen,	2,077,592	71	3,497	90	2,081,090	61	19,611	91	53,963	43	\$90	85
Philadelphia and Baltimore Central,	3,756,916	44	447,237	54	4,204,153	98	304,072	37	52,332	03	6,229	80
Philadelphia and Chester County,	761,192	84			761,192	84						
Philadelphia and Erie,	26,186,163	85			26,186,163	35			90,924	17		
Philadelphia and Reading,	40,291,772	16	10,398,057	40	50,689,829	56	8,207,108	04	123,216	43	31,798	34
Philadelphia and Trenton,	2,390,608	65			2,390,608	65	226,571	38				
Philadelphia, Newtown and New York,	1,900,000	00			1,900,000	00			90,909	09		
Philadelphia, Wilmington and Baltimore,					13,745,256	25	377,849	82	108,873	32		
Pickering Valley,	480,292	47			480,292	47	800	00	42,503	76		
Pittsburgh and Castle Shannon,	185,000	00	31,427	50	216,427	50	40,860	00	30,833	33	5,237	75
Pittsburgh and Connellsville,	12,983,416	44	470,698	49	13,454,114	93			86,556	11	3,137	99
Pittsburgh and Lake Erie,	4,761,703	66	1,116,318	19	5,878,021	85			67,685	91	15,868	06
Pittsburgh and Western,	13,366,804	14	740,216	11	14,106,520	25			56,636	88	3,186	51
Pittsburgh, Buffalo and Rochester,	130,424	29			130,424	29						
Pittsburgh, Cincinnati and St. Louis,	16,309,146	46	4,426,807	40	20,735,953	86	15,000	00	81,382	96	22,089	86

Pittsburgh, Fort Wayne and Chicago,	40,688,421	15			40,688,421	15													
Pittsburgh, McKeesport and Youghio- gheny,	5,250,000	00			5,250,000	00													
Pittsburgh Southern,	1,667,952	57	58,255	00	1,721,207	57						80,403	80						
Pittsburgh, Virginia and Charleston,					4,415,598	57						68,079	98						
Pomeroy and Newark,	502,056	25			502,056	25													
Reading and Columbus,	2,126,685	28	245,241	18	2,371,926	46			65,806	22		44,305	95	5,009	19				
Rew City and Eldred,	108,507	42	4,219	23	112,726	65						8,923	31	337	54				
River Front,	512,047	10			512,047	10			319,211	22									
Ridgway and Clearfield,	614,498	25			614,498	25						31,869	95						
Rochester and Pittsburgh,	21,447,780	05	1,581,587	05	23,029,367	10						70,373	00	5,188	00				
Salisbury,	233,311	63	9,724	50	243,036	13			1,000	00		19,442	64	810	37				
Shamokin Valley and Pottsville,	2,875,700	00			2,875,700	00													
Sharon,	525,082	54			525,082	54			26,500	00		30,000	00						
Sharpville,	396,692	79	24,083	79	420,776	58						17,982	45	1,091	74				
Slate Ridge and Delta,	7,200	00			7,200	00						7,200	00						
Somerset and Cambria,	1,302,403	94			1,302,403	94						28,878	13						
South Mountain,	342,841	34	45,639	29	888,480	63			1,200	00		19,282	41	2,566	98				
Southern Pennsylvania,	625,000	00			625,000	00			30,000	00		29,761	90						
South-West Pennsylvania,	1,753,416	53			1,753,416	53													
Stony Creek,	543,707	54			543,707	54			46,569	31		41,567	85						
Sunbury, Hazleton and Wilkes-Barre,	3,300,000	00			3,300,000	00													
Susquehanna and Clearfield,	409,836	79			409,836	79													
Susquehanna and Delaware River,	79,450	00			79,450	00													
Shamokin, Sunbury and Lewisburg,	2,489,108	48			2,489,103	48			13,550	00		80,035	64						
Selinsgrove and North Branch,	107,174	91			107,174	91						3,090	71						
Tioga,	1,480,815	41	559,091	49	2,039,906	90			41,000	00		20,710	70	8,967	55				
Treackow,	232,623	93			232,623	93													
Tyrone and Clearfield,	1,199,329	61			1,199,329	61													
Warren and Farnsworth Valley,	123,431	71	44,917	77	168,349	48						7,480	71	2,722	29				
Waynesburg and Washington,	158,495	39	33,429	79	191,925	18			4,300	00		5,660	55	1,183	92				
West Chester and Phoenixville,	13,056	50			13,056	50													
Western Maryland,	4,803,049	78			4,803,049	78													
Western Pennsylvania,	5,408,835	67			5,408,835	67													
Wheeling, Pittsburgh and Baltimore,	846,485	74			846,485	74						26,452	68						
Wilmington and Northern,	1,542,189	25	165,225	52	1,707,414	77			36,468	82		17,645	18	1,890	45				
Wind Gap and Delaware,	59,280	13			59,280	13						8,000	00						
York and Peach Bottom,	440,140	64	61,065	00	501,205	64			25,000	00		11,003	50	1,526	62				
Youghiogheny Northern,	400,000	00			400,000	00						199,578	50						
	\$606,432,009	60	\$103,581,412	66	\$900,029,189	44	\$24,295,215	73											

TABLE D.—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.	Total number of miles operated in Penn'a.	Aggregate length of all tracks in Penn'a.	Miles of steel rail on lines owned.	Miles of iron rail on lines owned.	Length of telegraph lines in Penn'a.	Number of miles of telegraph wire in Penn'a.	Number of bridges and trestles on lines owned.	Aggregate length of bridges and trestles in feet.	Number of stations in Pa.	Number of engine-houses and shops in Penn'a.	Number of wood and water stations in Penn'a.	Number of tunnels in Pa.
Addison and Northern,	41.00	4.50		45.50	35.00	39.50	5.50	44.50		374.00	45	12 230	6	2	3	
Allegheny Valley,	242.00	17.60		259.60	259.60	368.50	237.00	141.50	242.00	374.00	159	18,444	131	9		5
Allentown,	35.90			4.50	4.50	4.90		4.90			1	17	2			
Arnot and Pine Creek,	12.00			12.00	12.00	18.65		16.65	12.00	12.00	16	3,424	2	1	2	
Bachman Valley,	9.00			9.00	9.00	9.00		9.00	9.00	9.00	8	199	6		1	
Bald Eagle Valley,	51.20	29.17		80.37	80.37	90.41	66.12	24.29	71.30	73.00	97	4,717	29	2	11	
Baltimore and Cumberland Valley,	4.55			4.55	4.55	5.61		4.55			5	1,000	4			
Baltimore and Cumberland Valley Extension,	26.02			26.02	26.02	27.40		27.40			13	3,259	7	1	1	
Baltimore and Philadelphia,	36.55	20.00		20.00	2.39	2.39	1.01	24.64	2.39	2.39	18	3,531	2	1		
Bangor and Portland,	25.00			25.00	25.00	30.00	12.00	18.00	25.00	25.00	16	240	10	2	3	
Barclay,	16.23			16.23	16.23	22.25	1.00	21.25	17.00	17.00	11	978	8	4	4	
Bradford, Richburg and Cuba,	9.38			9.38	5.74	5.74		9.38			4	500	2	1	1	
Hedford and Bridgeport,	39.70	10.50		49.20	42.90	53.72	15.38	38.34	39.07	39.07	29	3,223	25	3	5	
Bell's Gap,	25.40			25.40	30.00	30.00	25.40		23.30	23.30	5	1,400	5	1	9	
Berlin,	8.70			10.20	10.20	10.80		10.80			7	1,424	1	1	2	
Berlin Branch,	7.00			7.00	7.00	7.00		7.00			2	80	3	1	1	
Hethlehem and Belvidere,																
Bradford,	14.00			14.00	14.00	14.00										
Bradford, Bordell and Kinzua,	15.00	1.63	23.61	40.64	40.64	44.09		16.93			4	581	8	2	2	
Bradford, Bordell and Smethport,	11.45			11.45	11.45	12.13		12.13			4	668	1	1	6	
Bradford, Eldred and Cuba,	23.71		29.98	53.69	5.74	5.74		23.71			23	5,585	1	1	1	
Brandy Camp,	33.00	18.00														
Brockwayville and Punxsutawney,	25.00			25.00	25.00	25.00	25.00									
Buffalo, Bradford and Pittsburgh,	25.97			25.97	18.16	18.16	5.00	30.22	18.00	42.00	31	3,762	12	1	4	
Buffalo, New York and Philadelphia,	423.85		223.07	646.92	335.43	335.43	308.00	121.00				25,118	19	7	9	
Catawissa,	94.00	4.60		98.60	98.60	125.50					24		23			3
Catasauqua and Fogelsville,	20.00	5.50		25.50	25.50	33.50	10.50	23.00	15.00	15.00	10	1,316	19	2	6	
Chartiers,	22.78			22.78	22.78	25.45	4.00	18.78	22.78	22.78	26	2,317	9	1	1	2
Chester and Delaware River,	4.39			4.39	4.39	6.84		6.84			7	660				
Chester Creek,	7.14			7.14	7.14	7.14	7.14				2	50	8		1	
Chester Valley,	21.50			21.50	21.50	23.50		23.00			58	2,928	16	1	2	
Chestnut Hill,	4.12			4.12	4.12	4.12					4	200	4			

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TABLE D.- 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.	Total number of miles operated in Penn'a.	Aggregate length of all tracks in Penn'a.	Miles of steel rail on lines owned.	Miles of iron rail on lines owned.	Length of telegraph lines in Penn'a.	Number of miles of telegraph wire in Penn'a.	Number of bridges and trestles on lines owned.	Aggregate length of bridges and trestles in feet.	Number of stations in Pa.	Number of engine-houses and shops in Penn'a.	Number of wood and water stations in Penn'a.	Number of tunnels in Pa.
Ligonier Valley	10.50			10.50	10.50	13.85	4.50	13.00			4	160	13			
Little Saw-Mill Run	3.00			3.00	3.00	4.50	4.00	.50				2,160	4			
Little Schuylkill Navigation	28.10	3.00	10.70	41.80	41.80	69.00		69.00			25	2,330	16			
Littlestown	9.50			9.50	9.50	9.50		9.50			4	178	6			1
Lock Haven and Clearfield	32.00															
Lykens Valley	19.70			19.70	19.70	21.22	16.73	14.49	19.70	19.70	4	177	3		4	
McKean and Buffalo	22.15			22.15	22.15	22.15										
Meadville	20.50			20.50	20.50	21.70		21.70	20.00	20.00	15	1,942	3			
Mifflin and Centre County	12.31		.12	12.43	12.43	17.29	1.24	16.05	4.90	4.50	19	3,468	1			
Mill Creek and Mine Hill Navigation	3.50	3.47		7.27	7.27	25.29	2.31	23.39			14	902	7		1	
Mine Hill and Schuylkill Haven	42.50			66.50	66.50	187.53					81	2,238	23			
Monongahela Inclined Plane	10.12		.12	10.24	10.24	10.24					32	1,280	12			
Mont Alto	10.12	7.62		17.74	17.74	19.77	4.00	15.77	20.50	20.50	12	928	12			
Montrose	28.00			28.00	28.00	28.00		28.00				500	13		5	
Moshannon and Clearfield	2.50	1.31		3.81	3.81	8.91	8.51	.40			5	287	2			
Mount Carbon and Port Carbon	2.50			2.50	2.50	13.48	2.16	16.33			10	443	3		2	
Mount Oliver incline	10.00			10.00	10.00	10.00	.60					1,600				
Mount Pleasant and Broad Ford	10.00			10.00	10.00	10.00										
Nesquehoning Valley	16.30			16.30	16.30	16.30										
New Castle Railroad and Mining	5.50			5.50	5.50	5.50		5.50			5	1,368	2		1	
New Castle and Beaver Valley	14.98			14.98	14.98	23.00	14.98	8.07	15.00	60.00	10	1,014	9	1	2	
Newry	1.00			1.00	1.00	1.13		1.13			1	32	1			
New York, Chicago and St. Louis	512.54			523.04	523.04	43.98	561.87	41.90			564	81,042	30			
New York, Lake Erie and Western	460.29			1,599.00	106.00	106.00	1,911.06									
New York, Pennsylvania and Ohio	393.00	26.46	145.43	564.90	142.87	142.87	306.79	26.67	185.87	185.87	159	18,657	30	2	12	
New York, Ridgway and Pittsburgh	80.00	20.00														
North and West Branch	42.00			42.00	42.00	46.27	45.43	.84	43.00	43.00	35	6,230	3			
North-East Pennsylvania	9.80			9.80	9.80	10.70		10.70	9.90	9.50	15	910	11			
Northern Central	137.28	18.11	189.23	345.10	201.17	749.70	260.36	75.43	102.78	208.56	163	13,765	59	4	30	1
North Pennsylvania	55.28	32.60		88.20	68.20	189.62	78.11	90.51			81	6,334	111		12	
New York, Lake Erie and Western Coal	28.92	9.40		39.32	39.32	37.55	29.92	7.83	30.00	30.00	37	4,948	7	1	2	
Oil City and Ridgway	6.00			6.00	6.00	6.00		6.00								
Olean, Bradford and Warren	22.96			22.96	10.43	10.43										

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Pennsylvania,	248.26	183.07	*2,791.79	3 223.12	1 626.24	3 900.22	1 014.77	208.20	429.43	2,714.96	330	28,968	1,042	34	307	7
Pennsylvania Schuylkill Valley,	10.65			10.65	10.65	12.53	12.53		10.65	10.65	18	3,855	6		2	
Pennsylvania and New York,	104.30	22.47		126.77	126.77	295.87	225.89	63.98			33	5,541	29	7	15	
Pennsylvania Coal,	47.00	15.57		47.00	47.00	87.87			45.00	45.00	5	496	6	27		1
Pennsylvania, Slatington and New England People's,	76.00							12.00	12.00	12.00						
Perkiomen,	4.58			4.58	4.58	4.58					1	30				
Philadelphia and Baltimore Central,	38.50			38.50	38.50	47.97	14.22	33.74			30	5,822	26	1	5	
Philadelphia and Chester County,	62.57	9.35	7.14	79.06	69.74	97.56	53.01	29.88	69.30	471.90	84	9,422	50	10	6	
Philadelphia and Erie,	35.00															
Philadelphia and Reading,	237.58			237.58	237.58	472.10	407.14	64.96	349.60	962.53	161	17,562	80	10	44	
Philadelphia and Trenton,	96.40	228.80	1,162.80	1,479.90	1,479.90	2,865.50	455.24	344.08	289.90	701.10	796	85,020	335	55	175	8
Philadelphia, Newtown and New York,	26.42	1.23	6.94	34.59	34.59	91.25	73.37	11.88	26.42	235.54	20	2,532	30	2	6	
Philadelphia, Wilmington and Baltimore,	20.90			20.90	20.90	22.90					35	4,697	6	1	1	
Pickering Valley,	96.36	29.86	296.74	412.96	90.77		210.44	62.81	62.00	122.00	110	19,565	109	5	10	
Pittsburgh and Castle Shannon,	11.30			11.30	11.30	12.30		.90			10	1,237	8	1	1	
Pittsburgh and Castle Shannon,	6.00			6.00	6.00	10.00		7.00			4	1,530	14	1	2	2
Pittsburgh and Connellsville,	146.50	3.70	21.70	171.90	169.20	285.00	305.00	58.40			124	8,099	41	3	21	4
Pittsburgh and Lake Erie,	68.00	2.35		70.35	61.15	61.15	117.31	2.00	61.15	120.80	49	8,720	27	7	9	1
Pittsburgh and Western,	62.50	9.94		72.34	72.34	72.34	74.00	176.00			335	53,014	96	5	20	5
Pittsburgh, Buffalo and Rochester,	82.00	27.00														
Pittsburgh, Cincinnati and St. Louis,	192.30	8.10	390.30	590.70	115.80	115.80	226.00	8.10	56.50	433.03	72	13,842	35	3	6	9
Pittsburgh, Fort Wayne and Chicago,	467.97		37.62	504.99	73.15	73.15	607.21	150.74	49.00	8.90	198	14,636	53	9	2	
Pittsburgh, McKeesport and Youghogheny,	56.95	4.89	2.00	63.85	63.85	84.59	56.95		54.95		37	20,732				
Pittsburgh Southern,	36.20	17.26		53.56	53.56	54.86	15.66	39.20			57	10,067	6	2	6	
Pittsburgh, Virginia and Charleston,	53.23			53.23	53.23	53.23										
Plymouth,	9.25			9.25	9.25	9.25					18	477	4		1	
Pomeroy and Newark,	26.70			26.70	21.68	21.68	.99	26.89	26.70	26.70	105	7,402	15		2	
Reading and Columbia,	40.00	12.17	6.50	58.67	53.67	89.12	1.00	89.12			90	5,178	27	6	14	
Rew City and Eldred,	12.18			12.18	12.18	12.50		12.50			11	3,017	3		1	
River Front,	3.62			3.62	3.62	6.90	5.89	.71			3	270	1		1	
Ridgway and Clearfield,	19.59			19.59	19.59	23.07	23.07		19.59	39.18	8	200	1		3	
Rochester and Pittsburgh,	192.20	56.74	1.03	261.97	97.80		178.24	126.53	77.63	77.63	53	18,732	15		7	
Ridgway and Oil City,	60.00															
Salisbury,	8.70	2.50		11.20	11.20	12.00		12.00			7	814	1	1	2	
Schuylkill Valley Navigation,	11.00	7.19		18.19	18.19	27.69		27.69			30	1,028	11		1	
Shamokin Valley and Pottsville,	27.30	2.48		29.78	29.78	48.52	29.07	19.45	28.90	28.90	43	2,080	8	1	5	
Shamokin, Sunbury and Lewisburg,	31.10			31.10	31.10	38.37	31.10	7.27			20	6,896			3	
Sharon,	9.00	9.00		18.00	18.00	19.00	7.00		9.00	9.00	6	420				
Sharpsville,	17.00	5.06		22.06	22.06	23.06	23.06				8	400	15	1	2	
Slate Ridge and Delta,	1.00			1.00	1.00	1.00										
Somerset and Cambria,	45.10			45.10	45.10	48.30	33.00	10.30			59	2,319	7		3	
South Mountain,	17.78			17.78	17.78	19.78	.68	19.10	11.00	11.00	6	300	5	2	3	
Southern Pennsylvania,	21.00	2.00		23.00	23.00	23.00		23.00			5	1,882	15	1	2	
South-West Pennsylvania,	44.10	30.67		74.77	74.77	99.63	72.14	27.49	73.40	83.90	95	6,181	46	4	7	
State Line and Sullivan,	24.00			24.00	24.00	25.00	.25	24.75	24.00	24.00	12	855	7	1	3	
Stony Creek,	10.30	.85		11.15	11.15	13.06	.70	12.38			10	350	8	1	1	

¹ No road in operation. ² Including "leased" and "operated" roads. ³ Including 83.70 miles of "operated" roads. ⁴ "Operated, leased, and controlled roads."
⁵ Does not report any road in operation. ⁶ Ten miles graded; none in operation.

TABLE D. - 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.	Total number of miles operated in Penn'a.	Aggregate length of all tracks in Penn'a.	Miles of steel rail on lines owned.	Miles of iron rail on lines owned.	Length of telegraph lines in Penn'a.	Number of miles of telegraph wire in Penn'a.	Number of bridges and trestles on lines owned.	Aggregate length of bridges and trestles in feet.	Number of stations in Pa.	Number of engine-houses and shops in Penn'a.	Number of wood and water stations in Penn'a.	Number of tunnels in Pa.
Sunbury and Lewistown,	43 81			43 81	43 81	47 16	28 49	18 67	48 00	48 00	15	8 030	15	1	0	
Sunbury, Hazleton and Wilkes-Barre,	43 44			43 44	43 44	55 25	43 28	7 67	44 40	44 02	15	4 438	15		0	
Susquehanna and Clearfield,	22 73					23 20	23 20					510			4	
Susquehanna and Delaware River,	107 06	20 00														
Bellingsgrove and North Branch,	7 00	30 00														
Sinnemahoning and Sheffield,	65 00															
Shamokin, Sunbury and Lewisburg,	31 10			81 10	31 10	38 37	31 10	7 27				5 896				
Tioga,	44 09	4 00	13 80	66 00	80 00	81 55	30 82	57 23			103	7 548	18	4	0	
Trescow,	7 56			7 56	7 56											
Tyrone and Clearfield,	44 04	28 28		70 30	70 30	90 00	63 96	21 13	49 74	55 44	48	2 692				
Warren and Farnsworth Valley,	10 06	5 21		15 28	15 28	16 54		18 54	10 18	10 18	0	634	4	1	2	
Waynesburg and Washington,	28 30			28 30	23 30	29 80		28 30				4 077	1	1	4	
Western Maryland,	90 00		33 80	123 80	31 07	31 07	58 00	37 00			117	6 519	12	1	1	
Western Pennsylvania,	75 57	21 03		96 62	96 62	134 79	93 74	41 05	97 07	121 47	39	6 747	94	8	16	3
Wheeling, Pittsburgh and Baltimore,	32 06			32 06	17 03	17 00										
Williamsport and North Branch,	40 00			7 00	7 00	7 00		5 00			3	130	3	1		
Wilmington and Northern,	63 60	23 44		87 04	84 40		28 89	63 73	66 20	66 20	28	9 002	18	4	10	
Wind Gap and Delaware,	17 00	5 00		6 25	6 25	6 25							5	1		
York and Peach Bottom,	40 00			40 00	40 00	42 70	10 90	31 80			32	4 380	24	2	6	
Youghiogheny Northern,	2 00			2 00		3 00	2 00				3					
Total,	9 774 34	1 459 81	5 811 85	17 501 20	10 066 49	15 630 75	11 731 06	4 679 10	3 984 77	10 539 23	6 762	718 981	3 694	392	1 156	84

¹ No road in operation.

TABLE E. EQUIPMENT.

NAME OF COMPANY.	Number of locomotives.	Number of first-class passenger cars.	Number of second-class passenger cars.	Total number of passenger cars.	Number of baggage, mail, and express cars.	Number of postal cars.	Number of freight cars, eight wheels.	Number of freight cars, four wheels.	Total number of freight cars.
Addison and Northern,	5	2	4	6	2		40		40
Allegheny Valley,	69	29	10	39	8		2,090		2,090
Bangor and Portland,	3	2		2	2		15		15
Barclay,	6	2		2	1			4	4
Baltimore and Philadelphia,	4	3		3	2		29		29
Bell's Gap,	4						5		5
Bradford, Bordell and Kinzua,	5	5		5	2		85		85
Bradford, Bordell and Smethport,	1	2		2					
Bradford, Eldred and Cuba,	6	6	3	9	3		120		120
Buffalo, New York and Philadelphia,	120	91		91	40		6,153		6,153
Catasauqua and Fogelsville,	6		3	3	1		2		2
Cornwall,	5	2		2	1		14	159	173
Cumberland Valley,	24	25		25	11		432	17	449
Delaware and Hudson,	50	7		7	7		4,177		4,177
Delaware, Lackawanna and Western,	201	20	33	53	30		5,802	16,639	22,441
Dunkirk, Allegheny Valley and Pittsburgh,	12	6	2	8	2		88	2	90
East Broad Top,	7	2		2	2		212	30	242
Edgewood,	1								
Evergreen,	2	1	1	2			1		1
Fall Brook Coal Company,	45	12	5	17		6	1,263	824	2,087
Greenlick Narrow Gauge,	1	1	1	2				17	17
Hanover Junction, Hanover and Gettysburg,	10	11	3	14	2		92	25	117
Harrisburg and Potomac,	3	8	2	5	1		23		23
Huntingdon and Broad Top Mountain,	18	4	1	5	2		274	22	296
Ironton,	2						1		1
Lake Shore and Michigan Southern,	553	122	64	186	75	32	15,619	600	16,219
Lehigh Valley,	313			102	49				
Ligonier Valley,	2	2		2	1		2		2
Monongahela Inclined Plane,		2		2				2	2

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TABLE E.—EQUIPMENT—Continued.

NAME OF COMPANY.	Number of locomotives.	Number of first-class passenger cars.	Number of second-class passenger cars.	Total number of passenger cars.	Number of baggage, mail, and express cars.	Number of postal cars.	Number of freight cars, eight wheels.	Number of freight cars, four wheels.	Total number of freight cars.
Mont Alto,	2	2	1	3				4	4
Montrose,	2	1	1	2					22
New Castle,	2						75		75
New York, Chicago and St. Louis,	108	24	10	34	14		6,690		6,690
New York, Lake Erie and Western,	798	272	130	402	158		37,668	663	37,781
New York, Pennsylvania and Ohio,	109	59	43	102	42	3	7,544		7,544
Northern Central,	152	68	1	69	69	3	5,249		5,249
North Pennsylvania,	58	63		63	32		615	528	1,143
Pennsylvania,	1,146	656	169	825	184	29	23,635	1,466	25,091
Pennsylvania and New York,	75								1,006
Pennsylvania Coal,	3	11		11	4		60	3,200	3,260
Pennsylvania Company,	36		12	12	1		9,765		9,765
Perkiomen,	1		8	8				6	6
Philadelphia and Reading,	907	722	80	802	120	1	121,114	282,506	354,368
Philadelphia, Wilmington and Baltimore,	103	150		150	51		1,443	5	1,448
Pittsburgh and Castle Shannon,	5	4	3	7	1		22	420	442
Pittsburgh and Connellsville,	15	16	2	18	3		164	29	193
Pittsburgh and Lake Erie,	30	18	7	25	5		1,447		1,447
Pittsburgh and Western,	34	33		33	14		819		819
Pittsburgh, Cincinnati and St. Louis,	121	50	9	69	24	4	4,471		4,471
Pittsburgh, Fort Wayne and Chicago,	288		162	162	59	5	7,761	56	7,817
Pittsburgh Southern,	4	3	1	4	3		48	10	58
Reading and Columbia,	11	6		6	1		31		31
Rew City and Eldred,		1		1	1				
Rochester and Pittsburgh,	48		23	23	6			1,986	1,986
Salisbury,	1		1	1					
Sharpville,	3		1	1			12		12
Somerset and Cambria,	1		1	1	1				
South Mountain,	3	1	1	2	1		10	1	11

State Line and Sullivan,	8	2		2	2	10			
Tloga,	18	5	3	8	3		133	866	999
Warren and Farnsworth Valley,	3	2	1	3			26		36
Waynesburg and Washington,	3	2	1	3			23		23
Western Maryland,	25	34		34	10		451	3	454
Williamsport and North Branch,	2	2	1	3		1			
Wilmington and Northern,	17	8	2	10	7		131	6	137
Total,	5,615	2,577	795	3,474	957	94	165,378	59,079	226,219

¹ Includes 10,197 coal cars.

² Includes 31,696 coal cars.

³ Includes 1 16-wheel, and 747 6-wheel cars.

TABLE F. - TRAINS AND PERSONS EMPLOYED.

NAME OF COMPANY.	Average number of cars in passenger trains.	Average number of cars in freight trains.	Average weight in tons of passenger trains.	Average weight in tons of freight trains.	Average number of persons employed, including officials.	Average number of persons employed in Penn- sylvania, including officials.
Addison and Northern,	3	6	65	175	185	1,670
Allegheny Valley,	3 20	29.10	125	562	1,670	52
Bangor and Portland,	2	15	85	782	70	7
Barclay,	3	25	85	782	70	7
Baltimore and Philadelphia,	2	6	80	240	90	8
Bell's Gap,	2	12	80	240	90	9
Berlin,	2	4	45	112	112	9
Berlin Branch,	3	7	47	58	116	116
Bradford, Bordell and Kinzua,	3	7	47	58	112	9
Bradford, Eldred and Cuba,	4	35	315	485	65	65
Buffalo, New York, and Philadelphia,	16	60	188	218	1,733	143
Catsaunqua and Fogelsville,	4 62	18.25	120	314	571	512
Cleveland and Pittsburgh,	3 40	19.10	135	450	2,710	2,710
Cumberland Valley,	4	25-30	60	240	371	199
Delaware, Lackawanna and Western,	3	25	60	240	371	199
Dunkirk, Allegheny Valley and Pittsburgh,	3	18	42	140	114	114
East Broad Top,	2	10-14	250	490	493	356
Edgewood,	3 651	17.782	122	490	493	356
Elmira and Williamsport,	4	18	135	242	725	725
Erie and Pittsburgh,	1	14	14	9	9	9
Evergreen,	2	35	75	470	580	118
Fall Brook Coal,	3	12	100	70	7	7
Greenlick Narrow Gauge,	2	15	100	450	95	95
Hanover Junction, Hanover and Gettysburg,	2	30	100	450	90	90
Harrisburg and Potomac,	2 50	28	100	670	230	230
Huntingdon and Broad Top Mountain,						

Ironton,		30		180	14	14
Junction,	6	20	211	841		40
Lake Shore and Michigan Southern,	6	40	198	609	11,607	720
Lehigh and Lackawanna,	2	15	60	150		
Lehigh Valley,					6,000	4,800
Ligonier Valley,		17			25	25
Little Saw-Mill Run,		85		180	47	47
Little Schuylkill Navigation,					2	
Lykens Valley,	2	14.38	42	408	62	62
Meadville,	2	7	95	182	85	35
Monongahela Inclined Plane,					11	11
Mont Alto,	2.50	10.50			35	35
Montrose,	18		45		25	25
Mount Oliver Incline,					8	8
New Castle,					8	8
New Castle and Beaver Valley,	4	22	185	282	175	175
New York, Chicago and St. Louis,	3.16	27.57	180	313	2,178	86
New York, Pennsylvania and Ohio,	4.50	16	146	209	4,660	1,286
Northern Central,	4.50	30.20	129	800	2,488	825
New York, Lake Erie and Western Coal,	3	20	85	650	59	59
Oil City and Ridgway,					30	30
Pennsylvania,	4.945	23.966	175,188	314,380	44,000	21,900
Pennsylvania and New York,	5	40	118	706	1,500	1,400
Pennsylvania Coal,	3	3			4,000	4,000
People's,					12	
Perkiomen,	2	70	68	345	177	177
Philadelphia and Erie,	4.418	35.775	127	939	4,250	4,250
Philadelphia and Reading,	4	19	141	335	19,359	14,431
Philadelphia and Trenton,	6	37	162	894	2,100	
Philadelphia, Newtown and New York,	3	20			60	60
Philadelphia, Wilmington and Baltimore,	4.60	16.30	173	391	4,100	
Pittsburgh and Castle Shannon,	3	40	80	90	240	
Pittsburgh and Connellsville,	4	40	114	950	2,912	2,900
Pittsburgh and Lake Erie,	3.60	22.80	144.40	555	1,449	1,259
Pittsburgh and Western,	3	15			937	937
Pittsburgh, Cincinnati and St. Louis,	6.76	18.43	203	244	2,932	799
Pittsburgh, Fort Wayne and Chicago,	6	23	175	292	7,254	2,121
Pittsburgh Southern,	3	10				
Reading and Columbia,	3	26	100	600		300
Rochester and Pittsburgh,	3	25			1,000	

¹ Mixed trains. ² Average number in coal trains, 38. ³ Average weight of coal trains, 740 tons of 2,240 pounds. ⁴ Includes persons partly out of the State.

TABLE F.—TRAINS AND PERSONS EMPLOYED—Continued.

NAME OF COMPANY.	Average number of cars in passenger trains.	Average number of cars in freight trains.	Average weight in tons of passenger trains.	Average weight in tons of freight trains.	Average number of persons employed, including officials.	Average number of persons employed in Pennsylvania, including officials.
Salisbury,	1	15	44	380	15	15
Somerset and Cambria,	3	20	100	301	108	108
South Mountain,					34	34
State Line and Sullivan,		¹ 45		1890	40	40
Stony Creek,	2.50	70	75	350	52	52
Tioga,	2.50	35	70	365	375	375
Warren and Farnsworth Valley,	2	4	52.40	74.30	25	25
Waynesburg and Washington,	3	5	88	65	60	60
Western Maryland,	5	15	190	390	550	
Wheeling, Pittsburg and Baltimore,	3	20	100			
Williamsport and North Branch,	15		100			
Wilmington and Northern,	2	27	72	621	348	272
Total,					188,057	71,151

¹ Mixed trains.

TABLE G.—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight trains.	Number of miles run by coal trains.	Total number of miles run.	Rate of speed of ordinary passenger trains.	Rate of speed of express trains.	Rate of speed of freight trains.
Addison and Northern,	48,568	56,500		105,068	14	14	10
Allegheny Valley,	551,118	1,005,804		1,556,917	25	30	12
Bangor and Portland,	31,300		118,600	49,900	20		15
Barclay,	17,980		51,400	69,380	16.5		12
Baltimore and Philadelphia,	11,075	18,720		29,795	18		12
Bell's Gap,	31,945	58,223		90,168	15	15	10
Berlin,	11,159	17,299	504	28,962	20		12
Berlin Branch,	24,882			4,882	16		
Bradford, Bordell and Kinzua,	74,651	27,708		102,354	14		8
Bradford, Eldred and Cuba,	96,717	37,177		133,894	14		8
Ruffalo, New York and Philadelphia,	954,544	1,151,441		2,105,985	20	25	12
Catsanqua and Fogelsville,	223,788		50,080	73,868	15		12
Chartiers,	53,508	29,235	11,233	93,971	20	24	10
Cleveland and Pittsburgh,	594,098	¹ 1,726,158		2,320,256	20	30	12
Corning, Cowanesque and Antrim,	69,940	¹ 169,620		239,560	15	23	12
Cornwall,	12,970	32,470		45,440	15		10
Cumberland Valley,	279,749	260,222		539,971	24	30	12
Delaware and Hudson,	82,660	92,648	1,195,548	1,370,851	18	25	12
Delaware, Lackawanna and Western,	780,058	1,218,933	4,236,560	6,185,551	20	27	10
Dunkirk, Allegheny Valley and Pittsburgh,	123,706	211,924		335,630	20	20	10
East Broad Top,	23,462	345,950		69,412	14.2		12
Elmira and Williamsport,	149,384	² 693,284		842,618	26	28 to 30	15
Erie and Pittsburgh,	162,099	247,458	170,385	579,942	25	25	12
Greenlick Narrow Gauge,		¹ 1,700		1,700			

¹ Coal and freight.

² Mixed trains.

³ Includes coal trains.

TABLE 6. MILES RUN BY TRAINS AND RATE OF MILES IN MILES PER HOUR, INCLUDING STOPS CONTINUED.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight trains.	Number of miles run by coal trains.	Total number of miles run.	Rate of speed of			Rate of speed of freight trains.
					ordinary passenger trains.	express trains.	freight trains.	
Hanover Junction, Hanover and Gettysburg.	91,104	72,292	..	168,396	22	25	10	
Harrisburg and Potomac.	80,016	20,146	..	100,162	20	25	12	
Huntingdon and Broad Top Mountain.	57,760	27,004	180,871	275,205	22.0	25.0	12	
Fronton.	..	10,200	..	10,200	..	25	0	
Jersey Shore, Pine Creek and Buffalo.	..	105,700	..	105,700	..	25	12	
Junction.	60,000	..	..	60,000	..	25	12
Keystone Coal Company.	5,408,224	17,176,597	..	10,770,821	..	25	12	
Lake Shore and Michigan Southern.	28,800	90,200	68,400	108,400	..	25	12	
Lawrence.	38,877	22,440	..	61,317	..	25	12	
Lehigh and Lackawanna.	..	..	2,001,720	2,001,720	20 to 25	20 to 25	10 to 12
Lehigh Valley.	1,207,885	1,009,082	..	2,216,967	..	25	10	
Ligonier Valley.	..	922,000	..	922,000	..	25	10	
Little Saw Mill Run.	5,000	..	17,000	22,000	..	25	10	
Lycokus Valley.	8,100	10,800	100,800	120,000	..	25	10	
Mountville.	81,017	104,200	4,640	190,257	..	25	12	
Mont Alto.	70,000	100,000	..	170,000	..	25.0	12	
Montrose.	..	..	..	..	..	..	..
Mount Olive Indine.	40,000	..	..	40,000	..	25.0	..
New Castle and Towson Valley.	28,000	92,001	470,110	1,000,000	..	25	12	
New York, Chicago and Mt. Zion.	400,840	11,408,000	..	1,000,000	..	25	12	
New York, Lake Erie and Western.	4,119,734	10,040,000	..	16,259,734	..	20 to 22	10	
New York, Pennsylvania and Ohio.	728,210	2,800,801	..	3,529,011	..	20 to 20	12	
North East, Pennsylvania and Ohio.	29,002	90,170	..	119,172	..	20	10	
Northern Central.	600,207	11,008,141	..	11,608,348	..	20	10	
New York, Lake Erie and Western Coal.	12,000	12,000	60,840	84,840	..	25	12	
Pennsylvania.	5,809,000	15,025,878	..	20,834,878	..	20	12	
Pennsylvania and New York.	857,092	250,205	386,085	1,493,382	..	20	10	

Pennsylvania Coal,	41,816	20,653	25,000	86,969	15		10
Perkiomen,	116,917	¹ 155,969		272,286	22		15
Philadelphia and Erie,	499,796	¹ 1,344,652		1,844,338	23		10
Philadelphia and Reading,	4,497,269	8,219,438	4,632,779	12,849,486	23	42	9 and 14
Philadelphia and Trenton,	571,688	1,164,673	405,648	2,142,009	35	46	18
Philadelphia, Newtown and New York,	98,820	12,811		111,631	20	20	10
Philadelphia, Wilmington and Baltimore,	1,841,120	¹ 1,832,204		2,673,324	20	42, 39, and 34	18 and 8
Pittsburgh and Castle Shannon,	40,000		32,000	72,000	12		12
Pittsburgh and Connellsville,	535,856	1,214,487	¹ 480,656	2,230,999	20	28	12
Pittsburgh and Lake Erie,	258,799	¹ 428,688		687,462	22	28	10
Pittsburgh and Western,	198,823	237,552		436,375	25	20	12
Pittsburgh, Cincinnati and St. Louis,	1,015,052	2,620,687	51,964	3,687,653	22	30	12
Pittsburgh, Fort Wayne and Chicago,	2,062,798	5,202,559	² 2,450,276	9,715,633	20	30	15
Pittsburgh Southern,	27,165	53,445	² 64,357	144,967	17		12
Reading and Columbia,	146,864	¹ 225,013		371,877	20		13
Rochester and Pittsburgh,	189,826	¹ 188,661		372,987	24	24	9
Salisbury,		28,998		28,998	20		12
Shamokin Valley and Pottsville,	32,192	¹ 88,009		120,201	25		12
Somerset and Cambria,	67,604	84,050	² 4,198	155,852			
South Mountain,	30,184	² 13,481		43,665	18		12
State Line and Sullivan,	² 45,000			45,000	12		
Stony Creek,	41,900	¹ 12,895		54,795	25		13
Tioga,	77,176	81,432	196,222	354,730	25		12 and 15
Warren and Farnsworth Valley,	19,826	6,608		26,434	10		9
Waynesburg and Washington,	36,206	23,258		59,464	14		10
Western Maryland,	449,573	350,524	⁴ 43,440	843,537	20	30	12
Wheeling, Pittsburgh and Baltimore,	12,446	10,059	⁶ 64,379	86,884			
Williamsport and North Branch,	² 11,268			11,268	16		
Wilmington and Northern,					21	30	15
York and Peach Bottom,	34,104	⁷ 23,968		58,072	15		10
Total,	33,691,454	66,898,161	15,484,291	116,525,377			

¹ Includes coal trains. ² Mixed trains. ³ Includes freight. ⁴ Reported as "freight switching and construction."
⁵ Reported as "freight and passenger shifting and construction."
⁶ Reported as ballast trains. ⁷ Reported as "freight and passenger mixed."

TABLE II. NUMBER OF PASSENGERS CARRIED AND RATIO OF FARE CHARGED IN CENTS PER MILE.

NAME OF COMPANY.	Number of through pas- sengers.	Number of local pas- sengers.	Total number of passen- gers.	Number of miles traveled.	Number of passenger car- ried one mile in Penn'a.	Rate of fare for first-class		Rate of fare for second-class	
						through passengers.	local passengers.	through passengers.	local passengers.
Addison and Northern,	22,924	1,054,120	1,077,044	19,105,424	1,110,000	2.281	1.74	1.401	1.74
Alligheny Valley,	6,848	62,205	69,053	251,917	187,251	1.74	1.82	1.74	1.82
Baltimore and Cumberland Valley,	2,704	72,057	74,761	1,081,150	80,100	1.11	4	1.80	2.44
Baltimore and Cumberland Valley Extension, Bangor and Portland,	4,010	8,405	12,415	407,710	1,110,000	4	2.60	4	2.60
Baltimore and Philadelphia,	16,710	44,780	61,490	407,710	1,110,000	2.60	2.60	2.60	2.60
Bella Gap,	601	87,980	88,581	407,710	1,110,000	2.60	2.60	2.60	2.60
Berlin,	44,005	1,148,044	1,192,049	27,011,580	1,110,000	2.60	2.60	2.60	2.60
Berlin Branch,	601	17,050	17,651	98,104	187,251	2.60	2.60	2.60	2.60
Bradford, Bedford and Kinross,	44,005	205,550	249,555	2,280,828	2,280,828	2.60	2.60	2.60	2.60
Bradford, Bedford and Cuba,	44,005	1,124,520	1,168,525	24,354,288	2,280,828	2.60	2.60	2.60	2.60
Buffalo, New York and Philadelphia, Charlottesville and Fogelsville,	60,081	2,181	62,262	474,791	1,110,000	2.60	2.60	2.60	2.60
Cincinnati and Pittsburgh,	22,724	525,984	548,708	4,747,712	1,110,000	2.60	2.60	2.60	2.60
Cornwall,	11,000	270,000	281,000	2,700,000	1,110,000	2.60	2.60	2.60	2.60
Cumberland Valley,	810,046	628,404	1,438,450	27,033,110	11,104,814	1.05	1.05	1.05	1.05
Delaware and Hudson,	80,075	176,882	256,957	2,401,784	461,788	1.05	1.05	1.05	1.05
Delaware, Lackawanna and Western, Dunkirk, Allegheny Valley and Pittsburgh, East Broad Top,	40,652	216,475	257,127	6,175,504	2,601,000	2.60	2.60	2.60	2.60
Edinboro and Williamsport,	5,787	216,475	222,262	4,455,491	2,601,000	2.60	2.60	2.60	2.60
Erie and Pittsburgh,	5,787	216,475	222,262	4,455,491	2,601,000	2.60	2.60	2.60	2.60
Greenlick Narrow Gauge,	5,787	216,475	222,262	4,455,491	2,601,000	2.60	2.60	2.60	2.60

Hanover Junction, Hanover and Gettysburg,	28,385	27,121	55,506	921,075	.....	2½	.....	3½	.....
Harrisburg and Potomac,	17,311	.....	17,311	.....	.....	3	.....	3	.....
Huntingdon and Broad Top Mountain,	6,806	88,916	95,722	1,446,797	.....	3	.....	3	.....
Lake Shore and Michigan Southern,	110,906	3,768,584	3,879,490	206,864,016	27,334,919	2.59	1.85	2½ & 3	2
Lawrence,	.....	.....	63,381	757,512	.....	2½	.....	3	.....
Lehigh Valley,	41,040	1,893,966	1,935,006	.....	31,801,917	.....	.....	5	5
Ligonier Valley,	15,768	25,196	40,964	274,180	.....	5	.....	5	.....
Little Saw-Mill Run,	14,428	.....	14,428	41,308	41,308	3	.....	3	3.204
Lykens Valley,	936	26,602	27,538	290,903	.....	.....	.....	3	.....
Meadville,	.....	.....	61,948	751,985	751,985	2½	.....	3	.....
Monongahela Inclined Plane,	798,045	.....	798,045	.....	.....	1½	.....	1½	.....
Mont Alto,	.....	.....	66,537	70,068	1,084,592	1½	.....	.....	.....
Montrose,	.....	.....	14,974	.....	234,919	3½	.....	.....	.....
Mount Oliver Incline,	.....	.....	68,416	.....	.....	.....	.....	.....	.....
New Castle and Beaver Valley,	159,681	.....	159,681	1,597,299	.....	2½	.....	3	.....
New York, Chicago and St. Louis,	9,549	413,458	423,007	11,658,787	980,503	1.34	.....	2.07	.....
New York, Lake Erie and Western,	155,764	6,778,960	6,934,724	247,147,117	.....	1.86	1.50	2.11	1.61
New York, Pennsylvania and Ohio,	114,246	691,593	805,839	33,414,061	.....	2½ to 3	.....	3½	.....
North-East Pennsylvania,	.....	.....	93,489	635,632	.....	.....	2.90	.....	.....
Northern Central,	2,108,708	.....	2,108,708	24,157,960	.....	.....	.....	2.504	.....
New York, Lake Erie and Western Coal,	1,010	22,313	23,323	184,806	184,806	2.80	.....	2.23	.....
Pennsylvania,	29,272	10,468,202	10,697,474	241,710,876	243,523,841	2.28	.....	2.53	2.45
Pennsylvania and New York Canal,	48,016	.....	269,655	.....	9,011,380	.....	.....	.....	.....
Pennsylvania Coal,	7,521	17,636	25,157	.....	.....	3	.....	3	.....
Perkiomen,	2,823	.....	146,099	.....	.....	2.81	.....	.....	.....
Philadelphia and Erie,	2,767	1,042,287	1,045,054	.....	.....	2.60	.....	3.06	.....
Philadelphia and Reading,	.....	.....	18,195,264	.....	.....	.....	* 1.99	.....	.....
Philadelphia and Trenton,	1,899,294	1,788,549	3,187,783	.....	.....	2.30	.....	1.74	.....
Philadelphia, Newtown and New York,	.....	.....	252,242	.....	.....	.....	.....	3	.....
Philadelphia, Wilmington and Baltimore,	497,167	4,115,076	4,612,243	111,634,453	.....	2.59	.....	2.33	.....
Pittsburgh and Castle Shannon,	.....	.....	251,712	.....	.....	3½	.....	.....	.....
Pittsburgh and Connellsville,	.....	.....	554,534	9,750,756	.....	2.50	.....	3.33	.....
Pittsburgh and Lake Erie,	.....	.....	.....	.....	18,891,318	2.50	.....	.....	.....
Pittsburgh and Western,	.....	.....	.....	.....	8,475,604	3	2½	3	.....
Pittsburgh, Cincinnati and St. Louis,	96,764	1,128,014	1,224,778	40,456,398	3,961,170	2.30	.....	2.82	1
Pittsburgh, Fort Wayne and Chicago,	190,903	2,935,641	3,126,544	128,213,221	.....	2½	2	3	.....
Pittsburgh Southern,	.....	.....	.....	.....	.....	.....	.....	.....	.....
Reading and Columbia,	.....	.....	310,863	.....	527,731	.....	* 2.3	.....	.....
Salisbury,	.....	.....	.....	.....	4,768,789	.....	.....	.....	.....
Shamokin Valley and Pottsville,	3,017	134,959	137,976	1,147,429	24,381	2.654	.....	2.654	.....
Sharpsville,	.....	.....	.....	.....	.....	3½	.....	.....	.....

*A average for all classes.

3 Leg. Doc. No. 6.

TABLE H.-- NUMBER OF PASSENGERS CARRIED AND RATE OF FARE CHARGED IN CENTS PER MILE Continued.

NAME OF COMPANY.	Number of through pas- sengers.	Number of local passen- gers.	Total number of passen- gers.	Number of miles traveled.	Number of passengers car- ried one mile in Pa.	Rate of fare for first-class through passengers.		Rate of fare for second-class through passengers.		Rate of fare for first-class local passengers.		Rate of fare for second-class local passengers.	
						Per mile.	Per mile.	Per mile.	Per mile.	Per mile.	Per mile.	Per mile.	Per mile.
Bomerset and Cambria,	29,000	67,400	49,700	546,808	1,808,040	9.50	6.50	8	6	8	6	8	6
South Mountain,	160,891	8,541	80,499	558,925	546,808	9.28	6.78	8	6	8	6	6	6
Stony Creek,	11,030	28,620	19,171	77,176	1,798,402	9.28	6.50	8	6	8	6	6	6
Toga,	9,922	88,142	88,142	288,202	308,202	8.1	6.50	8	6	8	6	6	6
Warren and Farnsworth Valley,	619,845	619,845	619,845	14,769,811	906,102	1.88	1.88	8	6	8	6	6	6
Waynesburg and Washington,	240,880	61,865	940,880	2,791,822	61,865	2.2	2.2	8	6	8	6	6	6
Western Maryland,	61,865	61,865	61,865	68,072	61,865	8	6	8	6	8	6	6	6
Wheeling, Pittsburgh and Baltimore,	7,787,476	41,280,476	69,264,865	1,105,140,879	878,201,691	8	6	8	6	8	6	6	6
York and Peach Bottom,	7,787,476	41,280,476	69,264,865	1,105,140,879	878,201,691	8	6	8	6	8	6	6	6
Total,	7,787,476	41,280,476	69,264,865	1,105,140,879	878,201,691	8	6	8	6	8	6	6	6

*Average for all classes.

TABLE I.—KIND AND QUANTITY OF FREIGHT CARRIED, IN TONS OF 2,000 POUNDS.

NAME OF COMPANY.	Anthracite coal.	Bituminous coal and coke.	Petroleum and other oils.	Pig iron.	Railroad iron.	Other iron or castings.	Iron and other ores.
Addison and Northern,		8,000					
Allegheny Valley,	5,914	1,939,716	363,622	86,209	43,164		152,295
Bachman Valley,	2,642						14,010
Baltimore and Cumberland Valley,	4,886						
Baltimore and Cumberland Valley Extension,		14,407					
Bangor and Portland,	18,000						600
Barclay,		371,124					
Baltimore and Philadelphia,	3,258	15,171	176	1,897	309	7,187	449
Bell's Gap,		129,175					
Berlin,		28,505	27	2	5	36	
Bradford, Bordell and Kinzua,	100.80	124.80	228			1,593.60	4.80
Bradford, Eldred and Cuba,	60	1,005.60	276	14.40		4,332	228.20
Buffalo, New York and Philadelphia,	159,064	1,208,729	169,916			17,900	20,241
Catasauqua and Fogelsville,	16,805	23,521		24,528	300	456	208,959
Chartiers,		1376,749	1	208	125	4,236	
Cleveland and Pittsburgh,		1,255,066	106,074	107,061	40,470	52,829	373,869
Corning, Cowanesque and Antrim,	228,079	795,020	159		2,254	4,601	
Cornwall,	164,008			78,950			406,464
Cumberland Valley,	122,196	62,213	3,162	40,701	12,772	12,446	81,728
Delaware and Hudson,	3,493,284		346	14,309	6,690	23,606	86,046
Delaware, Lackawanna and Western,	5,449,811	41,583	13,083	71,591	93,200	77,167	109,708
Dunkirk, Allegheny Valley and Pittsburgh,	22,077	6,454	188,415			2,518	
East Broad Top,	2,227	102,902	117	18,968			24,449
Edgewood,		85,952					

¹ Includes anthracite.

TABLE I.—KIND AND QUANTITY OF FREIGHT CARRIED, IN TONS OF 2,000 POUNDS—Continued.

NAME OF COMPANY.	Anthracite coal.	Bituminous coal and coke.	Petroleum and other oils.	Pig iron.	Railroad iron.	Other iron or castings.	Iron and other ores.
Elmira and Williamsport,		1,190,817	2,827	8,671	4,241	48,885	16,278
Erie and Pittsburgh,		894,840	2,000	148,019	2,849	20,888	149,420
Greenlick Narrow Gauge,							10,450
Hanover Junction, Hanover and Gettysburg,	12,096						29,708
Harrisburg and Potomac,	12,822	1,969					
Huntingdon and Broad Top Mountain,	1,515	668,819	599	89,198	1,178	519	51,999
Ironton,	7,912						60,807
Jersey Shore, Pine Creek and Buffalo,	284,600	1,705	178		7,867	4,780	
Keystone Coal Company,		40,251					
Lake Shore and Michigan Southern,	409,547	1,204,846	845,285	179,089	107,668	408,056	805,060
Lawrence,		452,758	281	92,467	2,842	20,277	418,188
Leligh and Lackawanna,	15,011		18			88	5,281
Ligonier Valley,		188			18		
Little Haw-Mill Run,	248,060						
Lykens Valley,	566,721		469	208	518	1,282	
Meadville,		4,911	1,010	848		225	
Mont Alto,	112,648.75				6,248.50		6,428.25
Monrovia,	5,057						
New Castle,		18,289					
New Castle and Beaver Valley,		898,769	4,881	183,720	5,870	26,098	409,868
New York, Chicago and St. Louis,	1258,150		18,802	2,097	9,588	21,585	121
New York, Pennsylvania and Ohio,	58,410	728,497	71,762	157,495	81,891	162,502	818,768
North-East Pennsylvania,	6,962		80			120	
Northern Central,	12,279,748		162,888	129,522	48,405	127,111	818,084
New York, Lake Erie and Western Coal		886,646	6	4	587	888	15
Oil City and Ridgway,		12,672					
Pennsylvania,	2,564,988	9,881,865	822,486	798,588	846,659	651,481	1,108,567
Pennsylvania and New York,	1,414,818	888,565		16,660	14,281		19,754

Pennsylvania Coal,	1,668,990						
Perkiomen,	207,229	117	178	20,270		8,025	4,568
Philadelphia and Erie,	1,102,860	1,441,132	330,764	42,886	17,815	184,179	84,908
Philadelphia and Reading,	12,849,493	473,806	390,794	605,279	178,185	552,481	1,092,292
Philadelphia, Newtown and New York, Philadelphia, Wilmington and Balti- more,	¹ 10,897		3,111			636	
Pittsburgh and Castle Shannon,	209,879	179,328	20,977	55,832	3,228	158,634	8,430
Pittsburgh and Connellsville,		122,531					
Pittsburgh and Lake Erie,		² 2,285,006	4,580	89,510	53,774	151,172	245,606
Pittsburgh and Western,	17,855	946,428	800	71,443	50,743	182,070	389,008
Pittsburgh, Cincinnati and St. Louis,	¹ 1,643,890	17,334	448	10,037	31	20,915	89,770
Pittsburgh, Ft. Wayne and Chicago,	90,244	1,521,585	50,012	258,488	65,166	166,037	336,439
Pittsburgh Southern,		36,412	439	2	4,965	972	8,077
Reading and Columbia,	250,579						
Rochester and Pittsburgh,	15,663	134,960	10,486	1,510	10,843	6,147	82
Salisbury,		² 196,647	44	14	12	74	
Shamokin Valley and Pottsville,	¹ 1,451,753		3,298	4,068	3,476	16,067	12
Sharpville,		107,847		3,075		62	1,120
Somerset and Cambria,		60,609	504	3,025	3,469	6,321	7,922
South Mountain,	9,230	4,177		5,129	1,542	388	11,519
State Line and Sullivan,	80,885						
Stony Creek,	102,350	573	133	27,134		113	500
Tioga,	2,437	891,153	1,238	114	128	430	14
Warren and Farnsworth Valley,		177	41				
Waynesburg and Washington,		2,305				62	
Western Maryland,		² 57,777					1,896
Wheeling, Pittsburgh and Baltimore,		² 34,019	471	1	5,010	1,236	8,077
Williamsport and North Branch,	1,426	216		14	106	27	
Wilmington and Northern,	¹ 234,348			65,703		62,323	70,698
York and Peach Bottom,		2,628			764	719	
Total,	37,277,221.55	31,881,703.40	2,579,427	3,492,765.40	1,302,180.50	3,241,630.60	7,072,221.25

¹ Includes bituminous.² Includes anthracite.

TABLE G.—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS—Continued.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight trains.	Number of miles run by coal trains.	Total number of miles run.	Rate of speed of ordinary passenger trains.	Rate of speed of express trains.	Rate of speed of freight trains.
Hanover Junction, Hanover and Gettysburg,	91,104	72,292		163,396	22	25	10
Harrisburg and Potomac,	30,016	20,145		50,161	30		15
Huntingdon and Broad Top Mountain,	57,760	27,604	189,871	275,235	22.5	22.5	12
Ironton,		10,230		10,230			6
Jersey Shore, Pine Creek and Buffalo,					15	23	12
Junction,	60,000	165,700		125,700	25	25	8
Keystone Coal Company,							6 to 8
Lake Shore and Michigan Southern,	3,403,224	17,176,597		10,579,821	25	32	15
Lawrence,	33,830	66,205	68,459	168,494	25	25	12
Lehigh and Lackawanna,	38,877	22,449		61,326	20.5		8.2
Lehigh Valley,	1,297,336	1,669,682	2,961,729	5,928,747	20 to 25	30 to 35	10
Ligonier Valley,		22,000		22,000	10 to 20		6 to 10
Little Saw-Mill Run,	3,600			17,000			
Lykens Valley,	3,193			39,295			10
Meadville,	31,517	13,386	4,445	49,348	22	22	15
Mont Alto,	70,068	194,209		164,277	22.6	22.6	12
Montrose,		35,000		35,000			
Mount Oliver Incline,	40,000			40,000	6.5		
New Castle and Beaver Valley,	38,506	92,001	476,119	206,626	25	25	12
New York, Chicago and St. Louis,	469,849	11,465,355		1,935,204	28		15
New York, Lake Erie and Western,	4,319,744	10,940,038		15,269,782	20 to 22	26 to 35	10
New York, Pennsylvania and Ohio,	728,210	2,896,861		3,625,071	20	30	12
North-East Pennsylvania,	29,932	26,179		36,111	19.8		9.9
Northern Central,	600,207	11,063,141		1,663,348	25	28	10
New York, Lake Erie and Western Coal,	12,520	12,915	56,340	81,775	20		12
Pennsylvania,	5,309,990	15,625,478		20,935,468	25	36	12
Pennsylvania and New York,	357,092	269,206	896,085	952,388	24	36	10

Pennsylvania Coal,	41,816	20,658	25,000	86,969	15		10
Perkiomen,	116,917	¹ 155,369		272,286	22		15
Philadelphia and Erie,	499,786	¹ 1,344,552		1,844,338	28		10
Philadelphia and Reading,	4,497,269	3,219,438	4,682,779	12,349,486	22	42	9 and 14
Philadelphia and Trenton,	571,688	1,164,673	405,648	2,142,009	35	46	18
Philadelphia, Newtown and New York,	98,820	12,811		111,631	20	20	10
Philadelphia, Wilmington and Baltimore,	1,341,120	¹ 1,832,204		2,673,324	20	42, 39, and 34	18 and 8
Pittsburgh and Castle Shannon,	40,000		32,000	72,000	12		12
Pittsburgh and Connellsville,	535,856	1,214,487	¹ 480,656	2,230,999	20	28	12
Pittsburgh and Lake Erie,	258,799	¹ 428,688		687,482	22	28	10
Pittsburgh and Western,	198,823	237,552		436,375	25	20	12
Pittsburgh, Cincinnati and St. Louis,	1,015,052	2,620,637	51,964	3,687,653	22	30	12
Pittsburgh, Fort Wayne and Chicago,	2,062,798	5,202,559	⁵ 2,450,276	9,715,633	20	30	15
Pittsburgh Southern,	27,165	53,445	⁶ 64,357	144,967	17		12
Reading and Columbia,	146,864	¹ 225,013		371,877	20		18
Rochester and Pittsburgh,	189,326	¹ 188,661		372,987	24	24	9
Salisbury,		28,998		28,998	20		12
Shamokin Valley and Pottsville,	32,192	¹ 88,009		120,201	25		12
Somerset and Cambria,	67,604	84,050	² 4,198	155,852			
South Mountain,	30,184	² 13,481		43,665	18		12
State Line and Sullivan,	² 45,000			45,000	12		
Stony Creek,	41,900	¹ 12,895		54,795	25		13
Tioga,	77,176	81,432	196,223	354,730	25		12 and 15
Warren and Farnsworth Valley,	19,826	6,608		26,434	10		9
Waynesburg and Washington,	36,206	23,258		59,464	14		10
Western Maryland,	449,573	350,524	⁴ 43,440	843,537	20	30	12
Wheeling, Pittsburgh and Baltimore,	12,446	10,059	⁶ 64,379	86,884			
Williamsport and North Branch,	² 11,268			11,268	16		
Wilmington and Northern,					21	30	15
York and Peach Bottom,	34,104	⁷ 23,968		58,072	15		10
Total,	33,691,454	66,898,161	15,484,291	116,525,377			

¹ Includes coal trains.

² Mixed trains.

³ Includes freight.

⁴ Reported as "freight switching and construction."

⁵ Reported as "freight and passenger shifting and construction."
passenger mixed."

⁶ Reported as ballast trains.

⁷ Reported as "freight and

TABLE E.—EQUIPMENT—Continued.

NAME OF COMPANY.	Number of locomotives.	Number of first-class passenger cars.	Number of second-class passenger cars.	Total number of passenger cars.	Number of baggage, mail, and express cars.	Number of postal cars.	Number of freight cars, eight wheels.	Number of freight cars, four wheels.	Total number of freight cars.
Mont Alto,	2	2	1	3				4	4
Montrose,	2	1	1	2			22		22
New Castle,	2						75		75
New York, Chicago and St. Louis,	108	24	10	34	14		6,690		6,690
New York, Lake Erie and Western,	798	272	130	402	158		37,068	663	37,731
New York, Pennsylvania and Ohio,	109	59	43	102	42	3	7,544		7,544
Northern Central,	152	68	1	69	39	3	5,249		5,249
North Pennsylvania,	58	63		63	32		615	528	1,143
Pennsylvania,	1,146	656	169	825	184	29	28,635	1,456	25,091
Pennsylvania and New York,	75								1,006
Pennsylvania Coal,	3	11		11	4		60	3,200	3,260
Pennsylvania Company,	36			12	1		9,765		9,765
Perkiomen,	1		8	8				6	6
Philadelphia and Reading,	907	722	80	802	120	1	121,114	282,506	354,368
Philadelphia, Wilmington and Baltimore,	103	150		150	51		1,448	5	1,448
Pittsburgh and Castle Shannon,	5	4	3	7	1		22	420	442
Pittsburgh and Connellsville,	15	16	2	18	3		164	29	193
Pittsburgh and Lake Erie,	30	18	7	25	5		1,447		1,447
Pittsburgh and Western,	34	33		33	14		819		819
Pittsburgh, Cincinnati and St. Louis,	121	50	9	59	24	4	4,471		4,471
Pittsburgh, Fort Wayne and Chicago,	288		152	152	59	5	7,761	56	7,817
Pittsburgh Southern,	4	3	1	4	3		48	10	58
Reading and Columbia,	11	6		6	1		81		81
Rew City and Eldred,		1		1	1				1
Rochester and Pittsburgh,	48		23	22	6			1,986	1,986
Salisbury,	1		1	1					1
Sharpsville,	3		1	1			12		12
Somerset and Cambria,	1		1	1	1				1
South Mountain,	3	1	1	2	1		10	1	11

State Line and Sullivan,	3	2		2	2	10			
Tioga,	18	5	3	8	3		133	866	999
Warren and Farnsworth Valley,	3	2	1	3			36		36
Waynesburg and Washington,	3	2	1	3			23		23
Western Maryland,	25	34		34	10	1	451	3	454
Williamsport and North Branch,	2	2	1	3		1			
Wilmington and Northern,	17	8	2	10	7		131	6	137
Total,	5,615	2,577	795	3,474	957	94	165,378	59,073	226,219

¹ Includes 10,197 coal cars.

² Includes 31,696 coal cars.

³ Includes 1 16-wheel, and 747 6-wheel cars.

TABLE F. TRAINS AND PERSONS EMPLOYED.

NAME OF COMPANY.	Average number of cars in passenger trains.	Average number of cars in freight trains.	Average weight in tons of passenger trains.	Average weight in tons of freight trains.	Average number of persons employed, including officials.	Average number of persons employed in Pennsylvania, including officials.
Addison and Northern,	3	6	65	175	135	
Allegheny Valley,	3 20	23.10	125	582	1,670	1,670
Bangor and Portland,	2	15			52	52
Barclay,	3	25	85	782	70	70
Baltimore and Philadelphia,	2	6			51	7
Bell's Gap,	2	12	80	240	90	90
Berlin,	2		45			
Berlin Branch,		4				8
Bradford, Bordell and Kinzua,	3	7	47	58	116	116
Bradford, Eldred and Cuba,	3	7	47	58	112	9
Buffalo, New York, and Philadelphia,	4	85			2,580	
Catasauqua and Fogelsville,	16	60	815	485	65	65
Cleveland and Pittsburgh,	4.62	18.25	138	218	1,733	143
Cumberland Valley,	3.40	19.10	120	314	571	512
Delaware, Lackawanna and Western,	4	25-30	135	450	2,710	2,710
Dunkirk, Allegheny Valley and Pittsburgh,	3	25	80	240	371	193
East Broad Top,	2	18	42	140	114	114
Edgewood,		10-14		250		
Elmira and Williamsport,	3.651	17.782	122	490	493	356
Erie and Pittsburgh,	4	18	135	242	725	725
Evergreen,	1		14		9	9
Fall Brook Coal,	2	85	75	470	560	118
Greenlick Narrow Gauge,		12		70	7	7
Hanover Junction, Hanover and Gettysburg,	3	15	100	450	95	95
Harrisburg and Potomac,	2	30			90	90
Huntingdon and Broad Top Mountain,	2.50	28	100	670	230	230

Ironton,		80		180	14	14
Junction,	6	20	211	341		40
Lake Shore and Michigan Southern,	6	40	198	609	11,607	720
Lehigh and Lackawanna,	2	15	60	150		
Lehigh Valley,					6,000	4,900
Ligonier Valley,		17				25
Little Saw-Mill Run,		85		180		47
Little Schuylkill Navigation,					2	
Lykens Valley,	2	14.38	42	403	62	62
Meadville,	2	7	95	132	35	35
Monongahela Inclined Plane,					11	11
Mont Alto,	2.50	10.50			35	35
Montrose,	13		45		25	25
Mount Oliver Incline,					8	8
New Castle,					8	8
New Castle and Beaver Valley,	4	22	135	282	175	175
New York, Chicago and St. Louis,	3.16	27.67	130	313	2,178	86
New York, Pennsylvania and Ohio,	4.50	18	146	209	4,660	1,236
Northern Central,	4.50	30.20	129	800	2,488	825
New York, Lake Erie and Western Coal,	3	20	85	650	59	59
Oil City and Ridgway,					30	30
Pennsylvania,	4.945	23.966	175,198	314,188	44,000	21,900
Pennsylvania and New York,	5	40	118	708	1,500	1,400
Pennsylvania Coal,	3	3			4,000	4,000
People's,					12	
Perkiomen,	2	70	68	345	177	177
Philadelphia and Erie,	4.418	35.775	127	939	4,250	4,250
Philadelphia and Reading,	4	19	141	335	19,359	14,431
Philadelphia and Trenton,	6	37	162	894	2,100	
Philadelphia, Newtown and New York,	3	20			60	60
Philadelphia, Wilmington and Baltimore,	4.60	16.30	173	391	4,100	
Pittsburgh and Castle Shannon,	3	40	80	90	240	
Pittsburgh and Connellsville,	4	40	114	950	2,912	2,900
Pittsburgh and Lake Erie,	3.60	22.80	144.40	555	1,449	1,259
Pittsburgh and Western,	3	15			937	937
Pittsburgh, Cincinnati and St. Louis,	6.76	18.43	203	244	2,932	799
Pittsburgh, Fort Wayne and Chicago,	6	23	175	292	7,254	2,121
Pittsburgh Southern,	3	10				
Reading and Columbia,	3	26	100	600		300
Rochester and Pittsburgh,	3	25			1,000	

¹ Mixed trains. ² Average number in coal trains, 38. partly out of the State.

³ Average weight of coal trains, 740 tons of 2,240 pounds.

⁴ Includes persons

TABLE F.—TRAINS AND PERSONS EMPLOYED—Continued.

NAME OF COMPANY.	Average number of cars in passenger trains.	Average number of cars in freight trains.	Average weight in tons of passenger trains.	Average weight in tons of freight trains.	Average number of persons employed, including officials.	Average number of persons employed in Pennsylvania, including officials.
Salisbury,	1	15	44	380	15	15
Somerset and Cambria,	3	20	100	301	108	108
South Mountain,					34	34
State Line and Sullivan,		145		1890	40	40
Stony Creek,	2 50	70	75	350	52	52
Tioga,	2 50	35	70	365	375	375
Warren and Farnsworth Valley,	2	4	52.40	74.30	25	25
Waynesburg and Washington,	3	5	88	65	60	60
Western Maryland,	5	15	190	390	550	
Wheeling, Pittsburgh and Baltimore,	3	20	100			
Williamsport and North Branch,	15		100			
Wilmington and Northern,	2	27	72	621	348	272
Total,					138,057	71,151

¹ Mixed trains.

TABLE G.— MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight trains.	Number of miles run by coal trains.	Total number of miles run.	Rate of speed of ordinary passenger trains.	Rate of speed of express trains.	Rate of speed of freight trains.
Addison and Northern,	48,568	56,500		105,068	14	14	10
Allegheny Valley,	551,113	1,005,804		1,556,917	25	30	12
Bangor and Portland,	31,300		18,600	49,900	20		15
Barclay,	17,980		51,400	69,380	16.5		12
Baltimore and Philadelphia,	11,075	18,720		29,795	18		12
Bell's Gap,	31,945	58,223		90,168	15	15	10
Berlin,	11,159	17,299	504	28,962	20		12
Berlin Branch,	24,382			4,382	16		
Bradford, Bordell and Kinzua,	74,651	27,703		102,354	14		8
Bradford, Eldred and Cuba,	96,717	37,177		133,894	14		8
Ruffalo, New York and Philadelphia,	954,544	1,151,441		2,105,985	20	25	12
Catsaunqua and Fogelsville,	223,788		50,080	73,868	15		12
Chartiers,	53,503	29,235	11,233	93,971	20	24	10
Cleveland and Pittsburgh,	594,098	¹ 1,726,158		2,320,256	20	30	12
Corning, Cowanesque and Antrim,	69,940	¹ 169,620		239,560	15	23	12
Cornwall,	12,970	32,470		45,440	15		10
Cumberland Valley,	279,749	260,222		539,971	24	30	12
Delaware and Hudson,	82,660	92,648	1,195,543	1,370,851	18	25	12
Delaware, Lackawanna and Western,	780,058	1,218,933	4,236,560	6,185,551	20	27	10
Dunkirk, Allegheny Valley and Pittsburgh,	123,706	211,924		335,630	20	20	10
East Broad Top,	23,462	³ 45,950		69,412	14.2		12
Elmira and Williamsport,	149,334	³ 693,284		842,618	26	28 to 30	15
Erie and Pittsburgh,	162,099	247,458	170,385	579,942	25	25	12
Greenlick Narrow Gauge,		² 1,700		1,700			

¹ Coal and freight.

² Mixed trains.

³ Includes coal trains.

TABLE G.—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS—Continued.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight trains.	Number of miles run by coal trains.	Total number of miles run.	Rate of speed of ordinary passenger trains.	Rate of speed of express trains.	Rate of speed of freight trains.
Hanover Junction, Hanover and Gettysburg,	91,104	72,292	. . . . .	163,396	22	25	10
Harrisburg and Potomac,	30,016	20,145	. . . . .	50,161	30	. . . . .	15
Huntingdon and Broad Top Mountain,	57,760	27,604	189,871	275,235	22.5	22.5	12
Ironton, . . . . .	. . . . .	10,230	. . . . .	10,230	. . . . .	. . . . .	6
Jersey Shore, Pine Creek and Buffalo, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	15	23	12
Junction,	60,000	165,700	. . . . .	125,700	25	25	8
Keystone Coal Company, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	6 to 8
Lake Shore and Michigan Southern,	3,403,224	17,176,597	. . . . .	10,579,821	25	32	15
Lawrence,	33,830	66,205	68,459	168,494	25	25	12
Lehigh and Lackawanna,	38,877	22,449	. . . . .	61,326	20.5	. . . . .	8.2
Lehigh Valley,	1,297,836	1,669,682	2,961,729	5,928,747	20 to 25	30 to 35	10
Ligonier Valley, . . . . .	. . . . .	22,000	. . . . .	22,000	10 to 20	. . . . .	6 to 10
Little Saw-Mill Run,	3,600	. . . . .	17,000	20,600	. . . . .	. . . . .	. . . . .
Lykens Valley,	3,193	. . . . .	39,295	42,488	18	. . . . .	10
Meadville,	31,517	18,386	4,445	49,343	22	22	15
Mont Alto,	70,068	194,209	. . . . .	164,277	22.6	22.6	12
Montrose, . . . . .	. . . . .	35,000	. . . . .	35,000	. . . . .	. . . . .	. . . . .
Mount Oliver Incline,	40,000	. . . . .	. . . . .	40,000	6.5	. . . . .	. . . . .
New Castle and Beaver Valley,	38,506	92,001	76,119	206,626	25	25	12
New York, Chicago and St. Louis,	469,849	11,465,355	. . . . .	1,935,204	28	. . . . .	15
New York, Lake Erie and Western,	4,349,744	10,940,038	. . . . .	15,289,782	20 to 22	26 to 35	10
New York, Pennsylvania and Ohio,	728,210	2,896,861	. . . . .	3,625,071	. . . . .	30	12
North-East Pennsylvania,	29,932	26,179	. . . . .	36,111	19.8	. . . . .	9.9
Northern Central,	600,207	11,063,141	. . . . .	1,663,348	25	23	10
New York, Lake Erie and Western Coal,	12,520	12,915	56,340	81,775	20	. . . . .	12
Pennsylvania,	5,809,990	115,625,478	20,935,468	25	36	12
Pennsylvania and New York,	357,092	269,206	396,085	952,388	24	30	10

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Pennsylvania Coal,	41,316	20,653	25,000	86,969	15		10
Perkiomen,	116,917	¹ 155,369		272,286	22		15
Philadelphia and Erie,	499,786	¹¹ 344,552		1,844,338	23		10
Philadelphia and Reading,	4,497,269	3,219,438	4,632,779	12,349,466	22	42	9 and 14
Philadelphia and Trenton,	571,688	1,164,673	405,648	2,142,009	35	46	18
Philadelphia, Newtown and New York,	98,820	12,811		111,631	20	20	10
Philadelphia, Wilmington and Baltimore,	1,341,120	¹¹ 332,204		2,673,324	20	423,89, and 34	18 and 8
Pittsburgh and Castle Shannon,	40,000		32,000	72,000	12		12
Pittsburgh and Connellsville,	535,856	1,214,487	¹⁴ 80,656	2,230,999	20	28	12
Pittsburgh and Lake Erie,	258,799	¹⁴ 28,683		687,482	22	28	10
Pittsburgh and Western,	198,823	237,552		436,375	25	20	12
Pittsburgh, Cincinnati and St. Louis,	1,015,052	2,620,637	51,964	3,687,653	22	30	12
Pittsburgh, Fort Wayne and Chicago,	2,062,798	5,202,559	⁵² 2,450,276	9,715,633	20	30	15
Pittsburgh Southern,	27,165	53,445	²⁶⁴ 357	144,967	17		12
Reading and Columbia,	146,864	¹² 25,013		371,877	20		18
Rochester and Pittsburgh,	189,326	¹ 83,661		372,987	24	24	9
Salisbury,		28,998		28,998	20		12
Shanokin Valley and Pottsville,	32,192	¹⁸⁸ 009		120,201	25		12
Somerset and Cambria,	67,604	84,050	²⁴ 198	155,852			12
South Mountain,	30,184	² 13,481		43,665	18		
State Line and Sullivan,	²⁴⁵ 000			45,000	12		18
Stony Creek,	41,900	¹¹² 895		54,795	25		12 and 15
Tioga,	77,176	81,432	196,222	354,730	25		9
Warren and Farnsworth Valley,	19,826	6,608		26,434	10		10
Waynesburg and Washington,	36,206	23,258		59,464	14		12
Western Maryland,	449,573	350,524	⁶⁴³ 440	843,537	20	30	
Wheeling, Pittsburgh and Baltimore,	12,446	10,059	²⁶⁴ 379	86,894			
Williamsport and North Branch,	²¹¹ 268			11,268	16		15
Wilmington and Northern,					21	30	10
York and Peach Bottom,	34,104	723,968		58,072	15		
Total,	33,694,454	66,898,161	15,484,291	116,525,377			

¹ Includes coal trains.

² Mixed trains.

³ Includes freight.

⁴ Reported as "freight switching and construction."

⁵ Reported as "freight and passenger shifting and construction." ⁶ Reported as ballast trains.

⁷ Reported as "freight and passenger mixed."

TABLE H.—NUMBER OF PASSENGERS CARRIED AND RATE OF FARE CHARGED IN CENTS PER MILE.

NAME OF COMPANY.	Number of through passengers.	Number of local passengers.	Total number of passengers.	Number of miles traveled.	Number of passengers carried one mile in Penn'a.	Rate of fare for first-class through passengers.	Rate of fare for second-class through passengers.	Rate of fare for first-class local passengers.	Rate of fare for second-class local passengers.
Addison and Northern,						3	3	3	3
Allegheny Valley,	22,824	1,054,125	1,076,949	19,165,424		2.231		2.851	
Baltimore and Cumberland Valley,		62,205	62,205	251,917		1.74		1.74	
Baltimore and Cumberland Valley Extension,		72,957	72,957	1,031,150				1.82	
Bangor and Portland,						3	3		
Barclay,	6,888	8,495	15,382			3.11		3.35	
Baltimore and Philadelphia,		44,730	44,730	467,716				2.44	
Bell's Gap,	2,738	37,989	40,677			4		4	
Berlin,					39,106				
Berlin Branch,	4,019		4,019					2 to 4	
Bradford, Bordell and Kinzua,					1,119,336	5, 3, & 2			
Bradford, Eldred and Cuba,					137,251				
Buffalo, New York and Philadelphia,	18,715	1,143,648	1,162,363	27,011,589		2½ & 3½		3 & 4	
Catasauqua and Fogelsville,	591	17,956	18,547	93,196		3		3½	
Chartiers,		206,569	206,569	2,280,828	2,280,828			3	
Cleveland and Pittsburgh,	44,605	1,124,525	1,169,130	24,354,233		2.34		2.45	
Cornwall,	59,031	2,181	61,212	478,791		1½ & 2		2½	
Cumberland Valley,	22,724	525,988	548,712		11,154,814	3		3	
Delaware and Hudson,	1,699	270,640	272,339	2,750,062		3½		3 & 4	
Delaware, Lackawanna and Western,	315,946	623,458	939,404	27,533,110		2		3	
Dunkirk, Allegheny Valley and Pittsburgh,	11,836	120,438	132,274	2,899,991		1.95		3	
East Broad Top,	36,973		36,973	461,798	461,798	3½		3½	
Elmira and Williamsport,	46,652	176,332	222,984	6,175,554		2.601			
Erie and Pittsburgh,	5,787	216,475	222,262	4,456,491		2½		3	
Greenlick Narrow Gauge,						3			3

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Hanover Junction, Hanover and Gettysburg,	28,885	27,121	55,506	921,075	27,834,919	2.59	1.85	2 1/2	3 1/2	2
Harrisburg and Potomac,	17,811		17,811			3		3	3	
Huntingdon and Broad Top Mountain,	6,806	88,916	95,722	1,446,797		3		3	3	
Lake Shore and Michigan Southern,	110,906	3,768,584	3,879,490	206,864,016	757,512	2 1/2		2 1/2	2 1/2 & 3	2
Lawrence,			63,361			2 1/2		2 1/2	3	
Lehigh Valley,	41,040	1,898,966	1,935,006			5		5	5	5
Ligonier Valley,	15,768	25,196	40,964	274,180		3		3	3	
Little Saw-Mill Run,	14,426		14,426	41,808		3		3	3	
Lykens Valley,	936	26,602	27,538	290,903		2 1/2		2 1/2	3	2.204
Meadville,			61,948	751,965		2 1/2		2 1/2	3	
Monongahela Inclined Plane,	798,045		798,045			1 1/2		1 1/2	1 1/2	
Mont Alto,			66,537	70,068		3 1/2		3 1/2	3 1/2	
Montrose,			14,974							
Mount Oliver Incline,			68,416							
New Castle and Beaver Valley,	159,681		159,681	1,597,299		2 1/2		2 1/2	3	
New York, Chicago and St. Louis,	9,549	418,458	423,007	11,658,787	980,503	1.34		1.34	2.07	
New York, Lake Erie and Western,	155,764	6,778,960	6,984,724	247,147,117		1.86	1.50	1.86	2.11	1.61
New York, Pennsylvania and Ohio,	114,246	691,593	805,839	33,414,061		2 1/2 to 3		2 1/2 to 3	3 1/2	
North-East Pennsylvania,			93,489	635,632			2.90			
Northern Central,	2,108,708		2,108,708	24,157,960						2.504
New York, Lake Erie and Western Coal,	1,010	22,813	23,823	184,806		2.80		2.80	2.23	
Pennsylvania,	2,927,272	10,488,202	10,697,474	241,710,876	248,523,841	2.28		2.28	2.53	2.45
Pennsylvania and New York Canal,	48,016		269,655		9,011,860					
Pennsylvania Coal,	7,521	17,636	25,157			3		3	3	
Perkiomen,	2,823		146,099			2.81		2.81	3	
Philadelphia and Erie,	2,767	1,042,287	1,045,064			2.60		2.60	3.06	
Philadelphia and Reading,			18,195,264				* 1.99			
Philadelphia and Trenton,	1,399,234	1,788,649	3,187,783			2.30		2.30	1.74	
Philadelphia, Newtown and New York,			252,242						3	
Philadelphia, Wilmington and Baltimore,	497,167	4,115,076	4,612,243	111,634,453		2.59		2.59	2.33	
Pittsburgh and Castle Shannon,			251,712			3 1/2		3 1/2	3	
Pittsburgh and Connellsville,			554,534	9,760,766		2.50		2.50	3.83	
Pittsburgh and Lake Erie,						3	2 1/2	3	3	
Pittsburgh and Western,										
Pittsburgh, Cincinnati and St. Louis,	96,764	1,128,014	1,224,778	40,456,398		2.30		2.30	2.82	1
Pittsburgh, Fort Wayne and Chicago,	190,903	2,935,641	3,126,544	128,218,221		2 1/2	2	2 1/2	3	
Pittsburgh Southern,			310,363							
Reading and Columbia,						527,731		527,731		
Salisbury,						4,768,789	* 2.3	4,768,789		
Shamokin Valley and Pottsville,	8,017	131,959	137,976	1,147,429	1,147,429	24,381		24,381	2.654	
Sharpsville,						3 1/2		3 1/2	3 1/2	

*Average for all classes.

TABLE H.—NUMBER OF PASSENGERS CARRIED AND RATE OF FARE CHARGED IN CENTS PER MILE—Continued.

NAME OF COMPANY.	Number of through passengers.	Number of local passengers.	Total number of passengers.	Number of miles traveled.	Number of passengers carried one mile in Pa.	Rate of fare for first-class through passengers.	Rate of fare for second-class through passengers.	Rate of fare for first-class local passengers.	Rate of fare for second-class local passengers.
Somerset and Cambria,			49,790	546,308	1,308,949	2.50		5	
South Mountain,			86,499	558,925	546,308				
Stony Creek,	29,000	57,499	86,499	558,925	558,925	*2.773			
Tioga,	160,891			77,176	1,798,402	2 & 3		5	
Warren and Farnsworth Valley,	15,630	8,541	19,171	238,202	238,202	5		5	
Waynesburg and Washington,	9,622	23,520	33,142	562,142		3½			
Western Maryland,	619,845		619,845	14,769,311		1.58			
Wheeling, Pittsburgh and Baltimore,			240,580	2,791,822	996,192			3	
Wilmington and Northern,	240,580		240,580	2,791,822		2½			
York and Peach Bottom,	61,855		61,855	58,072		3½			
Total,	7,787,476	41,290,476	69,264,566	1,195,140,379	373,261,691				

*Average for all classes.

TABLE I.—KIND AND QUANTITY OF FREIGHT CARRIED, IN TONS OF 2,000 POUNDS.

NAME OF COMPANY.	Anthracite coal.	Bituminous coal and coke.	Petroleum and other oils.	Pig iron.	Railroad iron.	Other iron or castings.	Iron and other ores.
Addison and Northern,		8,000					
Allegheny Valley,	5,914	1,939,716	363,622	86,209	43,164		152,295
Bachman Valley,	2,642						14,010
Baltimore and Cumberland Valley,	4,886						
Baltimore and Cumberland Valley Extension,		14,407					
Bangor and Portland,	18,000						600
Barclay,		371,124					
Baltimore and Philadelphia,	3,258	15,171	176	1,897	309	7,187	449
Bell's Gap,		129,175					
Berlin,		23,505		2	5	36	
Bradford, Bordell and Kinzua,	100.80	124.80	228			1,593.60	4.80
Bradford, Eldred and Cuba,	60	1,005.60	276	14.40		4,332	223.20
Buffalo, New York and Philadelphia,	159,664	1,203,729	169,916			17,900	20,241
Catasauqua and Fogelsville,	16,805	23,521		24,528	300	456	208,959
Chartiers,		1876,749	1	203	125	4,236	
Cleveland and Pittsburgh,		1,255,066	106,074	107,061	40,470	52,829	373,869
Corning, Cowanesque and Antrim,	228,079	795,020	159		2,254	4,601	
Cornwall,	164,008			78,950			406,464
Cumberland Valley,	122,196	62,213	3,162	40,701	12,772	12,446	81,726
Delaware and Hudson,	3,493,284		346	14,309	6,690	23,606	86,046
Delaware, Lackawanna and Western,	5,449,811	41,583	13,083	71,391	93,200	77,167	109,708
Dunkirk, Allegheny Valley and Pittsburgh,	22,077	6,454	138,415			2,518	
East Broad Top,	2,227	102,902	117	18,968			24,449
Edgewood,		85,952					

¹ Includes anthracite.

TABLE I.—KIND AND QUANTITY OF FREIGHT CARRIED, IN TONS OF 2,000 POUNDS—Continued.

NAME OF COMPANY.	Anthracite coal.	Bituminous coal and coke.	Petroleum and other oils.	Pig iron.	Railroad iron.	Other iron or castings.	Iron and other ores.
Elmira and Williamsport,		1,190,817	2,827	8,671	4,241	43,835	16,278
Erie and Pittsburg,		394,340	2,000	148,019	2,349	20,333	149,420
Greenlick Narrow Gauge,							10,459
Hanover Junction, Hanover and Gettysburg,	12,098						29,708
Harrisburg and Potomac,	12,822	1,999					
Huntingdon and Broad Top Mountain,	1,515	668,319	599	39,193	1,173	519	51,999
Ironton,	7,212						60,807
Jersey Shore, Pine Creek and Buffalo,	236,600	1,705	178		7,867	4,730	
Keystone Coal Company,		49,251					
Lake Shore and Michigan Southern,	409,547	1,204,346	365,235	179,089	107,688	408,056	305,960
Lawrence,		452,753	231	92,467	2,342	20,277	418,183
Lehigh and Lackawanna,	15,011		13			88	5,231
Ligonier Valley,		133			15		
Little Saw-Mill Run,	283,060						
Lykens Valley,	1,566,721		469	208	513	1,232	
Meadville,		4,911	1,010	348		225	
Mont Alto,	12,643.75				6,243.50		6,428.25
Montrose,	5,057						
New Castle,		18,283					
New Castle and Beaver Valley,		893,769	4,331	183,720	5,370	26,098	409,366
New York, Chicago and St. Louis,	1253,150		18,802	2,097	9,533	21,535	121
New York, Pennsylvania and Ohio,	58,410	728,497	71,762	157,495	31,891	162,502	313,768
North-East Pennsylvania,	6,962		80			120	
Northern Central,	12,279,748		162,833	129,522	43,405	127,111	318,034
New York, Lake Erie and Western Coal		336,646	6	4	43,405	888	15
Oil City and Ridgway,		12,672					
Pennsylvania,	2,564,933	9,961,955	322,456	798,538	346,659	651,431	1,108,567
Pennsylvania and New York,	1,414,818	338,565		15,660	14,231		19,754

Pennsylvania Coal,	1,668,990						
Perkiomen,	207,229	117	178	20,270		8,025	4,568
Philadelphia and Erie,	1,102,860	1,441,132	330,764	42,886	17,815	134,179	34,903
Philadelphia and Reading,	12,349,492	473,806	390,794	605,279	178,185	552,481	1,092,292
Philadelphia, Newtown and New York,	110,897		3,111			636	
Philadelphia, Wilmington and Baltimore,	209,879	179,328	20,977	55,832	3,228	158,634	8,430
Pittsburgh and Castle Shannon,		122,531					
Pittsburgh and Connellsville,		² 285,006	4,580	89,510	53,774	151,172	245,606
Pittsburgh and Lake Erie,		946,428	800	71,443	50,743	182,070	389,003
Pittsburgh and Western,	17,855	17,334	448	10,087	31	20,915	89,770
Pittsburgh, Cincinnati and St. Louis,	¹ 1,643,890		12,595	9,946	109,027	75,103	58,106
Pittsburgh, Ft. Wayne and Chicago,	90,244	1,521,585	50,012	258,488	65,166	166,037	336,439
Pittsburgh Southern,		36,412	439	2	4,965	972	8,077
Reading and Columbia,	250,579						
Rochester and Pittsburgh,	15,663	134,960	10,486	1,510	10,843	6,147	82
Salisbury,		² 196,647	44	14	12	74	
Shamokin Valley and Pottsville,	¹ 1,451,753		3,298	4,088	3,478	16,067	12
Sharpville,		107,847		3,075		62	1,120
Somerset and Cambria,		60,609	504	3,025	3,469	6,321	7,922
South Mountain,	9,230	4,177		5,129	1,542	388	11,519
State Line and Sullivan,	80,885						
Stony Creek,	102,350	573	133	27,134		113	500
Tioga,	2,437	891,153	1,238	114	128	430	14
Warren and Farnsworth Valley,		177	41				
Waynesburg and Washington,		2,305				62	
Western Maryland,		² 57,777					1,896
Wheeling, Pittsburgh and Baltimore,		² 34,019	471	1	5,010	1,236	8,077
Williamsport and North Branch,	1,426	216		14	106	27	
Wilmington and Northern,	² 234,348			65,703		62,323	70,698
York and Peach Bottom,		2,628			764	719	
Total,	37,277,221.55	31,881,708.40	2,579,427	3,492,765.40	1,302,180.50	3,241,630.60	7,072,221.25

¹ Includes bituminous.

² Includes anthracite.

TABLE I.—KIND AND QUANTITY OF FREIGHT CARRIED IN TONS OF 2,000 POUNDS—Continued.

NAME OF COMPANY.	Stone and lime.	Agricultural products.	Merchandise and manufactures.	Live stock.	Lumber.	Other articles.
Addison and Northern,			1,146		3,025	445
Allegheny Valley,		36,919	295,551	2,639	323,003	323,985
Bachman Valley,	7,243	11,009	11,223	3,563	6,463	2,059
Baltimore and Cumberland Valley,	32			938	2,061	20,834
Baltimore and Cumberland Valley Extension,	9			679	507	12,077
Bangor and Portland,	300		5,600	300	3,200	28,500
Barclay,			9,526		3,830	
Baltimore and Philadelphia,	2,659	582	2,635	10	4,018	20,296
Bell's Gap,			2,999		27,238	3,601
Berlin,	856	400	1,225			699
Bradford, Bordell and Kinzua,	60	2,438.40	9,076.80		11,560.80	1,834.40
Bradford, Eldred and Cuba,	74.40	3,012	12,592.80		14,536.80	1,764.40
Buffalo, New York and Philadelphia,	35,753	10,351	4,470,764		418,248	23,830
Catasauqua and Fogelsville,	81,853	1,044	7,572		2,997	2,147
Chartiers,	4,614	10,691	12,824	5,458	7,171	4,396
Cleveland and Pittsburgh,	106,322	65,840	326,869	18,748	118,242	64,141
Corning, Cowanesque and Antrim,	2,151	60,459	49,924	663	67,465	7,442
Cornwall,	37,984					33,444
Cumberland Valley,	18,711	91,164	13,487	23,496	82,970	146,770
Delaware and Hudson,	842	39,932	41,477	6,522	87,529	41,810
Delaware, Lackawanna and Western,	144,743	232,107	258,641	66,589	215,943	262,723
Dunkirk, Allegheny Valley and Pittsburg,	2,236	28,743	15,093	1,131	41,212	22,415
East Broad Top,	230	327	8,413		3,604	6,589
Elmira and Williamsport,	8,131	146,835	159,430	15,437	129,422	12,147
Erie and Pittsburgh,	91,132	10,619	52,698	3,155	16,489	12,850
Greenlock Narrow Gauge,	49					4,623
Hanover Junction, Hanover and Gettysburg,	16,837	13,366	15,196	3,540	9,200	3,113
Harrisburg and Potomac,	2,673	5,144	14,514	14		
Huntingdon and Broad Top Mountain,	11,752	808	87,231	732	28,427	
Ironton,	53,818					2,449
Jersey Shore, Pine Creek and Buffalo,	2,807	42,911	18,708	398	23,426	3,423
Lake Shore and Michigan Southern,	338,147	1,406,655	947,176	485,028	887,792	1,433,841
Lawrence,	186,826	7,729	48,172	5,722	6,098	3,610
Lehigh and Lackawanna,	25,881	1,612	3,954		2,522	4,742
Ligonier Valley,	16,563	230	1,582	598	4,187	1,694
Little Saw-Mill Run,						447

Lykens Valley,	548	3,138	3,660	8	6,676	453
Meadville,	527		4,538	126	1,519	1,769
Mont Alto,		2,596½	9,691½		5,172	
Montrose,					1,660	8,490
New Castle and Beaver Valley,	182,058	14,972	96,282	9,079	14,274	8,997
New York, Chicago and St. Louis,	29,016	276,693	151,541	92,096	101,815	25,320
New York, Pennsylvania and Ohio,	237,850	522,774	271,105	36,819	103,594	273,710
North-East Pennsylvania,	150	7,000	625	600	5,000	1,450
Northern Central,	161,053	912,529	468,191	66,430	670,130	74,813
New York, Lake Erie and Western Coal,	202	765	1,396	10	8,757	3,470
Pennsylvania,	1,130,858	1,514,295	1,301,351	457,239	1,214,208	401,640
Pennsylvania and New York Canal,	21,058	779,665		20,505	79,644	
Pennsylvania Coal,			2,449		2,085	
Perkiomen,	3,037	112,205	95,075	39,537	100,038	42,225
Philadelphia and Erie,	82,293	710,142	327,342	23,187	808,698	98,734
Philadelphia and Reading,	1,025,797	1,294,051	905,043	80,138	633,933	3,356,990
Philadelphia, Newtown and New York,	1,159	2,918	477	2,160	2,318	6,994
Philadelphia, Wilmington and Baltimore,	116,433	332,676	462,998	86,753	202,078	186,981
Pittsburgh and Castle Shannon,						216
Pittsburgh and Connellsville,	214,761	15,781	204,966	1,581		72,231
Pittsburgh and Lake Erie,	317,399	13,909	100,760	235	52,146	1,539
Pittsburgh and Western,	78,088	4,488	45,577	684	28,591	7,807
Pittsburgh, Cincinnati and St. Louis,	62,453	517,076	535,631	242,978	103,355	74,393
Pittsburgh, Fort Wayne and Chicago,	255,922	657,218	972,082	215,485	267,200	205,262
Pittsburgh Southern,	520	1,918	4,161	310		2,827
Reading and Columbia,			362,078			
Rochester and Pittsburgh,	18,059	28,875	22,997	1,360	54,205	22,778
Salisbury,	34	288	1,607	11		10,748
Shamokin Valley and Pottsville,	14,331	68,763	99,038	901	85,019	13,643
Sharpsville,	17,671	287	436	23	1,571	857
Somerset and Cambria,	12,403	3,507	24,052	514	12,117	
South Mountain,	7,158	1,412	4,939	42	6,547	1,507
Stony Creek,	931	18,171	28,662	3,239	6,227	6,753
Tioga,	966	6,427	26,410	719	97,226	2,115
Warren and Farnsworth Valley,		1,383	3,210	1	4,540	990
Waynesburg and Washington,	2,623	2,035	2,605	2,551	1,552	1,835
Western Maryland,	5,876			18,539	16,760	202,203
Wheeling, Pittsburgh and Baltimore,	1,677	3,344	5,527	3,008	3,733	
Williamsport and North Branch,	188	396	2,164		17,242	7,330
Wilmington and Northern,	51,741	9,363	48,497		21,861	
Total,	5,256,168.40	10,062,678.90	13,499,459.10	2,051,963	7,303,952.60	7,623,360.80

TABLE J.—QUANTITY OF FREIGHT CARRIED AND RATE PER TON OF 2,000 POUNDS PER MILE.

NAME OF COMPANY.	Number of tons of through freight.	Number of tons of local freight.	Gross tonnage.	Number of tons of freight carried one mile in Pa.	Rate for through freight in cents.	Rate for through coal in cents.	Rate for local freight in cents.	Rate for local coal in cents.
Addison and Northern,			12,616		4	1	12	2
Allegheny Valley,	144,028	3,488,986	3,583,014	158,798,764	.715	. . . .	1.129	. . . .
Bachman Valley,			58,312	407,264	. . . .	. . . .	. . . .	. . . .
Baltimore and Cumberland Valley,			28,801	111,745	. . . .	. . . .	*4.48	. . . .
Baltimore and Cumberland Valley Extension,			17,879	267,675	. . . .	. . . .	*2.85	. . . .
Bangor and Portland,			56,900		4	4	4	4
Barclay,	338,335	51,097	389,481	6,064,339	1	1.25	7.12	1
Baltimore and Philadelphia,			58,637	10,236	. . . .	. . . .	5.70	5.20
Bell's Gap,	52,378	110,636	163,114	2,513,400	.70	.50	1	.50
Berlin,	81,261			256,534	2.50	1.30	10	4
Berlin Branch,			8,488	50,905	3 to 4	. . . .	2 to 6	. . . .
Bradford, Bordell and Kinzua,			26,522	530,448	†5.58	. . . .	. . . .	. . . .
Bradford, Eldred and Cuba,			37,882	146,520	4.83	. . . .	. . . .	. . . .
Buffalo, New York and Philadelphia,	1,672,685	955,274	2,627,959		.75	. . . .	2.38	. . . .
Catsaunqua and Fogelsville,	62,614	807,570	370,184	3,542,700	2	1.83	4	3.50
Chartiers,		426,473	426,473	2,032,065	. . . .	. . . .	3.49	3.49
Cleveland and Pittsburgh,	918,498	1,717,141	2,635,634	42,200,695	. . . .	. . . .	. . . .	*1.05
Corning, Cowanesque and Antrim,			1,218,217	17,647,485	4	1	8	4
Cornwall,	720,832		720,832	3,604,160	1½ to 2½	1½ to 2½	1½ to 4	1½ to 4
Cumberland Valley,	123,952	587,862	711,814	27,951,094	1.709	. . . .	1.709	. . . .
Delaware and Hudson,	145,187	3,697,206	3,842,393	115,202,695	1 and 2	1 to 1½	. . . .	. . . .
Delaware, Lackawanna and Western,	2,980,926	4,055,766	7,036,692	260,584,775	1.04	1.10	2.41	.89
Dillsburg and Mechanicsburg,			87,771	598,933	. . . .	. . . .	. . . .	. . . .
Dunkirk, Allegheny Valley and Pittsburgh,	166,594	113,750	280,344	8,285,303	.50	.70	2.25	1
East Broad Top,	49,974		162,827	3,167,688	4.83	2.88	5.50	8
Edgewood,			85,952		. . . .	. . . .	. . . .	. . . .
Elmira and Williamsport,	1,103,042	634,529	1,737,571	88,563,027	†.721	. . . .	. . . .	. . . .

Erie and Pittsburgh,	4,078	906,376	910,454	42,315,874	1.03	1.03	1.06	1.06
Greenlick Narrow Gauge,	15,182		15,132		8	8		
Hanover Junction, Hanover and Gettysburg,	25,137	77,909	103,046	954,255	3.25	2.75	4	2.75
Harrisburg and Potomac,		71,509	71,509		4	4	8	6
Huntingdon and Broad Top Mountain,	592,762	299,505	892,267	40,765,098	.80	.90	1 to 2	1 to 2
Ironton,			124,286	621,432			3 to 10	3 to 10
Jersey Shore, Pine Creek and Buffalo,			347,738	25,739,378	1	1	4	4
Lake Shore and Michigan Southern,	2,694,335	7,670,421	8,478,605	171,641,461	.621	.621	.765	.765
Lawrence,		1,244,401	1,244,401	6,448,722			1.19	1.19
Lehigh and Lackawanna,			64,054	1,035,269	5.25	2.76		
Lehigh Valley,			10,499,243	772,758,870				
Ligonier Valley,	23,945	1,337	25,332		6.85	2.38	20	2.38
Little Saw-Mill Run,	283,060		283,507	849,181		5.67		7
Lykens Valley,	379,083	204,533	583,621	10,610,464	†1.364			
Meadville,	680	14,034	14,564	280,743	1.98	1.93	2.79	2.79
Mont Alto,			42,775	654,928	†2			
Montrose,	563	15,209	15,772	441,616	4.44	4.69	4.44	4.69
New Castle,			18,288					
New Castle and Beaver Valley,	4,098	1,845,818	1,849,918	21,456,265	1.64	1.64	1.40	1.40
New York, Chicago and St. Louis,	392,018	589,812	981,832	28,117,206	.576	.576	.619	.619
New York, Lake Erie and Western,			20,536,092		*.780			
New York, Pennsylvania and Ohio,	1,479,234	1,490,942	2,970,176	94,685,782	.56	.68	1.41	
North-East Pennsylvania,			21,937	160,945	6.22			
Northern Central,	809,021	4,604,828	5,413,849	239,890,303	*.982			
New York, Lake Erie and Western Coal,	336,884	15,342	352,226	10,280,379	2.351	.926	6.033	1
Oil City and Ridgway,	12,672		12,672	76,032				
Pennsylvania,	1,937,850	19,736,310	21,674,160	2,989,404,979	†.8187			
Pennsylvania and New York,			2,703,899	209,767,086				
Pennsylvania Coal,	1,206,775		1,668,474		7.75			
Perkiomen,			682,499	22,212,209				
Philadelphia and Erie,	946,839	4,208,546	5,154,935	520,249,716	†.6235			
Philadelphia and Reading,			22,988,311	1,324,357,110	2.01	1.40		
Philadelphia and Trenton,			5,633,076	159,299,797	†.9311			
Philadelphia, Newtown and New York,			30,670				5	2
Philadelphia, Wilmington and Baltimore,	566,472	1,457,755	2,024,227	24,955,061				
† Philadelphia, Norristown and Phoenixville,					†2.31			
Pittsburgh and Castle Shannon,			122,747		‡33.50			
Pittsburgh and Connellsville,	2,101,099		2,101,099	150,409,002	.90	.70	2.50	1.50
Pittsburgh and Lake Erie,	1,251,097	875,376	2,126,473	90,958,779	.82	.82	1.48	1.48
Pittsburgh and Western,			316,725	16,152,975				

*Average for all freights.

† For all freight.

‡ Merged into the Pennsylvania Schuylkill Valley Railroad Company, June 1, 1883.

§ Run their own coal only.

TABLE J.—QUANTITY OF FREIGHT CARRIED AND RATE PER TON OF 2,000 POUNDS PER MILE—Continued.

NAME OF COMPANY.	Number of tons of through freight.	Number of tons of local freight.	Gross tonnage.	Number of tons of freight carried one mile in Pa.	Rate for through freight in cents.	Rate for through coal in cents.	Rate for local freight in cents.	Rate for local coal in cents.
Pittsburgh, Cincinnati and St. Louis,	1,435,705	2,008,848	3,444,553	74,192,575	.69	.69	.88	.88
Pittsburgh, Fort Wayne and Chicago,	1,428,900	3,632,640	5,061,540	98,837,900	.67	.67	.95	.95
Pittsburgh Southern,	87,171		37,171	1,429,025				
Reading and Columbia,	250,579	362,078	612,657	15,698,963	2.78	1.68	2.78	1.68
Rochester and Pittsburgh,			327,965		†1.09			
Salisbury,	128,943		128,943	1,531,186	5.70	1.89	17	13
Shamokin Valley and Pottsville,	439,834	1,323,553	1,763,387	39,039,817	†1.195			
Sharpville,			182,849					
Somerset and Cambria,	116,739		116,739	5,134,269	.90	.70	2.50	1.50
South Mountain,			53,590	535,928	†3.42			
State Line and Sullivan,			80,885					
Stony Creek,			194,839	1,783,347	†1.91	†2.39		
Tioga,			1,029,377	32,602,520	3	1.25	4	2.50
Warren and Farnsworth Valley,	6,087	4,255	10,342	143,658	10 & 12		3	
Waynesburg and Washington,	7,627	8,502	16,129	319,734	13.50	1 ¹ / ₂	21	2.75
Western Maryland,		303,071	303,071		†2.59			
Wheeling, Pittsburgh and Baltimore,	48,123		48,123	1,436,392				
Williamsport and North Branch,			29,129		7	5		
Wilmington and Northern,	123,894		564,584	11,324,154	1.75	1.67	3	2.75
York and Peach Bottom,			34,085		4	3	4	3
Youghiogheny Northern,*								
Total,	25,809,791	68,869,250	164,673,848	8,017,270,426				

* Leased to Pittsburgh, McKeesport and Youghiogheny railroad.

† For all freight.

‡ Average for all.

TABLE K.—EARNINGS DURING THE YEAR.

NAME OF COMPANY.	Passengers.	Freight.	Mall and express.	Miscellaneous.	Total.	Proportion in Penn- sylvania.
Addison and Northern,	\$17,059 26	\$25,519 50	\$2,936 40	\$142 55	\$45,706 71	\$35,194 19
Allegheny Valley,	528,098 87	1,715,016 32	45,664 87	18,589 12	2,307,369 18	2,307,369 18
Allentown,					a 3,831 83	
Bachman Valley,	3,885 65	12,081 43	892 55		16,859 63	16,859 63
Baltimore and Cumberland Valley, Baltimore and Cumberland Valley Extension,	4,378 13	4,965 33	256 06		9,599 52	9,599 52
Bangor and Portland,	18,801 20	7,621 45	775 13		27,197 78	27,197 78
Barclay,	10,156 28	38,665 95	1,349 89	3,108 00	53,279 62	53,279 62
Baltimore and Philadelphia,	4,318 07	72,720 40	6,702 68	2,594 32	86,835 47	86,835 47
Bell's Gap,	11,416 58	29,460 18	658 89	169 46	40,705 11	4,964 26
Berlin,	13,130 24	96,114 10	1,011 11	40,079 82	150,335 27	150,335 27
Berlin Branch,	1,590 80	5,451 86		389 00	7,431 66	7,431 66
Bradford, Bordell and Kinzua,	857 68	3,068 94	327 19	90 00	4,338 81	4,338 81
Bradford, Eldred and Cuba,	47,653 13	29,639 40	4,812 10	116 31	82,220 94	82,220 94
Buffalo, New York and Philadelphia, Catasauqua and Fogelsville,	51,283 77	35,379 86	4,367 26	496 99	91,527 88	9,785 25
Chartiers,	730,886 55	1,810,732 70	61,999 78	99,509 93	2,703,128 93	1,859,551 10
Cleveland and Pittsburgh,	3,245 87	119,866 27		536 63	123,648 77	123,648 77
*Cornwall,	70,874 00	70,916 00	4,631 97	3,981 17	150,403 14	150,403 14
Cumberland Valley,	591,519 95	2,405,791 26	70,888 60	21,111 51	3,069,311 32	562,133 00
Delaware and Hudson,	60,130 04	431,584 00	6,527 83	217,593 32	718,835 30	345,820 49
Delaware, Lackawanna and Western, Dillsburg and Mechanicsburg,	7,331 40	78,290 17	58 74	1,911 22	87,532 79	87,532 79
	283,217 03	537,579 77	28,247 88	22,344 25	871,388 93	690,140 03
	92,562 28	1,811,786 24	6,367 24	38,121 63	1,998,837 44	1,758,976 94
	600,384 62	5,187,216 26	58,248 63	618,918 63	6,464,768 14	6,464,768 14
	8,481 80	23,576 70	543 45		32,601 95	32,601 95

a Rental from Philadelphia and Reading railroad, lessee. *The item of \$217,593 32 in the miscellaneous column includes \$217,128 41 of earnings for the use of locomotives and cars on other roads operated by the Fall Brook Coal Company.

TABLE K.—EARNINGS DURING THE YEAR—Continued.

NAME OF COMPANY.	Passengers.		Freight.		Mail and express.		Miscellaneous.		Total.		Proportion in Penn- sylvania.	
Dunkirk, Allegheny Valley and Pittsburgh,	\$73,840	17	\$163,098	12	\$8,859	77	\$78,333	09	\$324,131	15	\$172,798	08
East Broad Top,	12,179	06	73,113	20			5,549	75	90,842	01	90,842	01
Elmira and Williamsport,	160,636	81	698,298	95	18,930	94	8,708	04	886,574	74	810,247	11
Erie and Pittsburgh,	119,020	02	435,311	23	16,402	59	28,577	15	599,310	99	599,310	99
Evergreen,	3,835	16							3,835	16	3,835	16
Frankford and Holmesburg,									a 9,000	00		
Greenlick Narrow Gauge,	78	63	4,819	33					4,898	01	4,898	01
Hanover and York,									80,852	37	80,852	37
Hanover Junction, Hanover and Gettysburg,	23,334	76	37,810	54	2,852	78	35,050	61	99,048	69	99,048	69
Harrisburg and Potomac,	5,439	28	22,768	63	810	01	1,416	21	30,434	13	30,434	13
Huntingdon and Broad Top Mountain,	48,349	40	365,991	47	7,322	37	2,831	33	424,494	57	424,494	57
Ironton,			44,627	04			610	62	45,237	66	45,237	66
Jamestown and Franklin,	31,231	67	107,200	80	4,605	55	572	00	143,660	02	143,660	02
Jersey Shore, Pine Creek and Buffalo Junction,	22,088	73	166,626	77			12	52	188,728	02	188,728	02
Lake Shore and Michigan Southern,	93,350	10	131,517	72	11,961	60	158	31	239,937	73	239,937	73
Lawrence,	4,736,098	47	12,480,093	89	1,048,038	50	249,435	55	18,513,656	41	1,865,241	23
Lehigh and Lackawanna,	20,951	42	231,104	40	4,117	64	501	02	256,674	48	109,040	09
Lehigh Valley,	18,843	55	48,358	79	1,970	12			69,172	46	69,172	46
Ligonier Valley,	779,639	79	9,387,201	04	51,309	03			10,218,149	86		
Little Saw-Mill Run,	10,460	34	13,021	28	456	12	4	50	23,943	23	23,942	23
Littlestown,	1,195	23	54,436	98			10,775	88	66,408	09	66,409	09
Lykens Valley,	7,130	43	14,649	87	826	23	132	00	22,788	53	22,783	53
Meadville,	9,320	78	144,722	71	1,321	97	1,275	04	156,640	50	156,640	50
Monongahela Inclined Plane,	18,896	02	6,635	22	1,408	15			27,092	89	27,092	89
Mont Alto,	27,617	80							407	25	28,025	05
	11,018	32	16,484	67					1,621	87	29,119	86

PA Internal Affairs 1883

Montrose,	8,338	91	19,851	88	2,498	24			30,689	08	30,689	08
Mount Oliver Incline,	27,795	65	59	85			75	00	27,980	00	27,980	00
Mount Pleasant and Broad Ford,	5,058	07	29,395	87	446	72			35,400	66	35,400	66
New Castle and Beaver Valley,	47,780	88	852,010	81	5,652	00		402	405,845	85	405,845	85
New York, Chicago and St. Louis,	232,623	52	2,000,561	81	7,802	95		86,695	2,327,683	64	197,887	59
New York, Lake Erie and Western,	4,832,229	27	17,213,621	15	666,629	40	1,166,566	42	23,679,046	24		
New York, Pennsylvania and Ohio,	728,092	73	2,582,645	05	74,378	57	1,164,132	04	4,649,248	39	1,061,667	92
North-East Pennsylvania,	13,295	41	9,578	38	958	09			24,198	88	24,198	88
Northern Central,	605,014	45	3,170,892	59	86,613	09	268,304	23	4,130,824	36	3,060,970	57
North Pennsylvania,									a822,922	90		
New York, Lake Erie and Western Coal,	4,285	97	98,956	18			51,300	00	154,552	15	154,552	15
Oil City and Ridgway,									21,542	40	21,542	40
Pennsylvania,	5,969,625	85	24,536,789	45	949,618	84	541,780	15	32,017,813	25		
Pennsylvania and New York,	196,719	76	1,881,428	62	16,846	00	47,297	19	2,142,291	57		
Pennsylvania Coal,	16,088	76	17,735	30					33,774	06	33,774	06
Pennsylvania Company,									1,244,814	37		
People's,	11,892	72	193	64	284	00			12,370	36	12,370	36
Perkiomen,	42,621	30	308,468	78	4,341	96		461	355,893	07	355,893	07
Philadelphia and Erie,	667,742	66	3,243,572	58	72,320	15		125,207	4,108,843	16	4,108,843	16
Philadelphia and Reading,	4,675,061	68	21,675,654	58	666,415	74	1,857,107	92	23,574,239	92	23,572,556	25
Philadelphia and Trenton,	1,364,676	33	1,483,188	06	162,491	83	14,486	67	3,024,842	89		
Philadelphia, Newtown and New York,	49,773	08	15,306	57	2,494	35	873	18	68,447	18	68,447	18
Philadelphia, Wilmington and Bal- timore,	2,724,914	14	2,589,001	79	266,145	20	161,610	91	5,741,672	04		
Pittsburgh and Castle Shannon,	18,572	14	182,964	14			4,534	55	206,070	83	206,070	83
Pittsburgh and Connellsville,	496,339	81	2,275,925	78	16,916	12	23,990	70	2,813,172	41		
Pittsburgh and Lake Erie,	223,538	15	1,152,188	94	26,261	75	775	04	1,402,763	88	1,219,317	85
Pittsburgh and Western,	126,328	56	198,471	99	17,535	74	587	69	342,923	88		
Pittsburgh, Cincinnati and St. Louis,	1,049,183	14	3,286,872	48	275,575	48	55,038	87	4,616,619	97	893,475	65
Pittsburgh, Fort Wayne and Chicago,	2,798,555	46	7,428,524	22	340,301	22	387,085	67	10,954,466	57	1,142,323	82
Pittsburgh Southern,	16,761	12	50,711	77	1,483	00			68,955	89		
Reading and Columbia,	109,900	61	339,221	01	3,063	80	4,274	16	456,459	58	456,459	58
Rochester and Pittsburgh,	187,286	26	356,853	39	9,953	77	39,546	44	543,639	86		
Salisbury,	985	83	28,994	11					29,479	94		
Shamokin Valley and Pottsville,	30,453	03	466,397	63	1,984	00	1,853	28	500,688	41	500,688	41
Sharpsville,	4,066	58	38,009	18					42,075	76	42,075	76
Somerset and Cambria,	33,190	30	81,857	44	1,989	56	8	77	116,996	17		
South Mountain,	18,352	19	10,011	65	1,077	39	91	48	29,532	66		
Southern Pennsylvania,	8,040	80	13,815	00	2,050	94			23,906	74	23,906	74

as Reported as "rents."



TABLE K.—EARNINGS DURING THE YEAR—Continued.

NAME OF COMPANY.	Passengers.		Freight.		Mail and express.		Miscellaneous.		Total.		Proportion in Pennsylvania.	
State Line and Sullivan,	\$3,754	38	\$53,799	92	\$1,681	90	\$175	80	\$64,411	50	\$64,411	50
Stony Creek,	15,508	10	36,110	90	440	82	712	72	52,768	94	52,768	94
Tioga,	66,071	38	392,325	58	5,589	13	8,303	31	467,789	40	415,896	77
Warren and Farnsworth Valley, . .	11,859	87	14,468	33	1,297	65	274	06	27,894	91	27,894	91
Waynesburg and Washington, . . .	18,232	85	23,012	43	2,573	43	1,199	84	45,018	55	45,018	55
Western Maryland,	233,873	71	321,428	56	20,627	60	35,234	01	610,663	88	610,663	88
Wheeling, Pittsburgh and Baltimore,	34,972	52	35,676	38	1,441	85			72,090	75	72,090	75
Williamsport and North Branch, . .	8,418	51	13,611	43	478	99	174	76	17,678	69	17,678	69
Wilmington and Northern,	62,682	48	276,516	27	4,334	18	3,748	31	347,281	24	256,743	32
York and Peach Bottom,	20,180	37	35,051	12	1,889	61	1,198	00	58,299	10	58,299	10
Total,	\$36,974,536	57	\$137,491,394	77	\$5,213,120	93	\$7,616,805	02	\$189,387,839	02	\$47,969,419	98

NOTE.—The column devoted to proportion of earnings in Pennsylvania can not be properly filled, because many companies have not given the requisite figures in their reports to this Department.

TABLE L.—EXPENSES DURING THE YEAR.

NAME OF COMPANY.	Charged to cost of road, real estate, and equip- ment.	Charged to conducting transportation.	Charged to maintenance of motive power.	Charged to maintenance of way.	Charged to maintenance of cars.
Addison and Northern,		\$14,996 18	\$6,870 43	\$18,836 61	\$2,019 10
Allegheny Valley,		357,091 50	342,543 58	395,744 12	211,922 18
Bachman Valley,		1,149 58		3,792 66	
Bangor and Portland,	\$13,167 55	19,650 09	8,781 60	8,113 01	2,162 67
Barclay,	190 50			13,797 82	7,042 59
Baltimore and Philadelphia,		9,762 82	8,718 02	7,714 84	2,279 60
Bell's Gap,	646,673 60	32,389 16		21,252 09	3,243 31
Berlin,		2,318 51	2,194 10	3,297 08	206 39
Berlin Branch,			1,758 40	1,608 52	
Bradford, Bordell and Kinzua,	1,272 52	18,056 94	20,351 05	23,775 39	3,466 86
Bradford, Eldred and Cuba,	11,434 86	15,128 11	26,205 78	23,433 35	3,370 87
Buffalo, New York and Philadelphia,	12,167,379 34	506,984 40	425,524 36	284,928 57	83,781 44
Catasauqua and Fogelsville,		15,466 51	19,795 92	9,011 84	2,383 36
Chartiers,		19,200 77	18,252 25	50,298 17	
Clarion, Mahoning and Pittsburgh,	15,600 00				
Cleveland and Pittsburgh,		597,020 14	460,235 11	333,145 75	250,521 52
Corning, Cowanesque and Antrim,	2,022,184 12	82,661 12	261,592 20	162,765 96	61,142 45
Cornwall,	50,464 08	11,547 55	15,315 99	12,114 51	8,995 38
Cumberland Valley	5,562 45	134,498 65	145,295 28	217,208 25	52,149 91
Delaware and Hudson,	121,335 42	666,277 23	273,664 84	110,342 72	50,493 36
Delaware, Lackawanna and Western,	393,153 19	1,174,859 00	1,079,703 18	538,362 08	629,557 69
Dillsburg and Mechanicsburg,		5,487 44	4,061 68	3,771 75	
Dunkirk, Allegheny Valley and Pittsburgh,	813 89	151,578 95	41,521 30	123,023 46	

¹ Proportion for Pennsylvania, \$917,369 51.
Company for extension and improvement of road, bridges, buildings, &c., and \$772,184 12 by the Fall Brook Coal Company (lessees and operators) for new locomotives, cars, &c.

² Of this amount, \$1,250,000 was expended by the Corning, Cowanesque and Antrim

TABLE L.—EXPENSES DURING THE YEAR - Continued.

NAME OF COMPANY.	Charged to cost of road, real estate, and equip- ment.		Charged to conducting transportation.		Charged to maintenance of motive power.		Charged to maintenance of way.		Charged to maintenance of cars.	
East Broad Top,			\$18,910	02	\$28,881	24	\$27,035	50	\$7,338	78
Elmira and Williamsport,			224,809	33	198,444	73	185,026	65	18,759	18
Erie and Pittsburgh,			127,328	71	105,149	23	94,455	20	127,427	56
Hanover Junction, Hanover and Gettysburg,	\$12,648	59	13,704	18	24,881	11	28,469	55	4,355	97
Harrisburg and Potomac,	140,941	99	11,230	06	5,565	83	27,570	55	1,830	46
Huntingdon and Broad Top Mountain,	32,020	28	65,348	20	43,425	45	89,433	80	5,236	35
Ironton,			8,470	28	4,468	49	2,855	35	8	84
Jamestown and Franklin,	4,918	86								
Jersey Shore, Pine Creek and Buffalo,			24,626	16	26,747	93	84,375	10	30,547	25
Junction,							101,773	28		
Lake Shore and Michigan Southern,	831,000	00	4,110,017	97	2,938,703	96	2,095,491	21	822,881	43
Lawrence,			53,119	90	30,910	87	28,668	49	2,323	60
Lehigh and Lackawanna,			13,886	08	15,048	06	18,025	66		
Lehigh Valley,			2,467,045	08	750,888	73	1,913,080	31	1,039,642	04
Ligonier Valley,	20,294	64	3,208	76	2,816	84	2,354	07	167	98
Little Saw-Mill Run,	28,211	77	8,122	95	7,914	17	10,416	61	5,515	03
Littlestown,			4,780	29	3,779	45	7,785	24	1,197	60
Lykens Valley,			26,728	95	36,423	02	25,507	44	4,224	99
Meadville,			4,955	81	5,111	68	10,087	15	579	54
Monongahela Inclined Plane,	81,707	89								
Mont Alto,			990	69	13,423	82	615,813	42		
Montrose,			9,308	71			5,580	18	5,717	94
Moshannon and Clearfield,	61,467	95								
Mount Pleasant and Broad Ford,			732	07						
New Castle and Beaver Valley,	588	80	80,186	16	42,810	05	17,757	78	6,613	81

δ Includes replacing iron with steel.

New York, Chicago and St. Louis,	3,698,437	47	603,237	70	496,046	94	366,712	74	91,506	48
New York, Lake Erie and Western,	2,967,616	86	9,743,721	53					2,733,244	73
New York, Pennsylvania and Ohio,	38,170	70	889,153	21	698,835	27	346,186	16	238,869	15
North-East Pennsylvania,			18,720	53			13,388	16		
Northern Central,			855,184	29	718,257	14	561,025	58	434,348	14
New York, Lake Erie and Western Coal,	335,285	93	20,633	24	26,358	92	12,468	92	4	04
Pennsylvania,	2,949,518	06	6,078,110	47	5,237,379	22	3,660,491	47	2,741,772	51
Pennsylvania and New York Canal,					176,180	43	261,625	24		
People's,			608	08	2,857	96	4,510	13		
Perkiomen,	6,058	93	70,243	77	82,648	33	70,259	62		
Philadelphia and Baltimore Central,	12,327	25								
Philadelphia and Erie,			890,418	09	762,468	99	626,574	62	341,361	92
Philadelphia and Reading,	3,139,619	97	5,348,251	78	2,813,624	67	2,870,509	12	1,848,400	82
Philadelphia and Trenton,	221,411	35	790,930	45	472,228	75	386,997	25	147,937	31
Philadelphia, Newtown and New York,			23,761	31	32,071	88	41,802	51		
Philadelphia, Wilmington and Baltimore,	103,398	55	1,649,599	08	1,121,123	88	813,535	12	419,402	76
Pittsburgh and Castle Shannon,	11,500	00					19,790	33,	including cars.	
Pittsburgh and Connellsville,	503,212	83	440,466	94	437,717	30	224,302	06	169,100	37
Pittsburgh and Lake Erie,	289,652	02	228,479	05	215,295	34	160,042	50	156,739	72
Pittsburgh and Western,	1,722,739	18	151,365	83			51,394	58	29,820	83
Pittsburgh, Cincinnati and St. Louis,	739,990	52	977,194	37	1,005,483	06	575,223	77	431,548	17
Pittsburgh, Fort Wayne and Chicago,			2,530,438	99	2,013,606	83	1,126,569	50	929,166	87
Pittsburgh Southern,			20,520	63	21,362	07	15,306	72	3,822	87
Reading and Columbia,	4,764	97	76,414	68	123,868	32	78,156	90	7,587	36
Rochester and Pittsburgh,	15,433,771	83	124,995	69	89,120	02	160,722	64	13,206	54
Salisbury,			6,252	31	2,636	30	6,072	36	1,714	56
Shamokin Valley and Pottsville,			77,637	54	64,357	90	50,718	05	1,980	98
Sharpsville,			20,610	37			10,549	92		
Somerset and Cambria,			17,488	22	12,964	20	41,223	30	5,862	27
South Mountain,	1,200	00	6,267	82	7,705	70	6,059	62	150	70
Southern Pennsylvania,			4,781	39	6,157	63	8,224	41		
State Line and Sullivan,	1,000	00	8,720	25	13,137	96	20,238	05	2,086	08
Stony Creek,	50	00	12,738	32	17,759	28	17,211	68		
Tioga,	2,612	37	62,541	55	81,163	28	102,905	53	34,832	46
Warren and Farnsworth Valley,	34,029	48	6,566	99	5,682	03	6,592	99	2*4	04
Waynesburg and Washington,	5,397	75	5,393	25	8,135	64	13,318	59	1,279	13
Western Maryland,	37,174	93	152,586	38	128,328	52	68,149	06	25,593	96
Wheeling, Pittsburgh and Baltimore,			13,164	11	9,558	98	14,181	47	2,705	36
Williamsport and North Branch,	9,413	03	4,018	96	2,391	64	2,647	64	43	06
Wilmington and Northern,	130,845	05	153,237	80			85,306	63	11,970	61
York and Peach Bottom,	14,486	59	14,215	17			23,074	21	5,552	70
Total,	\$38,575,259	36	\$43,209,274	73	\$23,314,293	58	\$20,069,466	45	\$14,291,243	03

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TABLE L.—EXPENSES DURING THE YEAR—Continued.

NAME OF COMPANY.	General expenses.	Total operating expenses.	Total expenses.	Per cent. of operating expenses to earnings.	Expenses per mile of road operated.
Addison and Northern,	\$539 22	\$48,261 54	\$48,261 54	94.65	\$950 80
Allegheny Valley,	73,422 59	1,380,723 97	1,880,723 97	59.84	5,820 71
Allentown,	921 01	921 01	921 01		
Bachman Valley,	7,085 09	12,027 33	12,027 33		
Bangor and Portland,	10,866 00	49,573 87	62,740 92	93	1,982 93
Barclay,	42,075 36	62,915 77	63,106 27	72.40	3,876 51
Baltimore and Philadelphia,	2,268 46	30,741 24	30,741 24	75.52	1,537 06
Bell's Gap,		56,584 56	708,558 16	37.84	1,896 15
Berlin,	135 06	8,151 17	8,151 17	109.68	799 13
Berlin Branch,		3,366 92	3,366 92		480 98 ¹
Bradford, Bordell and Kinzua,	7,517 21	78,167 45	74,439 97	89	1,659 50
Bradford, Eldred and Cuba,	7,392 84	76,030 96	87,465 81		1,416 11
Buffalo, New York and Philadelphia,	85,970 40	1,337,189 17	3,554,568 51		
Catawauqua and Fogelsville,	6,145 78	52,803 41	52,803 41	42.70	2,070 72
Cato and Beech Creek,					4,303 75
Chartiers,	2,173 09	97,953 32	97,953 32		
Clarion, Mahoning and Pittsburgh,			15,600 00		
Cleveland and Pittsburgh,	105,071 78	1,856,866 91	1,856,866 91		
Colebrookdale,	502 41	502 41	502 41		
Corning, Cowanesque and Antrim,	31,739 25	589,800 98	2,612,085 10	82.06	6,554 45
Cornwall,	7,459 18	55,462 61	105,926 69	63 ¹	2,919 08
Cumberland Valley,	20,866 42	670,018 51	575,580 96	71.87	6,719 81
Delaware and Hudson,		1,105,778 15	1,227,163 57	55	11,399 67
Delaware, Lackawanna and Western,	56,966 00	3,524,448 61	3,917,601 80	54.52	16,790 28
Dillsburg and Mechanicsburg,	1,727 04	15,047 92	15,047 92		
Dunkirk, Allegheny Valley and Pittsburgh,		316,123 71	316,487 10		
East Broad Top,	6,291 14	88,456 68	88,456 68	97.87	2,948 55

Elmira and Williamsport,	9,315	88	581,355	82	581,355	82	65.57	7,700	06
Erie and Pittsburgh,	10,741	15	465,101	85	465,101	85	77.60	4,604	96
Evergreen,			8,898	22	6,898	22			
Greenlick Narrow Gauge,	4,355	23	4,355	23	4,355	23	88.90	10,888	81
Hanover Junction, Hanover and Gettysburg,	2,409	07	71,999	88	84,645	47	72.50	2,400	00
Harrisburg and Potomac,	2,690	05	48,886	95	189,828	94	162	1,204	11
Huntingdon and Broad Top Mountain,	24,399	91	227,843	71	259,863	99	53.67	2,811	15
Ironton,	639	31	16,436	77	16,436	77	36.79	1,276	64
Jamestown and Franklin,			87,545	49	92,463	85		1,718	22
Jersey Shore, Pine Creek and Buffalo,	5,032	15	171,328	59	171,328	59	90	2,284	38
Junction,	3,466	41	*109,256	99	109,256	99			
Lake Shore and Michigan Southern,	1,034,809	06	11,001,853	62	11,832,853	62	59.43	8,210	71
Lawrence,	5,208	95	120,729	81	120,729	81	47.02	5,487	72
Lehigh and Lackawanna,	5,812	86	52,772	64	52,772	64	76.30		
Lehigh Valley,			6,175,656	16	6,175,656	16	60.54	1,907	24
Ligonier Valley,	1,895	41	10,443	06	30,737	70	43.66	994	57
Little Saw-Mill Run,	4,050	92	36,419	68	64,631	45	54.84	12,139	89
Little Schuylkill Navigation,							80	1,932	96
Littlestown,	810	55	18,363	13	18,363	13			
Lykens Valley,	1,256	14	95,865	08	95,865	03	60.10	4,778	71
Meadville,	84	96	20,768	64	20,768	64	76.28	1,013	10
Monongahela Incline,			14,947	74	96,655	63			
Mont Alto,	708	39	30,934	32	30,934	32		1,517	87
Montrose,	8,558	50	24,165	33	24,165	33	78.75	863	04
Moshannon and Clearfield,					61,467	95			
Mount Oliver Incline,	11,656	03	11,656	03	11,656	03			
Mount Pleasant and Broad Ford,	25	12	757	19	757	19	2.13		
New Castle and Beaver Valley,	7,622	00	154,940	35	155,528	65	38.17	10,829	36
New York, Chicago and St. Louis,	181,740	75	1,689,294	61	5,387,732	08	72.66	3,229	76
New York, Lake Erie and Western,			12,476,936	26	15,444,583	12			
New York, Pennsylvania and Ohio,	267,238	58	*2,440,232	37	2,478,453	07		4,281	93
North-East Pennsylvania,	258	03	32,366	72	32,366	72			
Northern Central,	42,347	52	2,611,157	62	2,611,157	62	63.21	18,785	31
New York, Lake Erie and Western Coal,	346	93	59,807	05	395,092	98	88.69	1,739	56
Oil City and Ridgway,			21,542	40	21,542	40			
Pennsylvania,	603,659	89	18,321,413	56	21,270,926	62			
Pennsylvania and New York,	727,031	46	1,164,837	13	1,164,837	13	54.4		

¹ Including \$8,029 04 "for hire of equipment." ² Including \$110,872 61 for "lease of Pittsburgh, Fort Wayne and Chicago Railway and interest on improvements." ³ Including expenses incurred for alterations and construction during the year. ⁴ Including \$4,027 30 State taxes. ⁵ \$1,724 49 reported by the Lykens Valley Company, and \$94,140 54 by the Northern Central, which operates the road. ⁶ For seven months ending April 30, 1883, the main line, branches, and leased lines of this company having been leased to the New York, Lake Erie and Western Company May 1, 1883.

TABLE L.—EXPENSES DURING THE YEAR—Continued.

NAME OF COMPANY.	General expenses.		Total operating ex- penses.		Total expenses.	Per cent. of operating expenses to earnings.	Expenses per mile of road operated.
Pennsylvania Company,	\$100,340	02			\$100,340	02	
People's,	1,089	60	\$9,065	77	9,065	77	
Perkiomen,	10,877	53	234,029	25	240,088	18	65.75
Philadelphia and Baltimore Central, Philadelphia and Erie,			12,327	25	12,327	25	\$6,078
Philadelphia and Reading,	7,621,078	94	2,620,823	62	2,620,823	62	63.80
Philadelphia and Trenton,	25,864	25	120,496,865	33	23,636,485	30	71
Philadelphia, Newtown and New York, Philadelphia, Wilmington and Baltimore,	5,124	28	1,823,358	01	2,044,769	36	18,315
Pickering Valley,	62,114	21	102,259	48	102,259	48	4,892
Pittsburgh and Castle Shannon, Pittsburgh and Connellsville,	163,980	36	4,065,775	05	4,169,173	60	
Pittsburgh and Lake Erie,	63,305	88			453	44	
Pittsburgh and Western, Pittsburgh, Cincinnati and St. Louis,	59,208	09	183,720	69	195,220	69	89
Pittsburgh, Fort Wayne and Chicago, Pittsburgh Southern,	32,327	22	1,334,897	55	1,838,110	38	47.45
Reading and Columbia,	115,844	37	819,759	70	1,109,411	72	58.40
Rochester and Pittsburgh,	359,491	33	264,908	46	1,987,647	59	77.24
Salisbury,	973	24	3,105,293	74	3,845,234	26	67.26
Shamokin Valley and Pottsville, Sharpsville,	5,146	37	6,939,273	52	6,939,273	52	64.34
Somerset and Cambria,	1,523	58	64,048	93	64,048	93	93
South Mountain,	1,282	24	323,088	43	327,903	40	70.77
Southern Pennsylvania,	488	94	443,033	13	15,875,804	96	
State Line and Sullivan,			17,648	77	17,648	77	58.83
Stony Creek,	4,018	48	199,840	84	199,840	84	39.91
			32,683	87	32,683	87	77.68
			78,820	23	78,820	23	
			20,183	84	21,388	84	67
			19,602	37	19,602	37	82
			44,232	34	45,232	34	68.70
			51,727	72	51,777	72	98
							1,470
							7,320
							1,747
							933
							1,843
							4,689

Toga,	18,894	21	295,837	01	297,949	38	63	4,434	49
Warren and Farnsworth Valley,	5,634	89	24,760	94	58,790	42	88.70	2,427	54
Waynesburg and Washington,	3,964	16	32,090	77	37,488	52	71.25	1,146	10
Western Maryland,	25,331	31	899,989	23	437,164	16	65.50	..	..
Wheeling, Pittsburgh and Baltimore,	460	30	40,070	22	40,070	22	55.50	1,252	08
Williamsport and North Branch,	2,806	08	11,907	38	21,320	41	..	..	..
Wilmington and Northern,	24,599	84	277,114	88	407,959	93	81.18	3,236	51
York and Peach Bottom,	5,994	68	48,836	76	63,323	35	83.75	1,220	92
Total,	\$12,212,515	94	\$114,280,842	03	\$152,928,307	27	..	..	..

¹ Deduct "proportion of materials received from Central Railroad of New Jersey on account of lease May 29, 1883, \$150,000," which reduces total by this amount.

TABLE M.—EXPRESS COMPANIES AND UNITED STATES MAILS.

NAME OF COMPANY.	Names of Express Companies that run on the road.	Compensation received from Express Companies.	Compensation received from United States for transportation of mails per mile per annum.
Addison and Northern,	United States,	25 cents per 100 lbs. going north, 20 cents per 100 lbs. going south.	\$140 86 per quarter.
Allegheny Valley,	Adams,	40 per cent. of gross receipts,	23,986 96 per annum.
Bachman Valley,	Adams,	Pro rata with Hanover Junction and Hanover and Gettysburg.	54 72 per mile.
Baltimore and Cumberland Valley,	Adams,	Contract with Western Maryland,	42 75 per mile per annum.
Baltimore and Cumberland Valley Extension,	Adams,	do. do.	42 75 per mile per annum.
Bangor and Portland,	Delaware, Lackawanna and Western,	One third on earnings,	42 75 per mile per annum.
Barclay, . . . . .	. . . . .	. . . . .	661 48 per annum.
Baltimore and Philadelphia, . . . . .	. . . . .	. . . . .	878 52 per annum.
Bell's Gap, . . . . .	. . . . .	. . . . .	1,012 74 per annum.
Berlin,	Baltimore and Ohio,	Baltimore and Ohio operates the road,	889 per annum.
Berlin Branch, . . . . .	. . . . .	. . . . .	77 05 per quarter.
Buffalo, Bradford and Pittsburgh,	United States,	By New York, Lake Erie and Western railroad.	. . . . .
Buffalo, New York and Philadelphia,	American,	Per classification per weight,	28,128 76 per annum.
Catasauqua and Fogelsville,	Philadelphia and Reading Railroad Company's,	One third of gross receipts.	. . . . .
Chartiers,	Adams,	40 per cent. of gross receipts,	76 10 per mile per annum.
Cleveland and Pittsburgh,	Adams,	\$40,000 per annum,	30,888 60 per annum.
Coring, Cowanesque and Antrim,	American,	From 10 to 18 cents per 100 pounds,	4,418 56 per annum.
Cornwall,	Philadelphia and Reading Company's,	75 per cent. of proceeds,	240 per annum.
Cumberland Valley,	Adams,	Percentage of gross receipts,	8,450 per annum.
Delaware and Hudson,	Delaware, Lackawanna and Western, & U. S. & Canada,	One half of gross receipts from Delaware, Lackawanna and Western.	1,965 51 per annum.
Delaware, Lackawanna and Western,	Delaware, Lackawanna and Western,	\$2,600 per month,	20,000 per annum.
Dillsburg and Mechanicsburg,	Adams,	Percentage of gross receipts,	378 83 per annum.
Dunkirk, Allegheny Valley and Pittsburgh,	American,	Stated sum per diem and various rates on excess weight.	5,378 44 per annum.
East Broad Top,	None on the road, . . . . .	. . . . .	1,285 04 per annum.

Elmira and Williamsport,	Adams,	A fixed percentage of gross receipts,	128 25 for 79.71 miles.
Erie and Pittsburgh,	Adams,	40 per cent. of gross receipts on general merchandise and money business; 70 per cent. of gross receipts on oyster business.	7,638 18 per annum.
Fayette County,	Baltimore and Ohio,	Paid to Pittsburgh and Connellsville railroad, lessee.	
Hanover Junction, Hanover and Gettysburg.	Adams,	A through rate of 18 cents per 100 pounds in railroad company's cars.	2,064 00 per annum.
Harrisburg and Potomac,	Adams,	10 cents per 100 pounds,	Regulated by U. S. Government.
Huntington and Broad Top Mountain.	Adams,	22 cents per 100 pounds,	3,622 88 per annum.
Jarrestown and Franklin,	American,	Under agreement made with lessee,	Under arrangements with lessee.
Jefferson,	United States,	Under contract with New York, Lake Erie and Western Railroad Company.	
Jersey Shore, Pine Creek and Buffalo, Junction,	American,	Terms not agreed upon,	Not adjusted by U. S.
Lake Shore and Michigan Southern, Lawrence,	*American & United States, Adams,	80 cents per car per mile,	2,160 00 per annum.
		40 per cent. of gross receipts for general merchandise and money business; 70 per cent. of gross receipts for oyster business.	711,119 12 per annum.
Lehigh and Lackawanna,	Philadelphia and Reading, Central and Philadelphia and Reading.	Regular rates,	42 75 per mile per annum.
Lehigh Valley,			
Ligonier Valley,			456 14 per annum.
Littlestown,	Adams,	Contract with Pennsylvania Railroad Company	Contract with Pennsylvania Railroad Company.
Lykens Valley,	Adams,	Fixed percentage of gross receipts,	901 60 per annum.
Meadville,	Adams,	40 per cent. on general merchandise and money, and 70 per cent. on oysters.	880 40 per annum.
Mont Alto,	Adams,	40 per cent. of gross receipts,	1,001 64 per annum.
Montrose,	Central,	One sixth ($\frac{1}{6}$) of gross receipts,	1,208 54 per annum.
Mount Pleasant and Broad Ford,	Baltimore and Ohio,	Operated by Baltimore and Ohio railroad,	446 72 per annum.
New Castle and Beaver Valley,	Adams,	40 per cent. of gross receipts for general merchandise and money business; 70 per cent. of gross receipts for oyster business.	1,570 00 per annum.
New York, Chicago and St. Louis,	None in Pennsylvania.		

* American pays \$168 per day for 24,000 pounds through freight between Cleveland and Buffalo, and 15 to 75 cents per 100 pounds for way freight; United States pays \$250 per day for 18,000 pounds through freight between Cleveland and Chicago, and from 10 to 70 cents per 100 pounds for way freight.

TABLE M. EXPRESS COMPANIES AND UNITED STATES MAILS—Continued.

NAME OF COMPANY.	Names of Express Companies that run on the road.	Compensation received from Express Company.	Compensation received from United States for transportation of mails per mile per annum.
New York, Pennsylvania and Ohio,	United States and Adams, .	United States pays double first-class rates on local and on business to and from all points west of this line, and about one and one half second-class rates on business to and from points east of this line. The Adams, which only runs on Niles and New Lisbon railroad, pays 27 cents per 100 pounds between all points on that road.	\$27,727 47 for seven months ending 30th April.
North-East Pennsylvania, Northern Central,	Adams,	See report of Philadelphia and Reading, Fixed percentage of gross receipts,	518 47 received for the year. 216 52 per mile dependent on the amount of service performed.
New York, Lake Erie and Western Coal. Pennsylvania,	United States, Adams,	Under contract with New York, Lake Erie and Western Railroad Company. Railroad company furnishes cars and motive power, for which express pays a percentage of its gross receipts.	A rate per mile per annum regulated by Government according to weight.
Perkiomen, Philadelphia and Erie,	Perkiomen R. R. Company, Adams,	Transacts own express business, Pennsylvania Railroad Company furnishes cars and motive power, for which express company pays a percentage of its gross receipts.	1,639 72 per annum. A rate per mile per annum regulated by Government according to weight.
Philadelphia and Reading,	Philadelphia and Reading Railroad Company.	Transacts its own express business,	68,113 10 per annum.
Philadelphia and Trenton,	Adams,	Pennsylvania Railroad Company furnishes cars and motive power, for which express company pays a percentage of its gross receipts.	A rate per mile per annum regulated according to weight.
Philadelphia, Newtown and New York.	. . . . .	Railroad company transacts its own express business.	1,157 52 per annum.
Philadelphia, Wilmington and Baltimore.	Adams, Baltimore and Ohio,	At a specified rate per 100 pounds, with a minimum rate per month. At a fixed rate per month.	A rate per mile per annum regulated according to weight.

Pittsburgh and Castle Shannon, . . .			257 86 per annum.
Pittsburgh and Connellsville, . . .	Baltimore and Ohio, . . .	By "Baltimore and Ohio Railroad Company,"	16,916 12 per annum.
Pittsburgh and Lake Erie, . . .	American, . . .	\$45 per day, . . .	10,618 25 per annum.
Pittsburgh and Western, . . .	Pittsburgh and Western and United States.		1,922 66 per annum.
Pittsburgh, Cincinnati and St. Louis;	Adams, . . .	40 per cent. of gross receipts from all sources, excepting oyster traffic; 70 per cent. of gross receipts from oyster traffic.	887 83 per mile per annum between Pittsburgh and Columbus; \$48 74 per mile per annum between Cadiz Junction and Cadiz.
Pittsburgh, Fort Wayne and Chicago,	Adams, . . .	40 per cent. of gross receipts from general merchandise and money business; 70 per cent. of gross receipts from oyster business.	180,523 92 per annum.
Pittsburgh Southern, . . .	Baltimore and Ohio, . . .	By "Baltimore and Ohio Railroad Company,"	1,483 per annum.
Reading and Columbia, . . .	Philadelphia and Reading, American.	"Our company receives the entire earnings of our road."	3,063 80 per annum.
Rochester and Pittsburgh, . . .	Baltimore and Ohio, . . .	By "Baltimore and Ohio Railroad Company,"	None carried.
Salisbury, . . .	Adams, . . .	A fixed per cent. of gross receipts, . . .	42 75 per mile, dependent on amount of service per- formed. No contract with post-office depart- ment.
Shamokin Valley and Pottsville, . .			
Sharpsville, . . .	United States, . . .	Not stated.	
Somerset and Cambria, . . .	Baltimore and Ohio, . . .	By "Baltimore and Ohio Railroad Company,"	1,939 56 per annum.
South Mountain, . . .	Adams, . . .	5 cents per hundred pounds, . . .	987 73 per annum.
Southern Pennsylvania, . . .	Adams, . . .	Not stated, . . .	938 78 per annum.
State Line and Sullivan, . . .	Does its own express busi- ness.		1,000 40 per annum.
Stony Creek, . . .			
Tioga, . . .	United States, . . .	10 to 25 cents per 100 pounds from different stations.	440 32 per annum.
Warren and Farnsworth Valley, . .	Adams, . . .	20 cents per hundred pounds for through ship- ments.	66 69 per mile on main line; 42 75 per mile on branches. 447 59 per annum.
Waynesburg and Washington, . . .	Adams, . . .	25 cents per 100 pounds for all freight shipped and \$20 per month on account of messenger.	1,786 24.
Western Maryland, . . .	Adams, . . .		76 10 per mile per annum.
Wheeling, Pittsburgh and Baltimore,	Baltimore and Ohio, . . .	By "Baltimore and Ohio Railroad Company,"	1,441 85 per annum.
Williamsport and North Branch, . .	Philadelphia and Reading, Adams, . . .		245 36 per annum.
Wilmington and Northern, . . .	Adams, . . .		3,124 16 per annum.
Wind Gap and Delaware, . . .	Adams, . . .	Local, 24 cents per 100 pounds; foreign, 12 cents per 100 pounds.	162 75 per month since July.

TABLE N.—ACCIDENTS.

Fig. 1 denotes from causes beyond their own control. Fig. 2 denotes from their own misconduct or carelessness.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.				OTHERS.				TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Addison and Northern,	1	2	1	2	1	2	1	2	1	2	1	2	1	21
Allegheny Valley,	1	7	1	11	2	1	5	2	5	14	2
Bangor and Portland,	1	.	.	.	.	.	.	.	1	8
Barclay,	1	.	.	.	.	2	.	.	.	.	.	2
Baltimore and Philadelphia,	2	.	2
Bell's Gap,	2	.	.	.	.	.	.	2	1
Bradford, Bordell and Kinzua,	1	.	.	.	.	.	.	1	2
Bradford, Eldred and Cuba,	2	.	.	.	.	.	10
Buffalo, Bradford and Pittsburgh,	5	16	1	5	5	20	.	.	.	.	.	.	10	87
Buffalo, New York and Philadelphia,	1	16	.	15	5	31	.	9	.	2	.	.	*25	*49
Chartiers,	1	.	.	.	.	.	.	.	1	1
Cleveland and Pittsburgh,	1	1	1	6	1	.	.	.	2	.	1	10
Corning, Cowanesque and Antrim,	3	9	.	.	.	2	.	.	.	5	9
Cumberland Valley,	2	.	2	.	3	.	1	.	1	.	3	6
Danville and Shamokin,	1	7	1	.	6	.	5	.	8	18
Delaware, Lackawanna and Western,	12	4	66	.	13	.	15	.	25	85
Dunkirk, Allegheny Valley and Pittsburgh,	8	.	2	.	.	.	2	8
East Broad Top,	2	.	.	.	.	.	.	2
Elmira and Williamsport,	11	.	2	.	1	.	2	12
Erie and Pittsburgh,	1	2	4	.	.	.	2	.	3	6
Hanover Junction, Hanover and Gettysburg,	1	.	.	.	.	.	.	1
Huntingdon and Broad Top Mountain,	1	3	.	5	.	.	.	1	8
Ironton,	1	1	.	.	.	.	.	.	1	1
Jefferson,	1	.	1	.	9	.	.	2	.	1	.	3	11
Jersey Shore, Pine Creek and Buffalo,	1	1	1	3	.	1	.	.	.	2	4
Lake Shore and Michigan Southern,	1	.	4	5	1	2	1	4	.	3	14
Lawrence,	2	2	.	1	.	2	.	1	6
Lehigh Valley,	2	2	.	17	.	25	.	.	34	.	8	.	58	35
Lykens Valley,	1	.	.	.	.	.	.	1
Meadville,	2	1
Mont Alto,	2	.	.	.	1	.	1	1	1

New Castle and Beaver Valley,					2	3		2			2		5	
New York, Chicago and St. Louis,				3	4	14	19	12		14	19		47	
New York, Lake Erie and Western,	9		45		65	381		74		72			*498	
New York, Pennsylvania and Ohio,		1			2	2	4		3				6	
Northern Central,					1	1	4		3				24	
New York, Lake Erie and Western Coal,				1	1	6							7	
Pennsylvania,	1	8	26	11	5	71	89	571		111	211	196	908	
Pennsylvania and New York,					3	4	3	8		2		9	12	
Pennsylvania Coal,												8	6	
Perkiomen,									2		2	2	2	
Philadelphia and Erie,					1	8	8	65			18	9	86	
Philadelphia and Reading,		4		4	19	11	40	5	9	66	7	109	85	
Philadelphia and Trenton,			2	1		2	2	24		20	1	22	45	
Philadelphia, Wilmington and Baltimore,		1				5				8		14	2	
Pittsburgh and Connellsville,					12	3	45	4		43		36	58	
Pittsburgh and Lake Erie,					3	1	3	4		4		2	8	
Pittsburgh and Western,					4	3				2		9	9	
Pittsburgh, Cincinnati and St. Louis,		1			1	6		12		8		4	16	
Pittsburgh, Fort Wayne and Chicago,			2		5	12	19	125	2	38	2	30	57	
Pittsburgh Southern,					2		1					2	1	
Reading and Columbia,						3		4				2	3	
Rochester and Pittsburgh,		4		7		3		1				7	8	
Shanokin Valley and Pottsville,						1	6	3		3		8	4	
Somerset and Cambria,											1		1	
State Line and Sullivan,					1								1	
Tioga,							3	4		1		2	1	
Waynesburg and Washington,			1										1	
Western Maryland,	1	1		2	3		1	6		3		1	8	
Williamsport and North Branch,								2					2	
Wilmington and Northern,				1	1	2	3	14		1			4	
Total,	23	16	119	24	186	172	695	1,012	96	339	88	481	948	2,425

*The report of the company does not state how many of these were killed or injured from causes beyond their own control or from their own carelessness.

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.		
Addison and Northern,										\$242,700	00
Allegheny Valley,	\$2,166,500	00	\$2,166,500	00	\$2,166,500	00	\$2,166,500	00	2,166,500	00	00
Allentown,	1,268,884	47	1,268,884	47	1,268,884	47	1,268,884	47	1,268,884	47	47
Atlantic and Great Western,	34,675,804	00									
Arnot and Pine Creek,							255,000	00	250,000	00	00
Buffalo, Pittsburgh and Western,					10,107,050	00	10,108,000	00			
Baltimore and Cumberland Valley,					76,700	00	76,700	00	76,700	00	00
Baltimore and Cumberland Valley Extension,					230,000	00	270,000	00	270,000	00	00
Bachman Valley,	66,792	31	66,792	31	66,792	31	66,792	31	66,792	31	31
Bald Eagle Valley,	550,000	00	550,000	00	850,050	00	850,050	00	850,050	00	00
Baltimore and Philadelphia,									8,000,000	00	00
Bangor and Portland,					47,000	00	125,000	00	121,100	00	00
Barclay,	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00	00
Bellefonte and Snow Shoe,	600,000	00	600,000	00							
Bedford and Bridgeport,	599,400	00	599,650	00	599,650	00	599,650	00	599,650	00	00
Bethlehem and Belvidere,					10,000	00	10,000	00	10,000	00	00
Berlin,	5,000	00	50,000	00	50,000	00	50,000	00	50,000	00	00
Bell's Gap,	200,000	00	325,000	00	850,000	00	850,000	00	550,000	00	00
Berlin Branch,	42,698	85	42,741	09	43,101	42	43,104	44	43,192	82	82
Bradford,							100,000	00	100,000	00	00
Brockwayville and Punxsutawney,									250,000	00	00
Buffalo, Bradford and Pittsburgh,					2,286,400	00	2,286,400	00	2,286,400	00	00
Buffalo, New York and Philadelphia,	2,004,850	00	2,125,650	00	2,348,100	00	7,000,000	00	20,319,089	47	47
Bradford, Richburg and Cuba,					3,100	00	3,000	00	3,100	00	00
Bradford, Bordell and Kinzua,					250,000	00	250,000	00	250,000	00	00
Brownsville,	186,850	00									
Bradford, Bordell and Smethport,					100,000	00	100,000	00	100,000	00	00
Brownsville and New Haven,					60,000	00					
Bradford, Eldred and Cuba,							480,000	00	480,000	00	00
Brandy Camp,			25,000	50	25,000	50	50,000	00	50,000	00	00
Catasauqua and Fogelsville,	426,900	00	426,900	00	426,900	00	426,900	00	426,900	00	00
Catawissa,	4,359,500	00	4,359,500	00	4,359,500	00	4,359,500	00	4,359,500	00	00
Chartiers,	648,768	00	647,318	00	647,800	00	647,850	00	647,850	00	00
Chester Creek,	185,000	00	185,000	00	185,000	00	185,000	00	185,000	00	00
Clearfield, Chest Creek and Western,									80,000	00	00
Chester and Delaware River,	89,550	00	89,550	00	89,550	00	89,550	00	89,550	00	00
Chester Valley,	871,900	00	871,900	00	871,900	00	871,900	00	871,900	00	00
Chestnut Hill,	120,650	00	120,650	00	120,650	00	120,650	00	120,650	00	00

Clarion, Mahoning and Pittsburgh,								37,920	00	
Cleveland and Pittsburgh,	11,233,200	00	11,233,400	00	11,233,650	00	11,235,400	00	11,235,800	00
Colebrookdale,	297,215	00	297,215	00	297,215	00	297,215	15	297,215	15
Columbia and Port Deposit,	498,827	11	497,100	00	497,100	00	497,100	00	497,100	00
Connecting,	1,278,300	00	1,278,300	00	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	2,000,000	00	2,000,000	00
Cornwall,	300,000	00	300,000	00	300,000	00	300,000	00	300,000	00
Cumberland Valley,	1,777,850	00	1,777,850	00	1,777,850	00	1,777,850	00	1,777,850	00
Danville and Riverside,	3,790	00	3,790	00	3,790	00	3,790	00	3,790	00
Danville and Shamokin,	200,000	00	26,710	00	26,710	00	26,710	00	26,710	00
Delaware, Lackawanna and Western,	26,200,000	00	26,200,000	00	26,200,000	00	26,200,000	00	26,200,000	00
Delaware River and Lancaster,	17,200	00							16,380	00
Dillsburg and Mechanicsburg,	52,564	06	52,564	06	53,437	17	53,993	37	54,093	37
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
Driftwood and Western,									4,500	00
Delaware and Western,	248,400	00	248,400	00	250,000	00	250,000	00		
East Brandywine and Waynesburg,	156,898	00	155,450	00	155,450	00	155,450	00	155,450	00
East Broad Top,	549,248	00	549,248	00	549,248	00	549,248	00	796,448	00
East Mahanoy,	392,550	00	392,550	00	392,550	00	392,550	00	392,550	00
East Pennsylvania,	1,709,550	00	1,709,550	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	42,000	00
Edgewood,	15,000	00	15,000	00	15,000	00	15,000	00	15,000	00
Elmira and Williamsport,	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00
Erie and Pittsburgh,	1,101,550	00	1,101,550	00	1,101,550	00	1,101,550	00	1,101,550	00
Evergreen,					250,000	00	250,000	00	25,000	00
Emlenton, Shippenville and Clarion,	150,000	00	150,000	00	150,000	00				
Fayette County,	125,395	71	125,395	71	125,395	71	125,395	71	125,395	71
Foxburg, St. Petersburg and Clarion,	97,847	50	97,817	50	97,817	50				
Frankford and Holmesburg,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Geneva, Hornellsville and Pine Creek,	382,175	00	382,175	00						
Germantown and Chestnut Hill,	50,000	00	50,000	00						
Gold and Driftwood,									17,600	00
Gettysburg and Harrisburg,									250,000	00
Greenlick Narrow Gauge,	31,650	00	31,650	00	31,650	00	31,650	00	31,650	00
Hanover and York,	207,300	00	207,200	00	207,350	00	213,150	00	220,750	00
Hanover Junction, Hanover and Gettysburg,	116,850	00	116,850	00	116,850	00	116,850	00	116,850	00
Hanover Junction and Susquehanna,	93,576	91	97,577	21						
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,182,550	00	1,182,550	00	1,182,550	00	1,182,550	00	1,182,550	00
Harrisburg and Potomac,	379,165	20	379,165	20	379,165	20	379,165	20	379,165	20
Huntingdon and Broad Top Mountain,	2,106,500	00	2,127,100	00	3,189,450	00	3,351,550	00	3,352,700	00
Harrisburg and Western,									150,180	00
Huntingdon, Franklin and Fulton,	1,867	00	1,867	00						

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

NAME OF COMPANY.	1876.		1880.		1881.		1882.		1883.	
	00	00	00	00	00	00	00	00	00	00
Brooklyn	8,000,000	00	8,000,000	00	8,000,000	00	8,000,000	00	8,000,000	00
Brownston and Franklin	601,310	00	601,310	00	601,310	00	601,310	00	601,310	00
Brooklyn	2,086,050	00	2,086,050	00	2,086,050	00	2,086,050	00	2,086,050	00
Brownston and Franklin	780,000	00	780,000	00	780,000	00	780,000	00	780,000	00
Brooklyn	2,000,000	00	2,000,000	00	2,000,000	00	2,000,000	00	2,000,000	00
Brownston and Franklin	76,000	00	76,000	00	76,000	00	76,000	00	76,000	00
Brooklyn	150,000	00	150,000	00	150,000	00	150,000	00	150,000	00
Brownston and Franklin	70,000,000	00	70,000,000	00	70,000,000	00	70,000,000	00	70,000,000	00
Brooklyn	92,720	00	92,720	00	92,720	00	92,720	00	92,720	00
Brownston and Franklin	450,000	00	450,000	00	450,000	00	450,000	00	450,000	00
Brooklyn	875,100	00	875,100	00	875,100	00	875,100	00	875,100	00
Brownston and Franklin	26,000	00	26,000	00	26,000	00	26,000	00	26,000	00
Brooklyn	27,008,100	00	27,008,100	00	27,008,100	00	27,008,100	00	27,008,100	00
Brownston and Franklin	1,200,000	00	1,200,000	00	1,200,000	00	1,200,000	00	1,200,000	00
Brooklyn	61,000	00	61,000	00	61,000	00	61,000	00	61,000	00
Brownston and Franklin	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Brooklyn	94,850	00	94,850	00	94,850	00	94,850	00	94,850	00
Brownston and Franklin	2,000,100	00	2,000,100	00	2,000,100	00	2,000,100	00	2,000,100	00
Brooklyn	600,000	00	600,000	00	600,000	00	600,000	00	600,000	00
Brownston and Franklin	208,312	00	208,312	00	208,312	00	208,312	00	208,312	00
Brooklyn	107,000	00	107,000	00	107,000	00	107,000	00	107,000	00
Brownston and Franklin	107,775	00	107,775	00	107,775	00	107,775	00	107,775	00
Brooklyn	828,875	00	828,875	00	828,875	00	828,875	00	828,875	00
Brownston and Franklin	4,022,500	00	4,022,500	00	4,022,500	00	4,022,500	00	4,022,500	00
Brooklyn	75,000	00	75,000	00	75,000	00	75,000	00	75,000	00
Brownston and Franklin	110,000	00	110,000	00	110,000	00	110,000	00	110,000	00
Brooklyn	10,000	00	10,000	00	10,000	00	10,000	00	10,000	00
Brownston and Franklin	800,800	00	800,800	00	800,800	00	800,800	00	800,800	00
Brooklyn	200,850	00	200,850	00	200,850	00	200,850	00	200,850	00
Brownston and Franklin	81,000	00	81,000	00	81,000	00	81,000	00	81,000	00
Brooklyn	170,650	00	170,650	00	170,650	00	170,650	00	170,650	00
Brownston and Franklin	80,580,000	00	80,580,000	00	80,580,000	00	80,580,000	00	80,580,000	00
Brooklyn	50,000,000	00	50,000,000	00	50,000,000	00	50,000,000	00	50,000,000	00
Brownston and Franklin	85,240,000	00	85,240,000	00	85,240,000	00	85,240,000	00	85,240,000	00

New York, Pennsylvania and Ohio,			45,000,000	00	45,000,000	00	45,000,000	00	45,000,000	00
New York, Lake Erie and Western Coal,							500,000	00	500,000	00
Nesquehoning Valley,	1,800,000	00	1,800,000	00	1,800,000	00	1,800,000	00	1,800,000	00
New Castle and Beaver Valley,	605,000	00	605,000	00	605,000	00	700,000	00	700,000	00
New Castle Railroad and Mining,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Newry,	11,925	00	11,925	00	11,925	00	11,925	00	11,925	00
Northern Central,	5,842,000	00	5,842,000	00	5,842,000	00	6,500,000	00	6,500,000	00
North-East Pennsylvania,	81,550	00	81,550	00	81,550	00	81,550	00	81,550	00
North Pennsylvania,	4,397,800	00	4,399,750	00	4,401,000	00	4,401,950	00	4,556,500	00
North and West Branch,							1,500,000	00	1,500,000	00
New Castle and Oil City,	389,414	87	389,414	87	600,000	00			1,500,000	00
Olean, Bradford and Warren,										
Oil City and Chicago,							2,500,000	00		
Oil City and Ridgway,			86,550	00	300,000	00	86,550	00	86,550	00
Parker and Karns City,			150,000	00	150,000	00				
Peach Bottom,	225,914	55	226,060	40	226,040	40				
Pennsylvania,	68,870,200	00	68,870,200	00	77,672,750	00	85,301,300	00	92,619,750	00
Pennsylvania Coal,	5,000,000	00	5,000,000	00	5,000,000	00	5,000,000	00	5,000,000	00
Pennsylvania and Western,							100,000	00	100,000	00
Pennsylvania and Schuylkill Valley,									2,700,000	00
Pennsylvania and New York Canal,	5,061,700	00	5,061,700	00	5,061,700	00	5,061,700	00		
Pennsylvania Company,	11,000,000	00	12,000,000	00	20,000,000	00	20,000,000	00	20,000,000	00
Pennsylvania Inland,	3,000	00	3,000	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	38,040	00	38,040	00
Philadelphia and Baltimore Central,	220,606	11	220,606	11	220,606	11	2,495,650	00	2,495,650	00
Philadelphia and Chester County,	35,220	00	25,200	00	750,000	00	505,950	00		
Philadelphia and Erie,	8,453,700	00	9,413,700	00	9,413,700	00	9,415,000	00	9,415,000	00
Philadelphia, Germantown and Norristown,	2,246,900	00	2,246,900	00	2,246,900	00	2,246,900	00	2,496,900	00
Philadelphia and Merion,	1,250	00	1,250	00	1,250	00				
Philadelphia, Newtown and New York,	1,200,000	00	1,200,000	00	1,200,000	00	1,200,000	00	1,200,000	00
Philadelphia and Reading,	34,278,175	28	34,278,175	28	34,278,175	28	34,383,175	28	34,734,675	28
Philadelphia and Trenton,	1,259,100	00	1,259,100	00	1,259,100	00	1,259,100	00	1,259,100	00
Philadelphia, Wilmington and Baltimore,	11,572,750	00	11,585,750	00	11,785,050	00	11,795,050	00	11,794,850	00
Pickering Valley,	95,655	00	95,655	00	95,655	00	95,655	00	95,655	00
Pittsburgh, Buffalo and Rochester,			1,000	00	1,000	00	1,000	00	10,000	00
Pittsburgh and Castle Shannon,	767,787	60	478,950	00	480,200	00	480,200	00		
Pittsburgh Southern,			300,000	00	300,000	00	700,000	00	700,000	00
Pittsburgh, Cincinnati and St. Louis,	8,437,200	00	8,437,200	00	8,437,200	00	8,437,200	00	8,437,200	00
Pittsburgh and Connellsville,	1,944,400	00	1,944,400	00	1,944,400	00	1,956,091	05	1,956,091	05
Pittsburgh, Fort Wayne and Chicago,	26,043,585	71	26,485,185	71	27,418,185	71	28,114,285	71	28,114,200	00
Pittsburgh and Lake Erie,	1,583,787	00	1,923,449	83	2,089,250	00	2,050,000	00	2,050,000	00
Pittsburgh, Virginia and Charleston,	697,846	48	1,293,185	07	1,501,900	00	1,511,080	00	1,504,592	57
Pittsburgh and Western,					6,000,000	00	6,000,000	00	7,250,000	00

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

NAME OF COMPANY.	1879.	1880.	1881.	1882.	1883.
Plymouth,	\$12,050 00	\$12,050 00	\$12,050 00	\$12,050 00	\$12,050 00
Point Breeze,	5,400 00	7,200 00	7,200 00	7,200 00	7,200 00
Pomeroy and Newark,		800,000 00	800,000 00	800,000 00	800,000 00
Pittsburgh, Bradford and Buffalo,	4,959,450 00	7,071,800 00	544,380 00	544,380 00	544,380 00
Rew City and Eldred,				111,000 00	111,000 00
Reading and Columbia,	958,208 00	958,208 00	958,208 00	958,208 00	958,208 00
Ridgway and Oil City,				18,000 00	18,000 00
River Front,			180,000 00	210,000 00	210,000 00
Ridgway and Clearfield,				150,000 00	150,000 00
Rochester and Pittsburgh,				10,000,000 00	20,000,000 00
Salisbury,	104,250 00	104,250 00	104,250 00	117,800 00	117,800 00
Schuylkill Valley,	578,050 00	270,050 00	578,050 00	570,050 00	570,050 00
Sharpville,		850,000 00		817,400 00	850,000 00
Shamokin Valley and Pottsville,	860,450 00	860,450 00	860,450 00	860,450 00	860,450 00
Sharon,	200,000 00	258,000 00	385,050 00	307,050 00	307,050 00
Shenango and Allegheny,			200,000 00	200,000 00	
Sherrick Run,					50,000 00
Sinnemahoning and Sheffield,					10,500 00
Slate Ridge and Delta,	200 00	200 00	270 00	2,700 00	2,700 00
Somerset and Cambria,	100,000 00			500,000 00	500,000 00
South Mountain,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
South Pennsylvania,			72,845 00	72,845 00	200,000 00
Southern Pennsylvania,	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
South-West Pennsylvania,	546,182 50	546,150 00	546,150 00	546,150 00	546,150 00
State Line and Sullivan,	1,000,000 00	1,000,000 00	1,000,000 00	900,000 00	900,000 00
Stony Creek,	176,100 00	176,100 00	176,100 00	176,100 00	176,100 00
Sunbury, Hazleton and Wilkes-Barre,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Sunbury and Lewistown,	181,000 00		164,000 00		80,000 00
Susquehanna and Clearfield,	17,500 00	17,500 00	17,500 00	17,500 00	240,000 00
Susquehanna and Delaware River,				87,850 00	74,450 00
Shamokin, Sunbury and Lewisburg,					1,000,000 00
Selinsgrove and North Branch,	70,094 91	70,094 91			
Tioga,	580,900 00	580,900 00	580,900 00	580,900 00	580,900 00
Trescow,	180,000 00	180,000 00	180,000 00	180,000 00	180,000 00
Tyrone and Clearfield,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Warren and Farnsworth Valley,				75,000 00	75,000 00
Waynesburg and Washington,	100,818 47	101,048 82	101,817 82	101,789 97	101,884 97

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West Chester,	165,000	00	165,000	00	165,000	00
West Chester and Philadelphia,	821,300	00	821,300	00	821,300	00
West Chester and Phoenixville, . . . . .	.	.	.	.	25,000	00	25,000	00	25,000	00	25,000	00
Western Maryland,	682,250	00	682,250	00	682,250	00	682,050	00	682,050	00	682,050	00
Western Pennsylvania,	1,022,450	00	1,022,450	00	1,022,450	00	1,022,450	00	1,022,450	00	1,022,450	00
Wheeling, Pittsburgh and Baltimore,	500,000	00	500,000	00	500,000	00	500,000	00	500,000	00	500,000	00
Williamsport and North Branch, . . . . .	.	.	.	.	.	.	.	.	309,900	00	309,900	00
Wilmington and Northern,	1,253,050	00	1,278,050	00	1,278,050	00	1,278,050	00	1,278,050	00	1,278,050	00
Wind Gap and Delaware, . . . . .	.	.	.	.	10,000	00	.	.	100,000	00	100,000	00
Wilcox and Howard Hill Improvement Co.,	600	00	.	.	.	.	.	.	.	.	.	.
Youghiogheny Northern, . . . . .	.	.	.	.	.	.	.	.	400,000	00	400,000	00
Total,	\$508,631,084	14	\$521,299,669	59	\$589,034,877	11	\$591,627,056	25	\$662,618,736	53		

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COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.		
Addison and Northern,										\$761,000	00
Allegheny Valley,	\$26,682,482	04	\$27,511,915	48	\$28,473,777	42	\$29,392,100	50	\$0,170,978	09	09
Allentown,	23,864	49	19,436	71	15,805	06	11,470	06	8,584	28	28
Atlantic and Great Western,	68,850,811	28									
Baltimore and Cumberland Valley,					75,818	00	75,782	05	72,500	00	00
Baltimore and Cumberland Valley Extension,					200,000	00	230,000	00	230,000	00	00
Bachman Valley,	61,548	10	61,548	10	62,784	88	61,558	10	61,558	10	10
Bald Eagle Valley,	400,000	00	400,000	00	396,000	00	392,000	00	398,000	00	00
Baltimore and Philadelphia,									*4,840,000	00	00
Bangor and Portland,					85,000	00	181,632	45	181,100	00	00
Barclay,	65,500	00	91,100	00	100,500	00	100,000	00	100,000	00	00
Bedford and Bridgeport,	1,178,697	25	1,245,000	00	1,266,000	00	1,382,500	00	1,392,698	45	45
Bellefonte and Snow Shoe,	70,500	00	65,888	00							
Bell's Gap,	200,000	00	325,000	00	350,000	00	350,000	00	550,000	00	00
Berlin Branch,	38,041	10	40,017	20	41,818	35	43,174	51	44,868	46	46
Bradford, Bordell and Kinzua,					10,873	28	400,220	50	521,307	33	33
Bradford, Richburg and Cuba,					57,400	00	187,200	00	187,200	00	00
Bradford, Eldred and Cuba,							657,976	39	685,489	08	08
Brandy Camp,					1,500	00					
Buffalo, Bradford and Pittsburgh,					580,000	00	590,000	00	590,000	00	00
Buffalo, New York and Philadelphia,	4,586,802	85	4,465,411	12	4,476,699	79	11,998,950	80	22,809,085	69	69
Buffalo, Pittsburgh and Western,					7,948,129	89	8,013,827	82			
Catawauqua and Fogelsville,	180,000	00	188,000	00	188,000	00	188,000	00	188,000	00	00
Catawissa,	1,802,350	00	1,802,350	00	1,802,350	00	1,802,350	00	1,802,350	00	00
Chartiers,	500,000	00	500,000	00	500,000	00	500,000	00	500,000	00	00
Cheaters Creek,	191,297	67	191,297	67	191,297	67	185,000	00	185,000	00	00
Chester and Delaware River,	195,100	99	195,100	99	195,100	99	195,100	99	195,100	99	99
Chester Valley,	902,500	00	1,758,900	00	885,000	00	807,500	00	807,500	00	00
Clarion, Mahoning and Pittsburgh,							16,129	09	31,729	60	60
Cleveland and Pittsburgh,	5,078,848	68	5,064,848	68	5,120,848	68	5,239,848	68	5,228,848	68	68
Colebrookdale,	654,432	08	672,895	59	712,823	87	784,509	91	728,999	90	90
Columbia and Port Deposit,	2,208,090	00	2,334,830	00	2,408,780	00	2,476,195	00	2,004,470	00	00
Connecting,	1,069,288	74	1,069,658	29	1,108,100	46	1,218,188	15	1,416,529	69	69
Corning, Cowanesque and Antrim,	450,000	00	375,000	00	300,000	00	225,000	00	1,250,000	00	00
Cornwall,									12,000	00	00
Cumberland Valley,	352,300	00	352,300	00	352,300	00	352,000	00	357,300	00	00
Danville and Riverside,	107	58	159	21	218	23	218	23	268	28	28
Danville and Shamokin,					188	88					

Delaware, Lackawanna and Western,	5,887,100	00	5,677,900	00	4,044,900	00	4,044,900	00	4,044,900	00
Delaware River and Lancaster,					1,335	00	2,004,288	00	1,335	00
Dillsburg and Mechanicsburg,	187,081	50	186,282	48	186,282	48	182,489	15	125,221	12
Dunkirk, Allegheny Valley and Pittsburg,	3,411,920	84	3,466,708	77	3,453,158	12	3,429,810	08	3,415,415	44
East Brandywine and Waynesburg,	525,459	56	584,468	56	556,991	06	590,553	06	626,723	17
East Pennsylvania,	495,900	00	495,900	00	495,900	00	495,900	00	495,900	00
East Broad Top,	602,550	60	636,815	00	671,465	00	671,465	00	555,112	97
Ebensburg and Cresson,	80,000	00	80,000	00	80,000	00	80,000	00	80,000	00
Edgewood,	19,532	64	19,532	64	19,532	64	19,532	64	19,532	64
Elmira and Williamsport,	1,620,000	00	1,620,000	00	1,620,000	00	1,570,000	00	1,570,000	00
Erie and Pittsburg,	3,373,387	54	3,311,565	18	3,311,233	18	3,299,898	95	3,306,886	41
Emlenton, Shippenville and Clarion,	159,910	48	159,225	42	158,046	16				
Evergreen,			150	00			25,000	00	5,146	04
Foxburg, St. Petersburg and Clarion,	69,122	54	69,540	89	68,055	85				
Frankford and Holmesburg,	50,000	00	50,000	00	50,000	00	50,000	00	50,000	00
Gettysburg and Harrisburg,									250,000	00
Geneva, Hornellsville and Pine Creek,	60,000	00	60,000	00						
Greenlick Narrow Gauge,							2,230	16	2,590	62
Hanover and York,	185,000	00	185,000	00	185,000	00	179,200	00	174,600	00
Hanover Junction, Hanover and Gettysburg,	216,500	00	223,000	00	218,000	00	218,000	00	208,000	00
Hanover Junction and Susquehanna,	117,899	99	131,611	92						
Harrisburg, Portsmouth, Mount Joy and Lancaster,	700,000	00	700,000	00	700,000	00	700,000	00	700,000	00
Harrisburg and Potomac,	507,200	00	518,200	00	587,115	60	712,384	78	898,587	17
Huntingdon and Broad Top Mountain,	2,538,100	00	2,484,600	00	2,399,395	00	2,399,395	00	2,399,395	00
Ironton,	211,400	18	210,083	79	203,233	61				
Jamestown and Franklin,	1,959,579	42	1,959,852	87	1,971,566	17	1,970,509	05	835,000	00
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,	333,362	76	329,335	36	342,106	50	2,475,363	51	3,618,355	60
Junction,	755,000	00	740,000	00	740,000	00	725,000	00	725,000	00
Karns City and Butler,			127,900	00	127,900	00				
Kendall and Eldred,			14,778	04	18,008	57				
Lake Shore and Michigan Southern,	35,915,000	00	35,665,000	00	36,915,000	00	44,392,000	00	42,912,000	00
Lancaster and Reading, (narrow gauge,)	350,000	00	355,000	00	350,000	00	350,000	00	350,000	00
Lawrence,	355,000	00	350,000	00	355,000	00	355,000	00	355,000	00
Lawrenceville and Evergreen,	13,803	47								
Lehigh and Eastern,	75,000	00								
Lehigh and Lackawanna,	600,000	00	601,047	66	601,047	66	601,047	66	601,047	66
Lehigh Valley,	25,784,359	72	25,304,000	00	25,163,000	00	25,013,000	00	24,854,000	00
Lewisburg and Tyrone,			119,006	77	183,512	20	245,477	78	247,614	35
Lewisburg, Centre and Spruce Creek,	2,348,320	00								

*Stated at £1,000,000 sterling in the company's report.

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

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NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Ligonier Valley,	\$62,747	00	\$55,037	29	\$48,984	62	\$49,484	59	\$52,889	10
Little Saw-Mill Run,	116,853	51	110,000	00	124,542	83	139,000	00	153,000	00
Littlestown,	60,207	32	59,958	04	59,843	81	59,326	27	57,615	98
Little Schuylkill Navigation,	488,000	00	456,000	00	444,000	00	432,000	00		
Lock Haven and Clearfield,							25,000	00		
Meadville,							173,985	00		
McKean and Buffalo,	446,113	85	437,196	68	423,850	25				
Mifflin and Centre County,	200,000	00	200,000	00	200,000	00	200,000	00	200,000	00
Monongahela Inclined Plane,							44,000	00	106,475	57
Mont Alto,	125,000	00	125,000	00	125,000	00	125,000	00	125,000	00
Moshannon and Clearfield,							26,018	84	86,000	00
Montrose,	44,900	00	44,900	00	44,900	00	44,900	00	80,200	00
Mount Carbon and Port Carbon,							62,400	00		
Mount Oliver Incline,	58,883	33	55,833	33	55,833	33			49,900	00
Muncy Creek,	1,000,000	00			221,800	00				
New York, Ridgway and Pittsburgh,							29,120	00	85,867	61
New York, Pennsylvania and Ohio,			87,500,000	00	87,865,351	94	92,168,810	80	94,714,005	59
New York, Lake Erie and Western,	66,678,501	10	67,173,744	85	67,165,665	95	70,267,137	65	75,267,138	90
New York, Chicago and St. Louis,							16,832,701	30	22,709,241	28
New Castle and Oil City,	886,544	78	739,563	46	712,900	76				
Nesquehoning Valley,	97,149	53	100,915	43	100,915	43	100,915	43	100,915	43
New York, Lake Erie and Western Coal,							2,124,515	52	2,202,598	32
New Castle and Mining,	11,924	44	11,254	13	8,035	00	4,950	00	8,500	00
Newry,	10,810	06	10,810	06	10,810	06	12,573	27	25,131	72
Northern Central,	15,445,000	00	15,462,000	00	15,378,000	00	15,379,000	00	15,348,000	00
North-East Pennsylvania,	300,019	08	330,284	68	340,217	88	362,700	82	382,696	10
North Pennsylvania,	7,150,489	68	7,159,224	75	7,156,656	96	7,141,819	08	7,140,492	88
North and West Branch,							1,500,000	00	1,517,580	09
Oil City and Ridgway,			39,875	00	71,427	43	58,049	81	58,049	81
Oil City and Chicago,							1,685,671	27		
Olean, Bradford and Warren,	750	00								
Parker and Karns City,			26,000	00	26,000	00				
Peach Bottom,	542,504	00	644,108	00	563,600	00				
Pennsylvania,	55,911,300	00	58,713,300	00	54,344,820	00	54,051,010	00	56,770,150	00
Pennsylvania Coal,	775,765	88	651,597	52	266,584	86	427,568	88	248,285	88
Pennsylvania Company,	13,114,860	81	11,496,927	58	16,529,718	82	16,740,475	00	18,466,409	41
Pennsylvania and Schuylkill Valley,									2,700,000	00

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Pennsylvania and New York Canal and Railroad,	3,000,000	00	3,154,965	51	3,728,493	98	3,783,451	29	4,324,908	98
Pennsylvania, Slatington and New England,			1,100,000	00					987,000	00
Pennsylvania and Western,							200,000	00	200,000	00
People's,	83,191	55	83,191	55	83,191	55	83,257	84	83,257	84
Perkiomen,	2,697,853	83	2,711,669	82	2,713,976	98	2,715,719	18	2,714,806	10
Philadelphia and Baltimore Central,	1,500,000	00	1,500,000	00	1,500,000	00	2,100,000	00	2,162,512	50
Philadelphia and Chester County,	15,655	00	52,843	88	74,467	50	205,453	76	255,054	67
Philadelphia and Erie,	19,164,459	52	19,190,084	33	19,869,764	49	17,919,000	00	19,488,392	19
Philadelphia and Merion,			497	82	6,527	01				
Philadelphia, Newtown and New York,	700,000	00	700,000	00	700,000	00	700,000	00	700,000	00
Philadelphia and Reading,	82,400,690	58	85,212,638	51	84,792,544	63	89,672,444	44	102,721,287	78
Philadelphia and Trenton,	21,742	72	21,742	72						
Philadelphia, Wilmington and Baltimore,	2,413,500	00	4,000,500	00	4,076,416	66	3,726,416	66	3,726,416	66
Pickering Valley,	684,191	67	645,691	67	674,337	54	695,769	78	708,302	89
Pittsburgh and Western,							4,255,541	19	6,606,542	82
Pittsburgh and Castle Shannon,	289,928	70	132,802	16	115,993	52	102,608	05	96,285	84
Pittsburgh Southern,			306,783	92	321,118	07	320,471	76	1,013,484	82
Pittsburgh, Cincinnati and St. Louis,	14,777,400	81	14,665,454	19	15,272,465	99	15,502,526	00	15,982,557	55
Pittsburgh and Connellsville,	14,784,389	83	14,784,055	87	14,559,804	54	14,409,484	12	14,376,635	19
Pittsburgh, Fort Wayne and Chicago,	13,510,000	00	13,510,000	00	13,510,000	00	13,510,000	00	13,510,000	00
Pittsburgh, McKeesport and Youghiogheny,									2,250,000	00
Pittsburgh and Lake Erie,	2,751,550	35	2,723,554	87	2,901,906	35	3,039,164	18	3,124,397	84
Pittsburgh, Virginia and Charleston,	2,277,560	50	2,027,678	92	2,355,583	23	2,735,518	59	3,020,600	00
Pittsburgh, Buffalo and Rochester,			90,189	34	94,000	00	188,000	00	188,000	00
Pittsburgh, Bradford and Buffalo,	4,125,955	50	4,136,064	24	625,517	46	818,778	39		
Plymouth,	274,495	19	274,405	19	275,405	19	274,405	19	274,495	19
Pomeroy and Newark,							55,701	70	75,712	30
Pomeroy and State Line,					16,371	56				
Rew City and Eldred,							349	50	1,726	65
Reading and Columbia,	2,004,166	67	2,004,166	67	2,004,166	67	2,004,166	67	2,014,166	67
Ridgway and Clearfield,									467,036	78
River Front,					183,205	76	239,093	06	296,047	10
Rochester and Pittsburgh,							3,482,000	00	8,537,144	93
Salisbury,	160,399	37	162,747	59	150,000	00	150,000	00	150,000	00
Selinsgrove and North Branch,	137,000	00	137,000	00					137,000	00
Shamokin Valley and Pottsville,	2,006,250	00	2,006,250	00	2,006,250	00	2,006,250	00	2,000,000	00
Shamokin, Sunbury and Lewisburg,									488,958	15
Shenango and Allegheny,					1,481,576	48	1,550,543	82		
Sharpsville,			6,635	95			65,500	00	65,000	00
Sharon,	156,000	00	156,000	00	156,000	00	156,000	00	158,000	00
South Mountain,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
South Pennsylvania,							100,000	00	212,335	24
Southern Pennsylvania,	836,890	00	880,640	00	952,250	00	996,000	00	1,011,458	31

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

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Ironton,	\$500,000	00	\$260,000	00	\$200,000	00	\$200,000	00	\$200,000	00
Jamestown and Franklin,	601,310	50	601,310	52	601,310	50	601,310	52	601,310	50
Jefferson,	2,096,050	00	2,096,050	00	2,096,050	00	2,096,050	00	2,096,050	00
Jersey Shore, Pine Creek and Buffalo,	500,000	90	500,000	00	500,000	00	500,000	00	500,000	00
Junction,	250,000	00	250,000	00	250,000	00	250,000	00	250,000	00
Karns City and Butler,			75,000	00	75,000	00				
Kendall and Eldred,	150,000	00	150,000	00	150,000	00				
Kinzua,							1,500,000	00	1,500,000	00
Lake Shore and Michigan Southern,	50,000,000	00	50,000,000	00	50,000,000	00	50,000,000	00	50,000,000	00
Lancaster and Reading, (narrow gauge,)	82,720	00	82,720	00	82,720	00	82,720	00	82,720	00
Lawrence,	450,000	00	450,000	00	450,000	00			450,000	00
Lawrenceville and Evergreen,	10,000	00								
Lehigh and Lackawanna,	375,100	00	375,100	00	375,100	00	375,100	00	375,000	00
Lock Haven and Clearfield,	25,000	00	25,000	00	25,000	00	25,000	00	25,000	00
Lehigh Valley,	27,603,780	00	27,603,101	00	27,603,101	00	27,603,150	00	27,603,150	00
Lewisburg and Tyrone,			1,200,000	00	1,200,000	00	1,200,000	00	1,200,000	00
Ligonier Valley,	100,000	00	61,000	00	61,000	00	66,000	00	100,000	00
Little Saw-Mill Run,	100,000	00	100,000	00	100,000	00	135,800	00	138,650	00
Littlestown,	34,850	00	34,850	00	34,850	00	34,850	00	34,850	00
Little Schuylkill Navigation,	2,646,100	00	2,646,100	00	2,646,100	00	2,646,100	00	2,487,850	00
Lykens Valley,	600,000	00	600,000	00	600,000	00	600,000	00	600,000	00
Lewisburg, Center and Spruce Creek,	296,312	00								
Meadville,							125,000	00	6,500	00
McKean and Buffalo,	387,600	00	387,800	00	388,200	00	4,000,000	00	4,000,000	00
Mifflin and Centre County,	167,775	00	167,775	00	167,775	00	167,775	00	167,775	00
Mill Creek and Mine Hill Navigation,	823,375	00	823,375	00	823,375	00	823,375	00	823,375	00
Mine Hill and Schuylkill Haven,	4,022,500	00	4,022,500	00	4,022,500	00	4,022,500	00	4,022,500	00
Monongahela Inclined Plane,	75,000	00	75,000	00	75,000	00	100,000	00	100,000	00
Mont Alto,	110,000	00	110,000	00	110,000	00	110,000	00	110,000	00
Moshannon and Clearfield,	10,000	00	10,000	00	10,000	00	10,000	00	10,000	00
Montrose,	306,335	85	306,335	85	306,335	85	306,948	21	306,948	21
Mount Carbon and Port Carbon,	283,350	00	283,350	00	283,350	00	283,350	00	283,350	00
Mount Oliver Incline,	31,064	00	31,064	00	31,298	00	31,616	16	31,616	00
Mount Pleasant and Broad Ford,	150,605	55	150,650	00	150,500	00	150,500	00	150,500	00
Muncy Creek,	124,450	00								
New York, Chicago and St. Louis,					35,000,000	00	50,000,000	00	50,000,000	00
New York, Lake Erie and Western,	86,536,900	00	86,536,900	00	86,536,900	00	86,536,900	00	85,240,500	00

New York, Pennsylvania and Ohio,		45,000,000	00	45,000,000	00	45,000,000	00	45,000,000	00
New York, Lake Erie and Western Coal,						500,000	00	500,000	00
Nesquehoning Valley,	1,800,000	00	1,800,000	00	1,800,000	00	1,800,000	00	1,800,000
New Castle and Beaver Valley,	605,000	00	605,000	00	605,000	00	700,000	00	700,000
New Castle Railroad and Mining,	100,000	00	100,000	00	100,000	00	100,000	00	100,000
Newry,	11,925	00	11,925	00	11,925	00	11,925	00	11,925
Northern Central,	5,842,000	00	5,842,000	00	5,842,000	00	6,500,000	00	6,500,000
North-East Pennsylvania,	81,550	00	81,550	00	81,550	00	81,550	00	81,550
North Pennsylvania,	4,397,300	00	4,399,750	00	4,401,000	00	4,401,950	00	4,556,500
North and West Branch,							1,500,000	00	1,500,000
New Castle and Oil City,	339,414	87	339,414	87	600,000	00			
Olean, Bradford and Warren,									1,500,000
Oil City and Chicago,							2,500,000	00	
Oil City and Ridgway,			86,550	00	300,000	00	86,550	00	86,550
Parker and Karns City,			150,000	00	150,000	00			
Peach Bottom,	225,914	55	226,060	40	226,040	40			
Pennsylvania,	68,870,200	00	68,870,200	00	77,672,750	00	85,301,300	00	92,619,750
Pennsylvania Coal,	5,000,000	00	5,000,000	00	5,000,000	00	5,000,000	00	5,000,000
Pennsylvania and Western,							100,000	00	100,000
Pennsylvania and Schuylkill Valley,									2,700,000
Pennsylvania and New York Canal,	5,061,700	00	5,061,700	00	5,061,700	00	5,061,700	00	
Pennsylvania Company,	11,000,000	00	12,000,000	00	20,000,000	00	20,000,000	00	20,000,000
Pennsylvania Inland,	3,000	00	3,000	00					
People's,	100,000	00	100,000	00	100,000	00	100,000	00	100,000
Perkiomen,	38,040	00	38,040	00	38,040	00	38,040	00	38,040
Philadelphia and Baltimore Central,	220,606	11	220,606	11	220,606	11	2,495,650	00	2,495,650
Philadelphia and Chester County,	35,220	00	25,200	00	750,000	00	505,950	00	
Philadelphia and Erie,	8,453,700	00	9,413,700	00	9,413,700	00	9,415,000	00	9,415,000
Philadelphia, Germantown and Norristown,	2,246,900	00	2,246,900	00	2,246,900	00	2,246,900	00	2,496,900
Philadelphia and Merion,	1,250	00	1,250	00	1,250	00			
Philadelphia, Newtown and New York,	1,200,000	00	1,200,000	00	1,200,000	00	1,200,000	00	1,200,000
Philadelphia and Reading,	34,278,175	28	34,278,175	28	34,278,175	28	34,388,175	28	34,734,675
Philadelphia and Trenton,	1,259,100	00	1,259,100	00	1,259,100	00	1,259,100	00	1,259,100
Philadelphia, Wilmington and Baltimore,	11,572,750	00	11,575,750	00	11,795,050	00	11,795,050	00	11,794,850
Pickering Valley,	95,655	00	95,655	00	95,655	00	95,655	00	95,655
Pittsburgh, Buffalo and Rochester,			1,000	00	1,000	00	1,000	00	10,000
Pittsburgh and Castle Shannon,	767,787	60	478,950	00	480,200	00	480,200	00	
Pittsburgh Southern,			300,000	00	300,000	00	700,000	00	700,000
Pittsburgh, Cincinnati and St. Louis,	8,437,200	00	8,437,200	00	8,437,200	00	8,437,200	00	8,437,200
Pittsburgh and Connellsville,	1,944,400	00	1,944,400	00	1,944,400	00	1,956,091	05	1,956,091
Pittsburgh, Fort Wayne and Chicago,	26,043,585	71	26,485,185	71	27,413,185	71	28,114,285	71	28,114,200
Pittsburgh and Lake Erie,	1,583,787	00	1,923,449	83	2,089,250	00	2,050,000	00	2,050,000
Pittsburgh, Virginia and Charleston,	697,846	48	1,293,185	07	1,501,900	00	1,511,080	00	1,504,692
Pittsburgh and Western,					6,000,000	00	6,000,000	00	7,250,000

TABLE N.—ACCIDENTS.

Fig. 1 denotes from causes beyond their own control. Fig. 2 denotes from their own misconduct or carelessness.

NAME OF COMPANY.	PASSENGERS.				EMPLOYEES.				OTHERS.				TOTAL.	
	Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed.	Injured.
	1	2	1	2	1	2	1	2	1	2	1	2		
Addison and Northern,							1							1
Allegheny Valley,				1	7	1	11	2	1	5	2	5	14	21
Bangor and Portland,					1								1	
Barclay,			1					2						3
Baltimore and Philadelphia,												2		2
Bell's Gap,							2						2	
Bradford, Bordell and Kinzua,						1							1	
Bradford, Eldred and Cuba,								2						2
Buffalo, Bradford and Pittsburgh,	5		16	1	5		20						10	37
Buffalo, New York and Philadelphia,	1		16		15		31		9		2		*25	*49
Chartiers,					1								1	
Cleveland and Pittsburgh,				1	1		6	1				2	1	10
Corning, Cowanesque and Antrim,					3		9			2			5	9
Cumberland Valley,				2			2	3		1		1	3	6
Danville and Shamokin,					1		1	7	1	6		5	8	13
Delaware, Lackawanna and Western,							12	4		66		13	15	85
Dunkirk, Allegheny Valley and Pittsburgh,								8		2			2	8
East Broad Top,								2						2
Elmira and Williamsport,								11		2		1	2	12
Erie and Pittsburgh,					1		2	4				2	3	6
Hanover Junction, Hanover and Gettysburg,								1						1
Huntingdon and Broad Top Mountain,							1	3		5			1	8
Ironton,							1						1	
Jefferson,			1		1		9			2		1	3	11
Jersey Shore, Pine Creek and Buffalo,						1	1	3		1			2	4
Lake Shore and Michigan Southern,					1		4	5	1	2	1	4	3	14
Lawrence,							2	2		1		2	1	6
Lehigh Valley,	2		2		17		25			34		8	53	85
Lykens Valley,								1						1
Meadville,							2						2	
Mont Alto,										1		1	1	1

New Castle and Beaver Valley,					3	4	2	3		2			2	5
New York, Chicago and St. Louis,					65	14	19	12		14			19	47
New York, Lake Erie and Western,	9		45		2	381		74		72			*148	*498
New York, Pennsylvania and Ohio,		1			2	2	4			3			6	6
Northern Central,					1	1	4	16		3			5	24
New York, Lake Erie and Western Coal,				1	1		6						1	7
Pennsylvania,	1	8	26	11	5	71	89	571		111		211	196	908
Pennsylvania and New York,					3	4	3	8		2			9	12
Pennsylvania Coal,													8	6
Perkiomen,										2			2	2
Philadelphia and Erie,					1	8	3	65				18	9	86
Philadelphia and Reading,		4		4	19	11	40	5	9	66	7	29	109	85
Philadelphia and Trenton,			2	1		2	2	24		20	1	15	22	45
Philadelphia, Wilmington and Baltimore,		1				5				8		2	14	2
Pittsburgh and Connellsville,					12	3	45	4		43		36	58	75
Pittsburgh and Lake Erie,					3	1	3	4		4		2	8	9
Pittsburgh and Western,					4	3				2			9	
Pittsburgh, Cincinnati and St. Louis,		1			1	6		12		8		4	16	16
Pittsburgh, Fort Wayne and Chicago,			2		5	12	19	125	2	38	2	30	57	178
Pittsburgh Southern,					2		1						2	1
Reading and Columbia,						3		4				2	3	6
Rochester and Pittsburgh,	4		7			3		1					7	8
Shamokin Valley and Pottsville,						1	6	3		3		8	4	17
Somerset and Cambria,											1			1
State Line and Sullivan,					1								1	
Tioga,							3	4		1		2	1	9
Waynesburg and Washington,			1											1
Western Maryland,	1	1		2	3		1	6		3		1	8	10
Williamsport and North Branch,								2						2
Wilmington and Northern,				1	1	2	3	14		1			4	18
Total,	23	16	119	24	186	172	695	1,012	96	339	88	431	948	2,425

*The report of the company does not state how many of these were killed or injured from causes beyond their own control or from their own carelessness.

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Addison and Northern,										\$242,700 00
Allegheny Valley,	\$2,166,500	00	\$2,166,500	00	\$2,166,500	00	\$2,166,500	00	2,166,500	00
Allentown,	1,268,884	47	1,268,884	47	1,268,884	47	1,268,884	47	1,268,884	47
Atlantic and Great Western, Arnot and Pine Creek, Buffalo, Pittsburgh and Western, Baltimore and Cumberland Valley, Baltimore and Cumberland Valley Extension, Bachman Valley, Bald Eagle Valley, Baltimore and Philadelphia, Bangor and Portland, Barclay, Bellefonte and Snow Shoe, Bedford and Bridgeport, Bethlehem and Belvidere, Berlin, Bell's Gap, Berlin Branch, Bradford, Brookwayville and Punxsutawney, Buffalo, Bradford and Pittsburgh, Buffalo, New York and Philadelphia, Bradford, Richburg and Cuba, Bradford, Bordell and Kinzua, Brownsville, Bradford, Bordell and Smethport, Brownsville and New Haven, Bradford, Eldred and Cuba, Brandy Camp, Catasauqua and Fogelsville, Catawissa, Chartiers, Chester Creek, Clearfield, Chest Creek and Western, Chester and Delaware River, Chester Valley, Chestnut Hill,	34,675,804	00								
					10,107,050	00	10,108,000	00	255,000	00
					76,700	00	76,700	00	270,000	00
					280,000	00	270,000	00	270,000	00
	66,792	31	66,792	31	66,792	31	66,792	31	66,792	31
	550,000	00	550,000	00	850,050	00	850,050	00	850,050	00
									3,000,000	00
					47,000	00	125,000	00	121,100	00
	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00
	600,000	00	600,000	00						
	599,400	00	599,650	00	599,650	00	599,650	00	599,650	00
					10,000	00	10,000	00	10,000	00
	5,000	00	50,000	00	50,000	00	50,000	00	50,000	00
	200,000	00	325,000	00	350,000	00	350,000	00	550,000	00
	42,693	85	42,741	09	43,101	42	43,104	44	43,192	32
							100,000	00	100,000	00
									250,000	00
					2,286,400	00	2,286,400	00	2,286,400	00
	2,004,350	00	2,125,650	00	2,343,100	00	7,000,000	00	20,319,069	47
					3,100	00	3,000	00	3,100	00
					250,000	00	250,000	00	250,000	00
	186,850	00								
					100,000	00	100,000	00	100,000	00
					60,000	00				
							480,000	00	480,000	00
					25,000	50	25,000	50	50,000	00
	426,900	00	426,900	00	426,900	00	426,900	00	426,900	00
	4,359,500	00	4,359,500	00	4,359,500	00	4,359,500	00	4,359,500	00
	648,763	00	647,313	00	647,800	00	647,850	00	647,850	00
	185,000	00	185,000	00	185,000	00	185,000	00	185,000	00
									30,000	00
	39,550	00	39,550	00	39,550	00	39,550	00	39,550	00
	871,900	00	871,900	00	871,900	00	871,900	00	871,900	00
	120,650	00	120,650	00	120,650	00	120,650	00	120,650	00

Clarion, Mahoning and Pittsburgh,								87,820	00	
Cleveland and Pittsburgh,	11,233,200	00	11,233,400	00	11,233,650	00	11,235,400	00	11,235,800	00
Colebrookdale,	297,215	00	297,215	00	297,215	00	297,215	15	297,215	15
Columbia and Port Deposit,	498,827	11	497,100	00	497,100	00	497,100	00	497,100	00
Connecting,	1,278,300	00	1,278,300	00	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	2,000,000	00	2,000,000	00
Cornwall,	300,000	00	300,000	00	300,000	00	300,000	00	300,000	00
Cumberland Valley,	1,777,850	00	1,777,850	00	1,777,850	00	1,777,850	00	1,777,850	00
Danville and Riverside,	3,790	00	3,790	00	3,790	00	3,790	00	3,790	00
Danville and Shamokin,	200,000	00	26,710	00	26,710	00	26,710	00	26,710	00
Delaware, Lackawanna and Western,	26,200,000	00	26,200,000	00	26,200,000	00	26,200,000	00	26,200,000	00
Delaware River and Lancaster,	17,200	00							16,380	00
Dillsburg and Mechanicsburg,	52,564	06	52,564	06	53,437	17	53,993	37	54,093	37
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
Driftwood and Western,									4,500	00
Delaware and Western,	248,400	00	248,400	00	250,000	00	250,000	00		
East Brandywine and Waynesburg,	156,898	00	155,450	00	155,450	00	155,450	00	155,450	00
East Broad Top,	549,248	00	549,248	00	549,248	00	549,248	00	796,448	00
East Mahanoy,	392,550	00	392,550	00	392,550	00	392,550	00	392,550	00
East Pennsylvania,	1,709,550	00	1,709,550	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	42,000	00
Edgewood,	15,000	00	15,000	00	15,000	00	15,000	00	15,000	00
Elmira and Williamsport,	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00
Erie and Pittsburgh,	1,101,550	00	1,101,550	00	1,101,550	00	1,101,550	00	1,101,550	00
Evergreen,					250,000	00	250,000	00	25,000	00
Emlenton, Shippenville and Clarion,	150,000	00	150,000	00	150,000	00				
Fayette County,	125,395	71	125,395	71	125,395	71	125,395	71	125,395	71
Foxburg, St. Petersburg and Clarion,	97,847	50	97,817	50	97,817	50				
Frankford and Holmesburg,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Geneva, Hornellsville and Pine Creek,	382,175	00	382,175	00						
Germantown and Chestnut Hill,	50,000	00	50,000	00						
Gold and Driftwood,									17,600	00
Gettysburg and Harrisburg,									250,000	00
Greenlick Narrow Gauge,	31,650	00	31,650	00	31,650	00	31,650	00	31,650	00
Hanover and York,	207,300	00	207,200	00	207,350	00	213,150	00	220,750	00
Hanover Junction, Hanover and Gettysburg,	116,850	00	116,850	00	116,850	00	116,850	00	116,850	00
Hanover Junction and Susquehanna,	93,578	91	97,577	21						
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,182,550	00	1,182,550	00	1,182,550	00	1,182,550	00	1,182,550	00
Harrisburg and Potomac,	379,165	20	379,165	20	379,165	20	379,165	20	379,165	20
Huntingdon and Broad Top Mountain,	2,106,500	00	2,127,100	00	3,189,460	00	3,351,650	00	3,352,700	00
Harrisburg and Western,									150,180	00
Huntingdon, Franklin and Fulton,	1,867	00	1,867	00						

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

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Ironton,	\$200,000	00	\$200,000	00	\$200,000	00	\$200,000	00	\$200,000	00
Jamestown and Franklin,	601,310	50	601,310	52	601,310	50	601,310	52	601,310	50
Jefferson,	2,096,050	00	2,096,050	00	2,096,050	00	2,096,050	00	2,096,050	00
Jersey Shore, Pine Creek and Buffalo,	500,000	90	500,000	00	500,000	00	500,000	00	500,000	00
Junction,	250,000	00	250,000	00	250,000	00	250,000	00	250,000	00
Karns City and Butler,			75,000	00	75,000	00				
Kendall and Eldred,	150,000	00	150,000	00	150,000	00	1,500,000	00	1,500,000	00
Kinzua,							100,000	00	100,000	00
Lake Shore and Michigan Southern,	50,000,000	00	50,000,000	00	50,000,000	00	50,000,000	00	50,000,000	00
Lancaster and Reading, (narrow gauge,)	82,720	00	82,720	00	82,720	00	82,720	00	82,720	00
Lawrence,	450,000	00	450,000	00	450,000	00			450,000	00
Lawrenceville and Evergreen,	10,000	00								
Lehigh and Lackawanna,	375,100	00	375,100	00	375,100	00	375,100	00	375,000	00
Lock Haven and Clearfield,	25,000	00	25,000	00	25,000	00	25,000	00	25,000	00
Lehigh Valley,	27,428,780	00	27,603,101	00	27,603,101	00	27,603,150	00	27,603,150	00
Lewisburg and Tyrone,			1,200,000	00	1,200,000	00	1,200,000	00	1,200,000	00
Ligonier Valley,	100,000	00	61,000	00	61,000	00	66,000	00	100,000	00
Little Saw-Mill Run,	100,000	00	100,000	00	100,000	00	135,800	00	138,650	00
Littlestown,	34,850	00	34,850	00	34,850	00	34,850	00	34,850	00
Little Schuylkill Navigation,	2,646,100	00	2,646,100	00	2,646,100	00	2,646,100	00	2,487,850	00
Lykens Valley,	600,000	00	600,000	00	600,000	00	600,000	00	600,000	00
Lewisburg, Center and Spruce Creek,	296,312	00								
Meadville,							125,000	00	6,500	00
McKean and Buffalo,	387,600	00	387,800	00	388,200	00	4,000,000	00	4,000,000	00
Mifflin and Centre County,	167,775	00	167,775	00	167,775	00	167,775	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	4,022,500	00	4,022,500	00
Monongahela Inclined Plane,	75,000	00	75,000	00	75,000	00	100,000	00	100,000	00
Mont Alto,	110,000	00	110,000	00	110,000	00	110,000	00	110,000	00
Moshannon and Clearfield,	10,000	00	10,000	00	10,000	00	10,000	00	10,000	00
Montrose,	306,335	85	306,335	85	306,335	85	306,948	21	306,948	21
Mount Carbon and Port Carbon,	283,350	00	282,350	00	282,350	00	282,350	00	282,350	00
Mount Oliver Incline,	31,064	00	31,064	00	31,296	00	31,616	18	31,616	00
Mount Pleasant and Broad Ford,	150,605	55	150,650	00	150,500	00	150,500	00	150,500	00
Muncy Creek,	124,450	00								
New York, Chicago and St. Louis,					35,000,000	00	50,000,000	00	50,000,000	00
New York, Lake Erie and Western,	86,536,900	00	86,536,900	00	86,536,900	00	86,536,900	00	85,240,500	00

New York, Pennsylvania and Ohio,			45,000,000	00	45,000,000	00	45,000,000	00	45,000,000	00
New York, Lake Erie and Western Coal,							500,000	00	500,000	00
Nesquehoning Valley,	1,800,000	00	1,800,000	00	1,800,000	00	1,800,000	00	1,800,000	00
New Castle and Beaver Valley,	605,000	00	605,000	00	605,000	00	700,000	00	700,000	00
New Castle Railroad and Mining,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
Newry,	11,925	00	11,925	00	11,925	00	11,925	00	11,925	00
Northern Central,	5,842,000	00	5,842,000	00	5,842,000	00	6,500,000	00	6,500,000	00
North-East Pennsylvania,	81,550	00	81,550	00	81,550	00	81,550	00	81,550	00
North Pennsylvania,	4,397,800	00	4,399,750	00	4,401,000	00	4,401,950	00	4,556,500	00
North and West Branch,							1,500,000	00	1,500,000	00
New Castle and Oil City,					600,000	00				
Olean, Bradford and Warren,									1,500,000	00
Oil City and Chicago,	339,414	87	339,414	87			2,500,000	00		
Oil City and Ridgway,			86,550	00	300,000	00	86,550	00	86,550	00
Parker and Karns City,			150,000	00	150,000	00				
Peach Bottom,	225,914	55	226,060	40	226,040	40				
Pennsylvania,	68,870,200	00	68,870,200	00	77,672,750	00	85,301,300	00	92,619,750	00
Pennsylvania Coal,	5,000,000	00	5,000,000	00	5,000,000	00	5,000,000	00	5,000,000	00
Pennsylvania and Western,							100,000	00	100,000	00
Pennsylvania and Schuylkill Valley,									2,700,000	00
Pennsylvania and New York Canal,	5,061,700	00	5,061,700	00	5,061,700	00	5,061,700	00		
Pennsylvania Company,	11,000,000	00	12,000,000	00	20,000,000	00	20,000,000	00	20,000,000	00
Pennsylvania Inland,	3,000	00	3,000	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	38,040	00	38,040	00
Philadelphia and Baltimore Central,	220,606	11	220,606	11	220,606	11	2,495,650	00	2,495,650	00
Philadelphia and Chester County,	35,220	00	25,200	00	750,000	00	505,950	00		
Philadelphia and Erie,	8,453,700	00	9,413,700	00	9,413,700	00	9,415,000	00	9,415,000	00
Philadelphia, Germantown and Norristown,	2,246,900	00	2,246,900	00	2,246,900	00	2,246,900	00	2,496,900	00
Philadelphia and Merion,	1,250	00	1,250	00	1,250	00				
Philadelphia, Newtown and New York,	1,200,000	00	1,200,000	00	1,200,000	00	1,200,000	00	1,200,000	00
Philadelphia and Reading,	34,278,175	28	34,278,175	28	34,278,175	28	34,383,175	28	34,784,675	28
Philadelphia and Trenton,	1,259,100	00	1,259,100	00	1,259,100	00	1,259,100	00	1,259,100	00
Philadelphia, Wilmington and Baltimore,	11,672,750	00	11,585,750	00	11,795,650	00	11,795,650	00	11,794,850	00
Pickering Valley,	95,655	00	95,655	00	95,655	00	95,655	00	95,655	00
Pittsburgh, Buffalo and Rochester,			1,000	00	1,000	00	1,000	00	10,000	00
Pittsburgh and Castle Shannon,	767,787	60	478,950	00	480,200	00	480,200	00	480,200	00
Pittsburgh Southern,			300,000	00	300,000	00	700,000	00	700,000	00
Pittsburgh, Cincinnati and St. Louis,	8,437,200	00	8,437,200	00	8,437,200	00	8,437,200	00	8,437,200	00
Pittsburgh and Connellsville,	1,944,400	00	1,944,400	00	1,944,400	00	1,956,091	05	1,956,091	05
Pittsburgh, Fort Wayne and Chicago,	26,043,585	71	26,485,185	71	27,413,185	71	28,114,285	71	28,114,200	00
Pittsburgh and Lake Erie,	1,583,787	00	1,923,449	83	2,089,250	00	2,050,000	00	2,050,000	00
Pittsburgh, Virginia and Charleston,	697,846	48	1,293,185	07	1,501,900	00	1,511,080	00	1,504,592	57
Pittsburgh and Western,					6,000,000	00	6,000,000	00	7,250,000	00

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

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Plymouth,	\$12,050	00	\$12,050	00	\$12,050	00	\$12,050	00	\$12,050	00
Point Breeze,	5,400	00	7,200	00	7,200	00	7,200	00	7,200	00
Pomeroy and Newark,			500,000	00	500,000	00	500,000	00	500,000	00
Pittsburgh, Bradford and Buffalo,	4,959,450	00	7,071,800	00	544,380	00	544,880	00		
Rew City and Eldred,							111,000	00	111,000	00
Reading and Columbia,	958,268	09	958,268	09	958,268	09	958,268	09	958,268	09
Ridgway and Oil City,									18,050	00
River Front,					180,000	00	216,000	00	216,000	00
Ridgway and Clearfield,									150,000	00
Rochester and Pittsburgh,							10,000,000	00	20,000,000	00
Salisbury,	104,250	00	104,250	00	104,250	00	117,800	00	117,800	00
Schuylkill Valley,	576,050	00	276,050	00	576,050	00	576,050	00	576,050	00
Sharpsville,			350,000	00			317,465	00	350,000	00
Shamokin Valley and Pottsville,	869,450	00	869,450	00	869,450	00	869,450	00	869,450	00
Sharon,	200,000	00	253,000	00	335,950	00	367,050	00	867,650	00
Shenango and Allegheny,					200,000	00	200,000	00		
Sherrick Run,									50,000	00
Sinnemahoning and Sheffield,									19,500	00
Slate Ridge and Delta,	200	00	200	00	270	00	2,700	00	2,700	00
Somerset and Cambria,	100,000	00					500,000	00	500,000	00
South Mountain,	200,000	00	200,000	00	200,000	00	200,000	00	200,000	00
South Pennsylvania,					72,345	00	72,345	00	256,800	00
Southern Pennsylvania,	800,000	00	800,000	00	800,000	00	800,000	00	800,000	00
South-West Pennsylvania,	546,162	50	546,150	00	546,150	00	546,150	00	546,150	00
State Line and Sullivan,	1,000,000	00	1,000,000	00	1,000,000	00	990,000	00	990,000	00
Stony Creek,	176,100	00	176,100	00	176,100	00	176,100	00	176,100	00
Sunbury, Hazleton and Wilkes-Barre,	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00
Sunbury and Lewistown,	161,000	00			164,000	00			89,000	00
Susquehanna and Clearfield,	17,500	00	17,500	00	17,500	00	17,500	00	240,000	00
Susquehanna and Delaware River,							37,350	00	74,450	00
Shamokin, Sunbury and Lewisburg,									1,000,000	00
Selinsgrove and North Branch,	70,094	91	70,094	91						
Tioga,	580,900	00	580,900	00	580,900	00	580,900	00	580,900	00
Treackow,	130,000	00	130,000	00	180,000	00	130,000	00	130,000	00
Tyrone and Clearfield,	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00
Warren and Farnsworth Valley,							75,000	00	75,000	00
Waynesburg and Washington,	100,316	47	101,048	82	101,317	82	101,789	97	101,364	97

West Chester,	165,000	00	165,000	00	165,000	00	. . . . .	. . . . .	. . . . .	. . . . .
West Chester and Philadelphia,	821,300	00	821,300	00	821,300	00	. . . . .	. . . . .	. . . . .	. . . . .
West Chester and Phoenixville,					25,000	00	25,000	00	25,000	00
Western Maryland,	682,250	00	682,250	00	682,250	00	682,050	00	682,050	00
Western Pennsylvania,	1,022,450	00	1,022,450	00	1,022,450	00	1,022,450	00	1,022,450	00
Wheeling, Pittsburgh and Baltimore,	500,000	00	500,000	00	500,000	00	500,000	00	500,000	00
Williamsport and North Branch,							809,900		809,900	
Wilmington and Northern,	1,253,050	00	1,278,050	00	1,278,050	00	1,278,050	00	1,278,050	00
Wind Gap and Delaware,					10,000	00			100,000	00
Wilcox and Howard Hill Improvement Co.,	600	00								
Youghiogheny Northern,									400,000	00
Total,	\$503,631,034	14	\$521,299,669	59	\$589,034,877	11	\$591,627,056	25	\$662,618,736	53

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COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Addison and Northern,									\$761,000	00
Allegheny Valley,	\$26,632,482	04	\$27,511,915	48	\$28,478,777	42	\$29,392,100	50	30,170,978	09
Allentown,	23,854	49	19,436	71	15,305	08	11,470	06	8,584	23
Atlantic and Great Western,	68,850,811	28								
Baltimore and Cumberland Valley,					75,318	00	75,732	05	72,500	00
Baltimore and Cumberland Valley Extension,					260,000	00	230,000	00	230,000	00
Bachman Valley,	61,543	10	61,543	10	62,784	33	61,553	10	61,553	10
Bald Eagle Valley,	400,000	00	400,000	00	396,000	00	392,000	00	398,000	00
Baltimore and Philadelphia,									*4,840,000	00
Bangor and Portland,					85,000	00	181,632	45	181,100	00
Barclay,	65,500	00	91,100	00	100,500	00	100,000	00	100,000	00
Bedford and Bridgeport,	1,176,697	25	1,245,000	00	1,266,000	00	1,332,500	00	1,392,698	45
Bellefonte and Snow Shoe,	70,500	00	65,888	00						
Bell's Gap,	200,000	00	325,000	00	350,000	00	350,000	00	550,000	00
Berlin Branch,	38,041	10	40,017	20	41,818	35	43,174	51	44,868	46
Bradford, Bordell and Kinzua,					10,873	28	400,220	50	521,307	33
Bradford, Richburg and Cuba,					57,400	00	187,200	00	187,200	00
Bradford, Eldred and Cuba,							657,976	39	685,489	08
Brandy Camp,					1,500	00				
Buffalo, Bradford and Pittsburgh,					580,000	00	580,000	00	580,000	00
Buffalo, New York and Philadelphia,	4,586,302	35	4,465,411	12	4,475,699	79	11,996,950	80	22,899,085	69
Buffalo, Pittsburgh and Western,					7,945,129	89	8,013,327	82		
Catawauqua and Fogelsville,	180,000	00	138,000	00	138,000	00	138,000	00	138,000	00
Catawissa,	1,802,350	00	1,802,350	00	1,802,350	00	1,802,350	00	1,802,350	00
Chartiers,	500,000	00	500,570	00	500,000	00	500,000	00	500,000	00
Chester Creek,	191,297	67	191,297	67	191,297	67	185,000	00	185,000	00
Chester and Delaware River,	195,100	99	195,100	99	195,100	99	195,100	99	195,100	99
Chester Valley,	902,500	00	1,756,900	00	885,000	00	867,500	00	867,500	00
Clarion, Mahoning and Pittsburgh,							16,129	69	31,729	69
Cleveland and Pittsburgh,	5,078,343	63	5,064,348	63	5,120,343	63	5,339,343	63	5,225,348	63
Colebrookdale,	654,432	08	672,895	59	712,828	87	734,509	91	736,999	90
Columbia and Port Deposit,	2,208,090	00	2,334,880	00	2,408,780	00	2,478,195	00	2,604,470	00
Connecting,	1,069,288	74	1,069,658	29	1,103,160	46	1,218,188	15	1,416,529	59
Corning, Cowanesque and Antrim,	450,000	00	375,000	00	300,000	00	225,000	00	1,250,000	00
Cornwall,									12,000	00
Cumberland Valley,	352,300	00	352,300	00	352,300	00	352,000	00	357,300	00
Danville and Riverside,	107	58	169	21	218	28	218	23	268	28
Danville and Shamokin,					188	58				

Delaware, Lackawanna and Western,	5,887,100	00	5,677,900	00	4,044,900	00	4,044,900	00	4,044,900	00
Delaware River and Lancaster,					1,335	00	2,004,268	00	1,335	00
Dillsburg and Mechanicsburg,	187,081	50	136,282	43	136,282	43	132,489	15	125,221	12
Dunkirk, Allegheny Valley and Pittsburgh,	3,411,920	84	3,466,703	77	3,453,158	12	3,429,810	08	3,415,415	44
East Brandywine and Waynesburg,	525,459	56	534,468	56	556,991	06	580,553	06	626,723	17
East Pennsylvania,	495,900	00	495,900	00	495,900	00	495,900	00	495,900	00
East Broad Top,	602,550	00	636,815	00	671,465	00	671,465	00	555,112	97
Ebensburg and Cresson,	80,000	00	80,000	00	80,000	00	80,000	00	80,000	00
Edgewood,	19,532	64	19,532	64	19,532	64	19,532	64	19,532	64
Elmira and Williamsport,	1,620,000	00	1,620,000	00	1,620,000	00	1,570,000	00	1,570,000	00
Erle and Pittsburgh,	3,373,987	54	3,311,565	18	3,311,233	18	3,299,898	95	3,306,886	41
Emlenton, Shippenville and Clarion,	159,910	48	159,225	42	156,046	16				
Evergreen,			150	00			25,000	00	5,146	04
Foxburg, St. Petersburg and Clarion,	69,122	54	69,540	89	68,655	85				
Frankford and Holmesburg,	50,000	00	50,000	00	50,000	00	50,000	00	50,000	00
Gettysburg and Harrisburg,									250,000	00
Geneva, Hornellsville and Pine Creek,	60,000	00	60,000	00						
Greenlick Narrow Gauge,							2,230	16	2,590	62
Hanover and York,	185,000	00	185,000	00	185,000	00	179,200	00	174,600	00
Hanover Junction, Hanover and Gettysburg,	216,500	00	223,000	00	218,000	00	218,000	00	208,000	00
Hanover Junction and Susquehanna,	117,899	99	131,611	92						
Harrisburg, Portsmouth, Mount Joy and Lancaster,	700,000	00	700,000	00	700,000	00	700,000	00	700,000	00
Harrisburg and Potomac,	507,200	00	518,200	00	587,115	60	712,384	78	898,587	17
Huntingdon and Broad Top Mountain,	2,538,100	00	2,481,600	00	2,399,395	00	2,399,395	00	2,399,395	00
Ironton,	211,400	18	210,083	79	203,233	61				
Jamestown and Franklin,	1,959,579	42	1,959,852	87	1,971,566	17	1,970,509	05	835,000	00
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,	333,362	76	329,335	86	342,106	50	2,475,363	51	3,618,355	60
Junction,	755,000	00	740,000	00	740,000	00	725,000	00	725,000	00
Karns City and Butler,			127,900	00	127,900	00				
Kendall and Eldred,			14,778	04	18,006	57				
Lake Shore and Michigan Southern,	35,915,000	00	35,665,000	00	36,915,000	00	44,392,000	00	42,912,000	00
Lancaster and Reading, (narrow gauge,)	350,000	00	355,000	00	350,000	00	350,000	00	350,000	00
Lawrence,	355,000	00	350,000	00	355,000	00	355,000	00	355,000	00
Lawrenceville and Evergreen,	13,803	47								
Lehigh and Eastern,	75,000	00								
Lehigh and Lackawanna,	600,000	00	601,047	66	601,047	66	601,047	66	601,047	66
Lehigh Valley,	25,784,359	72	25,304,000	00	25,163,000	00	25,013,000	00	24,854,000	00
Lewisburg and Tyrone,			119,006	77	183,512	20	245,477	78	247,614	35
Lewisburg, Centre and Spruce Creek,	2,348,320	00								

*Stated at £1,000,000 sterling in the company's report.

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

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Ligonier Valley,	\$62,747	00	\$55,087	29	\$48,984	62	\$48,494	59	\$62,889	10
Little Saw-Mill Run,	116,953	51	110,000	00	124,542	83	189,000	00	153,000	00
Littlestown,	60,207	32	59,953	04	59,343	81	59,326	27	57,615	98
Little Schuylkill Navigation,	468,000	00	456,000	00	444,000	00	482,000	00		
Lock Haven and Clearfield,							25,000	00		
Meadville,							173,985	00		
McKean and Buffalo,	446,113	85	437,196	68	423,850	25				
Mifflin and Centre County,	200,000	00	200,000	00	200,000	00	200,000	00	200,000	00
Monongahela Inclined Plane,							44,000	00	105,475	57
Mont Alto,	125,000	00	125,000	00	125,000	00	125,000	00	125,000	00
Moshannon and Clearfield,							26,018	84	86,000	00
Montrose,	44,900	00	44,900	00	44,900	00	44,900	00	30,200	00
Mount Carbon and Port Carbon,							62,400	00		
Mount Oliver Incline,	58,883	33	55,833	33	55,833	33			49,900	00
Muncy Creek,	1,000,000	00			221,800	00				
New York, Ridgway and Pittsburgh,							29,120	00	35,867	61
New York, Pennsylvania and Ohio,			87,500,000	00	87,865,351	94	92,168,810	80	94,714,005	59
New York, Lake Erie and Western,	66,678,501	10	67,173,744	85	67,165,665	95	70,267,137	65	75,267,138	90
New York, Chicago and St. Louis,							16,852,701	30	22,709,241	28
New Castle and Oil City,	896,544	73	739,563	46	712,900	76				
Nesquehoning Valley,	97,149	53	100,915	43	100,915	43	100,915	43	100,915	43
New York, Lake Erie and Western Coal,							2,124,515	52	2,202,598	32
New Castle and Mining,	11,924	44	11,254	13	8,035	00	4,950	00	3,500	00
Newry,	10,810	06	10,810	06	10,810	06	12,573	27	25,131	72
Northern Central,	15,445,000	00	15,462,000	00	15,378,000	00	15,379,000	00	15,348,000	00
North-East Pennsylvania,	300,019	08	330,284	68	340,217	88	362,700	82	382,696	10
North Pennsylvania,	7,150,489	68	7,159,224	75	7,156,656	96	7,141,819	08	7,140,492	88
North and West Branch,							1,500,000	00	1,517,580	09
Oil City and Ridgway,			39,875	00	71,427	43	58,049	81	58,049	81
Oil City and Chicago,							1,685,671	27		
Olean, Bradford and Warren,	750	00								
Parker and Karns City,			26,000	00	26,000	00				
Peach Bottom,	542,504	00	644,108	00	563,600	00				
Pennsylvania,	55,911,300	00	56,713,300	00	54,344,820	00	54,051,010	00	56,770,150	00
Pennsylvania Coal,	775,765	83	661,597	52	266,584	86	427,568	88	248,263	83
Pennsylvania Company,	13,114,360	81	11,496,927	58	16,529,718	82	16,740,475	00	18,466,409	41
Pennsylvania and Schuylkill Valley,									2,700,000	00

Pennsylvania and New York Canal and Railroad,	3,000,000	00	3,154,965	51	3,728,493	98	3,783,451	29	4,324,906	98
Pennsylvania, Slatington and New England,			1,100,000	00					987,000	00
Pennsylvania and Western,							200,000	00	200,000	00
People's,	33,191	55	33,191	55	33,191	55	33,257	84	33,257	84
Perkiomen,	2,697,858	83	2,711,669	82	2,713,976	98	2,715,719	18	2,714,808	10
Philadelphia and Baltimore Central,	1,500,000	00	1,500,000	00	1,500,000	00	2,100,000	00	2,162,512	50
Philadelphia and Chester County,	15,655	00	52,843	38	74,467	50	205,453	78	255,054	67
Philadelphia and Erie,	19,164,459	52	19,190,084	33	19,869,764	49	17,919,000	00	19,488,392	19
Philadelphia and Merion,			497	82	6,527	01				
Philadelphia, Newtown and New York,	700,000	00	700,000	00	700,000	00	700,000	00	700,000	00
Philadelphia and Reading,	82,400,690	58	85,212,638	51	84,792,544	63	89,672,444	44	102,721,287	78
Philadelphia and Trenton,	21,742	72	21,742	72						
Philadelphia, Wilmington and Baltimore,	2,418,500	00	4,000,500	00	4,076,416	66	3,726,416	66	3,726,416	66
Pickering Valley,	634,191	67	645,691	67	674,387	54	695,769	78	708,302	89
Pittsburgh and Western,							4,255,541	19	6,606,542	82
Pittsburgh and Castle Shannon,	289,928	70	132,802	16	115,993	52	102,608	05	96,285	84
Pittsburgh Southern,			306,783	92	321,113	07	320,471	78	1,013,484	82
Pittsburgh, Cincinnati and St. Louis,	14,777,400	81	14,666,454	19	15,272,465	99	15,502,526	00	15,982,557	55
Pittsburgh and Connellsville,	14,784,389	33	14,734,055	37	14,559,804	54	14,409,484	12	14,376,635	19
Pittsburgh, Fort Wayne and Chicago,	13,510,000	00	13,510,000	00	13,510,000	00	13,510,000	00	13,510,000	00
Pittsburgh, McKeesport and Youghiogheny,									2,250,000	00
Pittsburgh and Lake Erie,	2,751,550	35	2,723,554	87	2,901,906	35	3,089,164	18	3,124,397	34
Pittsburgh, Virginia and Charleston,	2,277,560	50	2,027,678	92	2,355,583	23	2,785,518	59	3,020,600	00
Pittsburgh, Buffalo and Rochester,			90,189	34	94,000	00	188,000	00	188,000	00
Pittsburgh, Bradford and Buffalo,	4,125,955	50	4,136,064	24	625,517	46	818,778	39		
Plymouth,	274,495	19	274,405	19	275,405	19	274,405	19	274,495	19
Pomeroy and Newark,							55,701	70	75,712	30
Pomeroy and State Line,					18,371	56				
Rew City and Eldred,							319	50	1,728	65
Reading and Columbia,	2,004,166	67	2,004,166	67	2,004,166	67	2,004,166	67	2,014,166	67
Ridgway and Clearfield,									467,038	78
River Front,					183,205	76	239,093	06	296,047	10
Rochester and Pittsburgh,							3,482,000	00	8,537,144	93
Salisbury,	160,399	37	162,747	59	150,000	00	150,000	00	150,000	00
Selinsgrove and North Branch,	137,000	00	137,000	00					137,000	00
Shamokin Valley and Pottsville,	2,006,250	00	2,006,250	00	2,006,250	00	2,006,250	00	2,000,000	00
Shamokin, Sunbury and Lewisburg,									486,958	15
Shenango and Allegheny,					1,431,576	48	1,550,543	32		
Sharpsville,			6,635	95			65,500	00	65,000	00
Sharon,	156,000	00	156,000	00	156,000	00	156,000	00	156,000	00
South Mountain,	100,000	00	100,000	00	100,000	00	100,000	00	100,000	00
South Pennsylvania,							100,000	00	212,335	24
Southern Pennsylvania,	836,890	00	880,640	00	952,250	00	996,000	00	1,011,458	31

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

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Somerset and Cambria,	\$75,000	00	\$75,000	00	\$578,768	16	\$303,419	70	\$729,278	72
South-West Pennsylvania,	989,500	00	982,000	00	962,000	00	962,000	00	962,000	00
Slate Ridge and Delta,									4,500	00
State Line and Sullivan,	441,677	86	248,948	09	238,184	83	222,800	64	220,685	75
Stony Creek,	559,234	29	587,958	24	638,495	45	649,635	66	712,619	51
Sunbury and Lewistown,	500,000	00			500,000	00	500,000	00	500,000	00
Sunbury, Hazleton and Wilkes-Barre,	2,350,000	00	2,508,490	96	2,546,604	61	2,601,604	61	2,600,095	00
Susquehanna and Clearfield,							50,275	78	240,000	00
Susquehanna and Delaware River,					48,000	00	5,000	00	8,000	00
Tioga,	629,500	00	629,500	00	629,500	00	629,500	00	629,500	00
Trescow,	101,454	81	101,948	71	101,948	71	102,623	93	102,623	93
Tyrone and Clearfield,					89,019	48	68,668	87	1,000,000	00
Waynesburg and Washington,	118,987	07	110,535	88	116,199	86	106,125	00	102,900	00
Warren and Farnsworth Valley,							50,561	16	82,378	98
West Chester,	11,000	00	75,000	00	175,000	00				
West Chester and Philadelphia,	1,127,512	50	1,311,961	82	1,877,512	50				
West Chester and Phoenixville,									13,056	50
Western Maryland,	3,852,596	00	4,205,250	00	4,412,630	88	4,589,313	53	4,374,583	20
Western Pennsylvania,	3,044,508	00	3,126,000	00	3,210,000	00	3,990,006	95	4,800,000	00
Wheeling, Pittsburgh and Baltimore,									283,007	75
Williamsport and North Branch,							5,000	00	13,000	00
Wilmington and Northern,	180,000	00	58,600	00	113,200	00	150,000	00	207,000	00
Wind Gap and Delaware,					6,041	27			9,280	13
York and Peach Bottom,									250,978	23
Total,	\$556,962,834	89	\$589,374,029	87	\$589,133,035	60	\$650,475,392	09	\$704,737,697	44

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

1883. Doc.]

SECRETARY OF INTERNAL AFFAIRS.

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Addison and Northern,									\$482,665	69
Allegheny Valley,	\$23,982,212	94	\$24,007,250	82	\$24,009,218	24	\$24,019,513	30	24,049,540	30
Allentown,	1,084,453	78	1,084,538	55	1,084,891	28	1,084,652	71	1,084,652	71
Arnot and Pine Creek,							a255,000	00	a255,000	00
Bradford,									a188,305	40
Bachman Valley,	112,412	29	112,445	54	112,494	13	112,494	13	a112,494	13
Bald Eagle Valley,	1,050,000	00	1,050,000	00	1,350,050	00	1,393,228	94	a1,428,667	56
Baltimore and Cumberland Valley,					152,018	16	152,482	05	a152,482	05
Baltimore and Cumberland Valley Extension,					508,845	00	500,000	00	a500,000	00
Barclay,	622,600	00	622,600	00	622,600	00	622,600	00	a622,600	00
Bangor and Portland,					132,000	00	289,032	45	320,139	00
Bedford and Bridgeport,	1,421,241	91	1,421,486	61	1,423,590	61	1,423,606	61	a1,423,606	61
Bellefonte and Snow-Shoe,	458,181	33	458,181	33						
Bradford,							168,305	40	a168,305	40
Berlin,	5,000	00								
Bell's Gap,	216,699	58	366,388	80	402,213	25	423,477	22	1,040,220	63
Berlin Branch,	75,157	97	75,219	52	75,685	49	75,836	59		
Bradford, Bordell and Kinzua,					274,964	62	278,845	73	590,706	01
Bradford, Bordell and Smithport,					100,000	00	100,000	00	100,000	00
Bradford, Eldred and Cuba,							1,134,022	66	1,138,437	52
Bradford, Richburg and Cuba,					57,400	00	187,200	00	187,200	00
Brandy Camp,									55,000	00
Brownsville,	186,850	00								
Buffalo, Bradford and Pittsburgh,					2,866,400	00	2,866,400	00	a2,866,400	00
Buffalo, New York and Philadelphia,	6,801,048	03	6,915,756	49	7,264,606	00	7,787,638	81	30,949,583	80
Buffalo, Pittsburgh and Western,					15,467,980	83	16,475,019	62		
Catawauqua and Fogelsville,	658,335	59	658,335	59	658,335	59	658,335	59	658,335	59
Catawissa,	6,206,668	08	6,206,668	08	6,206,668	08	6,206,668	08	a6,206,668	08
Chartiers,	1,122,336	10	1,122,336	10	1,122,336	10	1,122,336	10	a1,122,336	10
Chester Creek,	376,297	67	376,297	67	376,297	67	457,100	00	a457,100	00
Chester and Delaware River,	220,915	21	220,915	21	220,915	21	220,915	21	a220,915	21
Chester Valley,	1,774,400	00	1,756,900	00	1,756,800	00				
Chestnut Hill,	120,650	00	120,650	00	120,650	00	120,650	00		

a Cost of road alone. Equipment owned by lessee.

PA Internal Affairs 1883

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

NAME OF COMPANY.	1879.	1880.	1881.	1882.	1883.
Clarion, Mahoning and Pittsburgh,				\$16,129 69	b \$69,649 69
Cleveland and Pittsburgh,	\$16,615,671 52	\$16,225,818 69	\$16,306,666 86	16,878,871 74	16,878,871 74
Colebrookdale,	667,774 73	668,210 50	668,797 23	671,487 84	a 671,487 84
Columbia and Port Deposit,	1,722,117 93	1,733,411 24	1,733,393 49	2,024,327 16	a 2,024,327 16
Connecting,	2,347,688 74	2,347,953 29	2,331,460 46	2,491,488 15	a 2,691,829 59
Corning, Cowanesque and Antrim,	1,900,000 00	2,400,000 00	2,400,000 00	2,500,000 00	4,787,406 37
Cornwall,	443,118 91	453,874 80	457,157 54	457,946 31	506,510 89
Cumberland Valley,	1,887,465 95	1,887,465 95	1,887,465 00	1,902,408 47	1,917,968 92
Danville and Shamokin,	20,000 00	26,710 00	26,848 88	26,710 00	a 26,710 00
Danville and Riverside,	3,897 58	3,949 21	4,008 23	4,008 23	a 4,058 23
Delaware and Hudson,	4,869,101 95	4,904,623 95	6,977,369 54	5,012,538 09	5,193,453 17
Delaware, Lackawanna and Western,	23,454,891 05	23,975,932 82	24,540,564 33	25,896,719 14	25,789,872 33
Delaware River and Lancaster,	17,200 00		18,535 00	22,803 00	b 18,535 00
Dillsburg and Mechanicsburg,	166,171 85	166,171 85	166,171 85	183,021 21	a 181,021 21
Dunkirk, Allegheny Valley and Pittsburgh,	4,815,379 35	4,816,039 00	5,019,544 04	4,818,844 04	4,819,157 43
Delaware Western,	816,821 11	816,821 11	816,821 11	816,821 11	Merged.
East Brandywine and Waynesburg,	537,464 57	537,464 57	537,464 57	535,105 27	535,105 27
East Broad Top,	1,052,390 82	1,062,267 93	1,077,922 07	1,094,924 59	1,094,792 53
East Mahanoy,	392,550 00	392,550 00	392,550 00	392,550 00	a 392,550 00
East Pennsylvania,	1,884,683 79	1,884,683 79	1,884,683 79	1,884,683 79	a 1,884,683 79
Ebensburg and Cresson,	122,000 00	122,000 00	122,000 00	122,000 00	
Edgewood,	30,172 36	48,172 36	30,172 36	48,172 36	80,172 36
Elmira and Williamsport,	2,620,000 00	2,620,000 00	2,620,000 00	2,570,000 00	2,270,000 00
Erie and Pittsburgh,	5,076,662 44	5,076,662 44	5,076,662 44	5,076,662 44	5,076,662 44
Evergreen,	31,124 98	31,124 98		35,724 98	35,724 98
Emlenton, Shippenville and Clarion,	393,394 88	397,394 88	397,394 88		
Fayette County,	130,000 00	130,000 00	130,000 00		a 180,000 00
Foxburg, St. Petersburg and Clarion,	160,950 51	164,759 08	164,760 08		
Greenlick Narrow Gauge,	32,343 36	32,376 75	33,377 05	35,494 60	35,494 60
Geneva, Hornellsville and Pine Creek,	442,175 00	442,175 00			
Hanover Junction, Hanover and Gettysburg,	479,138 36	498,511 00	514,897 00	533,156 36	546,566 00
Hanover Junction and Susquehanna,	203,256 08	220,216 14			
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,832,550 00	1,832,550 00	1,832,550 00	1,882,550 00	a 1,882,550 00
Harrisburg and Potomac,	833,763 88	843,253 88	856,131 72	959,674 98	1,100,616 97
Huntingdon and Broad Top Mountain,	4,376,091 38	4,396,166 01	4,412,163 23	5,541,032 18	a 5,573,052 41
Hanover and York,	314,310 20	392,200 00			
Huntingdon, Fulton and Franklin,	2,000 00	2,000 00			

Ironton,	268,000	00	268,000	00	268,000	00	268,000	00	268,000	00
Jamestown and Franklin,	2,530,872	61	2,530,880	61	2,533,551	73	5,067,110	96	a2,538,473	00
Jefferson,	4,396,050	00	4,396,050	00	4,396,050	00	4,396,050	00	a4,396,050	00
Jersey Shore, Pine Creek and Buffalo,	833,363	76	839,885	56	842,106	50	2,972,887	14	a4,086,827	83
Jun. tion,	1,064,730	50	1,062,330	50	1,062,000	50	1,062,000	50	a1,032,000	00
Karns City and Butler,			221,994	71	222,051	63			a180,635	28
Kendall and Eldred,			173,114	01	180,635	28			a168,305	40
Kinzua,							180,635	28		
Lake Shore and Michigan Southern,	79,978,000	00	79,978,000	00	80,265,000	00	83,669,000	00	84,000,000	00
Lancaster and Reading, (narrow guage,)	142,041	43								
Lawrence,	800,343	72			807,495	84	808,495	84	a820,368	30
Lawrenceville and Evergreen,	23,481	00								
Lewisburg Centre and Spruce Creek,	1,401,069	83								
Lehigh and Lackawanna,	975,100	00	976,147	66	976,147	66	976,147	66	a976,147	66
Lehigh and Susquehanna,	13,844,255	90	13,982,658	70	14,002,005	11	14,001,634	56	a14,305,698	70
Lehigh Valley,	32,842,019	59	32,877,479	66	33,424,541	74	34,224,872	67	34,773,276	68
Lewisburg and Tyrone,			1,317,902	74	1,424,352	74	1,445,477	73	a1,447,814	35
Ligonier Valley,	64,654	29	68,260	13	71,006	86	79,125	33	199,921	23
Little Saw-Mill Run,	136,162	13	139,652	69	184,872	73	206,620	64	234,832	41
Littlestown,	115,616	00	115,616	00	115,616	00	115,616	00	a115,616	00
Little Schuylkill Navigation,	1,416,187	80	1,416,187	80	1,416,187	80	1,416,187	80	a1,416,187	80
Iykens Valley,	595,767	24	595,767	24	595,767	24	595,767	24	595,767	24
Lock Haven and Clearfield,					7,751	15	7,768	25	67,785	95
McKean and Buffalo,	839,223	84	839,223	84	839,178	84	839,178	84	888,178	84
Mifflin and Centre County,	269,551	74	269,551	74	269,551	74	269,551	74	a269,551	74
Mill Creek and Mine Hill Navigation,	323,045	00			323,045	00	323,045	00		
Monongahela Inclined Plane,			81,327	09	91,170	10	105,159	44	a216,913	11
Mont Alto,	320,000	00	320,054	00	327,449	19	333,139	64	366,941	70
Montrose,	370,050	32	370,050	32	379,218	01	382,449	31	373,449	31
Mount Carbon and Port Carbon,	282,815	45	282,815	45	282,815	45	282,815	45	a282,815	45
Mount Oliver Incline,			82,215	53	82,215	53	87,715	53	a87,715	53
Mount Pleasant and Broadford,	201,669	69	201,669	69	201,616	69	201,669	69	a201,669	69
Moshannon and Clearfield,			3,487	00	19,620	50	36,093	84	a91,612	57
Meadville,							296,935	00		
Muncy Creek,	345,750	00								
Nesquehoning Valley,	1,397,279	42	1,400,915	43	1,400,915	43	1,401,045	32	a1,401,045	00
New Castle and Beaver Valley,	852,632	96	852,632	96	857,682	96	865,413	29	a866,001	59
New Castle and Oil City,	56,202	26	56,202	26	1,300,719	66				
Newry,	23,573	71	23,573	71	23,573	71	25,336	92	a25,408	44
Northern Central,	17,402,157	77	17,351,957	77	17,520,820	23	18,029,911	64	17,019,164	98

a Cost of road alone. Equipment owned by lessee.

b Not finished.

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

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
North-East Pennsylvania,	\$291,881	26	\$291,881	26	\$292,056	26	\$292,056	26	\$306,004	37
North Pennsylvania,	10,145,018	01	10,158,409	70	10,161,461	45	10,270,233	45	11,425,519	98
New York, Chicago and St. Louis,							66,806,198	45	70,504,685	92
New York, Lake Erie and Western,					7,218,614	12	8,818,860	71		
New York, Pennsylvania and Ohio,					131,775,729	78	135,592,198	78	187,875,868	64
New York, Ridgway and Pittsburgh,					27,000	00				
North and West Branch,							3,000,000	00	\$3,017,580	09
New York, Lake Erie and Western Coal,							1,524,280	84	1,878,600	02
Oil City and Ridgway,			80,000	00	71,427	48	58,049	81	\$58,049	81
Olean, Bradford and Warren,	185,816	62	140,883	85	141,452	40	141,452	40	\$141,452	40
Oil City and Chicago,							4,077,578	21		
Parker and Karns City,			307,448	28	309,119	85				
Peach Bottom,	78,040	00	73,040	00	74,240	00				
Pennsylvania,	50,162,848	97	52,450,185	98	56,372,241	48	59,804,269	87	61,828,589	48
Pennsylvania Coal,	2,000,000	00	2,000,000	00	2,000,000	00	2,000,000	00	2,000,000	00
Pennsylvania and Schuylkill Valley,									\$3,769,991	08
Philadelphia and Merion,					7,777	01				
People's,	119,982	41	119,982	41	119,982	41	123,869	63	118,406	63
Perkiomen,	2,057,732	28	2,057,732	28	2,041,008	51	2,055,407	77	2,051,060	61
Philadelphia and Baltimore Central,	2,124,576	95	2,106,826	95	2,106,826	95	4,210,995	88	4,204,153	98
Philadelphia and Chester County,	153,398	25	173,862	96	575,056	81	711,094	54	\$761,192	84
Philadelphia and Erie,	26,176,101	35	26,189,696	85	26,186,163	85	26,186,163	85	\$26,186,163	85
Philadelphia, Germantown and Norristown,	1,507,067	93	1,507,066	84	1,507,066	84	1,189,078	84		
Pittsburgh, Buffalo and Rochester,			99,546	25			130,424	29	130,424	29
Philadelphia, Newtown and New York,	1,878,500	00							\$1,900,000	00
Philadelphia and Reading,	47,556,875	41	47,556,875	41	47,556,875	41	47,556,875	41	50,689,829	56
Philadelphia and Trenton,	1,799,295	19	1,803,235	50	1,803,235	50	2,075,197	25	\$2,390,608	65
Philadelphia, Wilmington and Baltimore,	13,029,265	96	13,008,650	21	13,033,044	53	13,852,651	92	13,745,256	25
Pickering Valley,	476,342	63	476,342	63	477,205	97	479,766	47	\$480,292	47
Pittsburgh, Bradford, and Buffalo,					1,274,760	00	1,630,364	18		
Pittsburgh and Castle Shannon,	548,634	77	141,900	00	196,635	00	204,927	50	216,427	50
Pittsburgh Southern,			583,702	42	590,022	03	1,017,409	24	1,721,217	57
Pittsburgh, Cincinnati and St. Louis,	19,942,294	81	19,942,902	81	19,979,082	46	19,995,963	81	20,785,953	86
Pittsburgh and Connellsville,	12,489,369	47	12,489,369	47	12,489,369	47	12,945,743	92	13,454,114	98
Pittsburgh, Fort Wayne and Chicago,	33,619,806	86	39,061,406	86	39,989,406	86	40,688,606	86	\$40,688,421	15
Pittsburgh and Lake Erie,	4,344,045	23	4,935,734	97	5,287,496	42	5,588,369	83		

Pittsburgh, Virginia and Charleston,	2,067,884	62	1,836,170	20	2,280,830	07	4,248,598	66	4,415,598	57	
Pittsburgh and Western,					6,000,000	00	10,023,648	01			
Plymouth,	286,545	19	286,545	19	286,545	19	286,545	19			
Point Breeze,	4,183	75	5,938	29	5,933	29	5,938	29			
Pomeroy and Newark,							500,854	50	a502,056	25	
Pomeroy and State Line,			500,000	00	500,000	00					
Reading and Columbia,	2,849,325	74	2,356,495	05	2,357,295	92	2,367,161	44	2,371,926	46	
Rew City and Eldred,							111,849	50	112,726	65	
River Front,						361,533	17	505,093	06	a512,047	10
Ridgway and Clearfield,									a614,498	25	
Rochester and Pittsburgh,								7,596,585	27	23,029,367	10
Salisbury,	228,876	88	231,469	54	235,663	49	237,108	55	243,036	18	
Sharon,	356,064	67	337,077	31	493,339	26	524,463	68	a525,082	54	
Schuylkill Valley Navigation,	576,840	96	576,840	96	576,840	96	576,840	96			
Selinsgrove and North Branch,	216,300	00	216,300	00							
Shamokin Valley and Pottsville,	1,208,050	00	5,751,400	00	4,083,750	00	1,203,050	00	a2,875,700	00	
Sharpville,			321,281	21			395,840	92	420,776	58	
Shenango and Allegheny,					1,262,911	17	1,369,829	06			
Slate Ridge and Delta,	109	00	684	00	2,700	00	2,700	00	a7,200	00	
Somerset and Cambria,					1,093,166	16	1,111,120	94	a1,302,403	94	
South Mountain,			388,478	63	388,440	63	388,480	63	388,480	63	
Southern Pennsylvania Railway and Mining Co.,	974,065	86	974,065	86	974,065	86	974,065	86	a974,065	86	
South-West Pennsylvania,	1,568,299	87	1,566,038	07	1,763,061	33	1,894,269	49	a1,753,416	53	
State Line and Sullivan,*											
Stony Creek,	497,138	23	507,646	33	501,956	88	503,890	80	a543,707	54	
Sunbury and Lewistown,					164,000	00					
Susquehanna and Clearfield,					3,041	00	67,627	68	a409,836	79	
Sunbury, Hazleton and Wilkes-Barre,	3,500,000	00	3,350,000	00	3,300,000	00	3,300,000	00	a3,300,000	00	
Susquehanna and Delaware River,					40,000	00	42,000	00	a79,450	00	
Shamokin, Sunbury and Lewisburg,									a2,489,103	48	
Tioga,	2,015,934	89	2,064,830	98	2,060,220	18	2,060,656	38	2,069,906	90	
Treackow,	231,454	31	231,948	71	231,948	71	232,623	93	a233,623	93	
Tyrone and Clearfield,	1,000,000	00	1,000,000	00	1,000,000	00	1,000,000	00	a1,199,329	61	
Warren and Farnsworth Valley,							134,403	91	163,349	48	
Waynesburg and Washington,	159,718	30	164,672	48	179,106	53	186,527	43	191,925	18	
West Chester,	165,000	00	230,978	55	230,997	29					
West Chester and Philadelphia,	2,049,189	51	2,181,146	66	2,220,973	78					
West Chester and Phoenixville,			10,963	11	11,628	78	12,318	02	a13,056	50	

a Cost of road alone. Equipment owned by lessees.
 * Purchased at foreclosure sale—cost unknown to present officers.

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

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Western Maryland,	\$4,536,895	07	\$4,538,714	67	\$4,720,181	48	\$4,933,350	04	α\$4,803,049	78
Western Pennsylvania,	3,990,507	06	4,008,846	88	4,049,309	09	4,745,815	98	α5,408,835	67
Wheeling, Pittsburgh and Baltimore,	462,820	00	462,820	00	462,820	00	462,820	00	α846,485	74
Wilcox and Howard Hill Improvement Co.,	72,428	98	72,428	98	.	.	.	.	.	.
Wilmington and Northern, . . . . .	.	.	1,978,300	70	1,475,696	46	1,589,800	91	1,709,414	77
Wind Gap and Delaware, . . . . .	.	.	.	.	16,041	27	.	.	α59,280	13
Williamsport and North Branch, . . . . .	.	.	.	.	.	.	307,800	00	.	.
York and Peach Bottom, . . . . .	.	.	.	.	.	.	.	.	501,205	64
Youghiogheny Northern, . . . . .	.	.	.	.	.	.	.	.	400,000	00
Total,	\$547,029,919	35	\$575,609,589	26	\$743,948,601	14	\$852,085,823	44	\$873,896,202	15

α Cost of road alone. Equipment owned by lessee.

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

NAME OF COMPANY.	1879.	1880.	1881.	1882.	1883.
Allegheny Valley,	786,550	928,441	992,566	1,080,211	1,076,949
Atlantic and Great Western,	963,491				
Baltimore and Cumberland Valley,			22,510	47,415	62,205
Baltimore and Cumberland Valley Extension,				56,223	72,957
Bangor and Portland,			4,500	19,240	
Baltimore and Philadelphia,					44,730
Barclay,			16,547	15,463	15,183
Bellefonte and Snow-Shoe,	10,982	17,954			
Berlin,	1,727		4,045	5,794	
Bell's Gap,	12,735	22,254	28,841	41,752	40,677
Berlin Branch,	4,809	4,221	4,319	4,544	4,019
Bradford, Bordell and Kinzua,			190,324	90,603	
Buffalo, New York and Philadelphia,	207,239	236,989	322,197	1,043,618	1,162,368
Buffalo, Pittsburgh and Western,			371,254	450,201	
Bradford, Eldred and Cuba,				94,067	
Catasauqua and Fogelsville,	5,460	10,374	10,461	13,278	18,547
Chartiers,	132,688	150,160	163,116	190,563	206,569
Cleveland and Pittsburgh,	690,398	809,505	906,308	1,066,759	1,169,130
Corning, Cowanesque and Antrim,	60,688	66,903	76,679	101,852	
Cornwall,					61,212
Cumberland Valley,	323,045	391,063	452,932	501,943	548,712
Delaware and Hudson,	132,835	161,915	198,147	239,107	272,339
Delaware, Lackawanna and Western,	500,709	623,181	742,124	846,952	939,404
Delaware and Western,	32,204	36,835	42,779	48,267	
Dillsburg and Mechanicsburg,	16,034				
Dunkirk, Allegheny Valley and Pittsburgh,	114,866	124,753	132,166	157,438	132,274
East Broad Top,	23,655	31,177	33,950	40,151	36,973
Elmira and Williamsport,	121,681	159,875	182,027	212,550	222,984
Erie and Pittsburgh,	125,942	166,352	164,247	195,987	221,282
Evergreen,		33,977	44,957	46,450	
Emlenton, Shippenville and Clarion,	49,179	42,415	5,414		
Foxburg, St. Petersburg and Clarion,	29,453	30,512	6,164		
Greenlick Narrow Guage,	200	1,256	976	662	
Hanover Junction, Hanover and Gettysburg,	36,281	47,964	48,240	57,733	55,506

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SECRETARY OF INTERNAL AFFAIRS.

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1879.	1880.	1881.	1882.	1883.
Harrisburg and Potomac,	6,501	11,473	9,545	12,821	17,811
Huntingdon and Broad Top Mountain, Junction,	46,560	73,338	77,541	87,268	95,723
Karns City and Butler,	278,125	31,142	341,511	2,646,579	
Kendall and Eldred,	201,740	337,916	246,122		
Lake Shore and Michigan Southern, Lawrence,	2,808,046	3,250,028	3,669,412	3,996,320	3,879,490
Lawrenceville and Evergreen, Lehigh and Lackawanna,	35,527	17,735	40,756	53,183	63,361
Lehigh and Susquehanna,	26,912	28,061	83,900	45,490	
Lehigh Valley,	421,208	524,011	600,746	609,251	
Ligonier Valley,	930,204	1,277,428	1,465,387	1,776,854	
Little Saw-Mill Run,	13,176	34,461		34,692	40,964
Lykens Valley,	1,382			7,092	14,436
Meadville,	21,243	*161,045	25,178	28,298	27,538
McKean and Buffalo,	23,822	40,000	5,332	49,252	61,943
Monongahela Inclined Plane,	385,489	539,201	36,039		
Mont Alto,	20,810	47,818	659,057	731,978	793,045
Montrose,	10,334	11,482	70,023	72,223	66,537
Mount Carbon and Port Carbon, Mount Oliver Incline,	228,478	330,619	13,458	14,923	14,974
Muncy Creek,	2,744		383,260	522,475	684,416
New Castle and Beaver Valley, Newry,	103,673	121,260	18,315		
Northern Central,	82,791	44,320	129,190	149,133	159,681
North-East Pennsylvania,	1,109,061	1,353,233	1,794,368	1,882,473	2,103,708
North Pennsylvania,	69,582	78,280	76,471	82,493	93,489
New York, Chicago and St. Louis, New York, Lake Erie and Western, New York, Pennsylvania and Ohio, New York, Lake Erie and Western Coal, New Castle and Oil City,	586,547			47,870	423,007
Olean, Bradford and Warren,	4,894,527	1,252,058	1,417,526	6,144,158	6,934,724
Oil City and Chicago,				1,606,463	805,839
Parker and Karns City,				394	23,323
Peach Bottom,			48,844		
Pennsylvania,	151,838	158,335	156,277	62,745	
		43,252			
	47,670	54,254	45,654		
	5,948,645	7,757,910	9,077,714	10,372,894	10,697,474

Pennsylvania Coal.	9,415	16,794	16,625	20,507	25,157
Pennsylvania and New York,	140,118	182,421	212,018	240,336	289,655
Perkiomen,	66,458	121,526	128,252	142,755	146,099
Philadelphia and Baltimore Central,	202,124	240,684	223,373		
Philadelphia and Erie,	459,102	598,570	775,549	1,047,954	1,045,054
Philadelphia, Newtown and New York,		121,527	187,456	280,128	252,242
Philadelphia and Reading,	7,908,648	9,822,422	10,561,853	12,027,470	18,196,264
Philadelphia and Trenton,	1,745,977	1,856,974	2,300,856	2,944,881	3,187,783
Philadelphia, Wilmington and Baltimore,	2,371,114	2,801,964	3,001,928	4,544,053	4,612,248
Pittsburgh Southern,		79,814			
Pittsburgh, Bradford and Buffalo,	236,554	356,480	37,386	59,774	
Pittsburgh and Castle Shannon,	143,893	199,041	212,524	224,468	251,712
Pittsburgh and Western,				229,430	
Pittsburgh, Cincinnati and St. Louis,	771,108	838,342	1,003,591	1,152,140	1,224,778
Pittsburgh and Connellsville,	852,542	1,106,150	1,821,192	1,529,558	
Pittsburgh, Fort Wayne and Chicago,	2,230,384	2,597,484	2,837,544	3,093,204	3,126,544
Pittsburgh and Lake Erie,		354,487	440,414	509,578	554,534
Reading and Columbia,	200,180	233,044	244,749	279,709	810,363
Rochester and Pittsburgh,				185,160	
Salisbury,	7,454	10,945	11,488		
Shamokin Valley and Pottsville,	46,443	94,091	120,948	181,127	187,976
Shenango and Allegheny,			37,249	57,821	
Somerset and Cambria,		15,000	44,392	109,264	
South Mountain,	36,666	61,638	57,678	59,584	49,790
State Line and Sullivan,	8,154				
Stony Creek,	18,725	42,332	57,143	71,011	86,499
Tioga,	78,186	98,527	120,919	152,965	160,891
Warren and Farnsworth Valley,				25,412	19,171
Waynesburg and Washington,	24,232	27,414	33,039	31,923	33,142
West Chester and Philadelphia,	738,127	732,692	966,046		
Western Maryland,	362,168	430,366	475,580	545,621	619,845
Wheeling, Pittsburgh and Baltimore,	54,028	50,799	58,416	58,746	
Wilmington and Northern,		124,697	154,730	191,058	240,580
Wilmington and Western,	93,538				
Williamsport and North Branch,				5,615	
York and Peach Bottom,					61,855
Total,	41,538,552	45,026,726	57,270,037	68,255,033	67,976,255

* These figures are erroneous, though given in the Comparative Statements from 1880 down to this time. The report of the company for 1880 shows the total number of passengers carried that year to have been 22,347.

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1879.	1880.	1881.	1882.	1883.
Addison and Northern,					12,616
Allegheny Valley,	2,335,820	2,622,842	3,061,785	3,543,309	3,583,014
Atlantic and Great Western,	3,259,843				
Baltimore and Cumberland Valley,			19,194	22,367	28,901
Baltimore and Cumberland Valley Extension,				8,784	17,679
Bachman Valley,					58,312
Baltimore and Philadelphia,					58,637
Bangor and Portland,			40,879	52,982	56,900
Barclay,			537,155	484,039	389,481
Bellefonte and Snow Shoe,	83,868	86,473			
Bell's Gap,	88,628	99,562	107,538	196,151	168,014
Berlin,	4,568			64,031	31,281
Berlin Branch,	7,126	7,005	8,375	7,740	8,483
Bradford, Bordell and Kinzua,			83,005	25,011	26,522
Bradford, Eldred and Cuba,				58,332	87,882
Buffalo, New York and Philadelphia,	1,063,256	1,378,625	1,266,789	1,549,088	2,627,959
Buffalo, Pittsburgh and Western,			747,824	953,494	
Catasauqua and Fogelsville,	299,023	433,958	439,729	426,297	370,194
Chartiers,	167,608	214,173	269,361	293,829	426,473
Cleveland and Pittsburgh,	1,810,187	1,969,230	2,481,592	2,588,759	2,635,684
Corning, Cowanesque and Antrim,	707,845	666,936	827,503	849,379	1,218,217
Cornwall,	537,371	434,918	519,838	647,200	720,882
Cumberland Valley,	374,172	447,126	550,811	613,425	711,814
Delaware and Hudson,	3,102,349	2,847,752	3,372,952	3,569,231	3,842,393
Delaware, Lackawanna and Western,	5,283,442	5,269,359	6,520,037	6,901,912	7,036,692
Delaware and Western,*	113,637	121,534	67,335	38,888	
Dillsburg and Mechanicsburg,					97,771
Dunkirk, Allegheny Valley and Pittsburgh,	254,164	195,588	245,063	282,915	280,344
East Broad Top,	169,692	198,662	209,818	255,196	162,827
Edgewood,	92,000	92,000	85,650	74,721	85,952
Elmira and Williamsport,	1,118,698	1,415,547	1,656,418	1,752,082	1,737,571
Erie and Pittsburgh,	715,282	793,614	872,708	819,761	910,454
Emlenton, Shippensville and Clarion,	11,067	19,748	5,372		
Evergreen,				810	
Foxburg, St. Petersburg and Clarion,	5,202	15,105	5,428		

Greenlick Narrow Gauge,	12,567	11,417	14,208	16,671	15,182
Hanover Junction. Hanover and Gettysburg,	57,485	89,422	93,460	110,050	108,046
Harrisburg and Potomac,	35,790	41,479	41,306	48,286	71,509
Huntingdon and Broad Top Mountain,	415,337	564,942	658,423	632,112	892,267
Ironton,	80,531	113,244	186,637	183,824	124,286
Jersey Shore, Pine Creek and Buffalo,					1347,738
Karns City and Butler,	1,793				
Kendall and Eldred,	40,362	61,518	43,832		
Keystone Coal,	57,490	51,752			49,251
Lake Shore and Michigan Southern,	7,541,794	8,350,336	9,164,508	9,195,588	8,478,605
Lawrence,	702,131	678,460	783,915	986,312	1,244,401
Lehigh and Lackawanna,	49,780	53,285	54,627	81,958	64,054
Lehigh and Susquehanna,	5,074,206	3,908,335	4,641,360	5,381,362	
Lehigh Valley,	7,670,023	8,188,118	9,972,778	10,772,436	10,499,248
Ligonier Valley,	12,642	16,065		22,196	25,332
Little Saw-Mill Run,	540,090	301,708	418,813	228,713	283,507
Lykens Valley,	465,908	447,298	490,825	550,622	583,621
Meadville,			2,543	19,324	14,564
McKean and Buffalo,	100,349	135,106	140,155		
Mont Alto,	22,634	34,552	40,213	46,620	42,775
Montrose,	9,131	11,863	12,961	16,288	15,772
Muncy Creek,	11,584		20,922		
New Castle and Beaver Valley,	1,004,916	1,220,833	1,325,217	1,514,863	1,849,916
New Castle and Mining,	9,475			17,165	18,288
Northern Central,	3,964,918	4,598,922	4,870,274	5,172,662	5,413,849
North-East Pennsylvania,	12,237	13,015	22,114	22,114	21,937
North Pennsylvania,	607,724				
New York, Chicago and St. Louis,				45,758	981,832
New York, Lake Erie and Western,	8,212,641			11,895,238	13,610,623
New York, Pennsylvania and Ohio,		3,945,746	4,887,909	5,409,774	3,970,176
New York, Lake Erie and Western Coal,					352,226
New Castle and Oil City,	68,692	124,176	196,190		
Olean, Bradford and Warren,	18,195	27,146	22,659		
Oil City and Ridgway,		7,200	3,893		
Oil City and Chicago,				8,777	12,672
Parker and Karns City,				390,381	
Peach Bottom,	22,624	6,827			
Pennsylvania,	13,684,041	23,408	23,022		
Pennsylvania Coal,	1,548,630	15,364,785	18,229,365	20,360,399	21,674,160
Pennsylvania and New York,	2,104,551	1,269,521	1,613,416	1,631,698	1,668,474
Perkiomen,	310,729	2,052,449	2,718,156	2,657,375	2,703,399
		657,365	685,390	630,999	632,499

* Changed to Baltimore and Philadelphia. ¹ For six months. ² Owned by Lehigh Coal and Navigation Company and leased to Philadelphia and Reading railroad. Not reported separately. ³ For seven months.

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS - Continued.

NAME OF COMPANY.	1879.	1880.	1881.	1882.	1883.
Philadelphia and Baltimore Central,	146,350	136,044	159,097		
Philadelphia and Erie,	4,130,126	4,861,468	5,277,066	5,579,353	5,154,985
Philadelphia, Newtown and New York,		17,812	15,512	27,658	30,670
Philadelphia and Reading,	14,673,159	14,842,766	16,841,807	18,054,351	22,988,311
Philadelphia and Trenton,	8,156,040	8,605,582	4,421,987	5,085,900	5,583,076
Philadelphia, Wilmington and Baltimore,	1,095,142	1,222,694	1,846,957	1,703,215	2,024,227
Pittsburgh and Western,				106,986	316,725
Pittsburgh, Bradford and Buffalo,	625,669	712,211	13,874	44,671	1
Pittsburgh and Castle Shannon,	71,488	101,167	134,577	182,984	122,747
Pittsburgh Southern,		24,416	31,706	34,561	37,171
Pittsburgh, Cincinnati and St. Louis,	2,728,461	3,072,915	3,261,663	3,131,574	3,444,553
Pittsburgh and Connellsville,	2,045,367	2,533,064	4,856,306	3,530,541	3,336,918
Pittsburgh, Fort Wayne and Chicago,	3,736,324	3,881,726	4,775,320	4,851,022	5,061,540
Pittsburgh and Lake Erie,	371,461	1,045,122	1,415,561	1,697,202	2,126,473
Reading and Columbia,	349,361	465,012	449,069	573,084	612,657
Rochester and Pittsburgh,				179,883	327,965
Salisbury,	91,562	154,732	123,224		209,479
Shamokin Valley and Pottsville,	1,149,275	1,364,766	1,602,327	1,677,738	1,763,387
Sharpsville,		127,507		153,250	132,949
Shenango and Allegheny,			242,930	320,157	
Somerset and Cambria,		20,000		109,490	154,443
South Mountain,	37,321	46,774	54,705	59,585	53,590
State Line and Sullivan,	52,993			73,412	
Stony Creek,	6,306	35,555	126,180	115,370	194,339
Tioga,	691,137	697,775	906,349	961,324	1,029,397
Warren and Farnsworth Valley,				3,813	10,342
Waynesburg and Washington,	8,009	10,054	12,868	13,913	16,129
West Chester and Philadelphia,	95,439	97,345	165,674		
Western Maryland,	136,220	130,959	132,065	223,569	308,071
Wheeling, Pittsburgh and Baltimore,	15,130	23,682	28,469	33,193	66,143
Wilmington and Northern,		356,407	492,391	554,010	564,534
Williamsport and North Branch,					29,050
York and Peach Bottom,				8,505	34,085
Total,	111,727,809	111,348,416	132,410,302	150,040,190	162,854,308

¹ Merged in Pittsburgh and Western.

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.

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SECRETARY OF INTERNAL AFFAIRS.

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NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Addison and Northern,									\$45,706	71
Allegheny Valley,	\$1,711,696	57	\$1,906,843	86	\$2,112,580	47	\$2,331,390	87	2,307,369	18
Allentown,	2,196	01							*3,831	83
Atlantic and Great Western,	4,135,296	47								
Baltimore and Cumberland Valley,					9,413	23	8,749	17	9,599	52
Baltimore and Cumberland Valley Extension,							19,736	70	27,197	78
Bachman Valley,	4,970	00	14,042	21	14,189	65	17,284	46	16,869	63
Bangor and Portland,									53,279	62
Baltimore and Philadelphia,					26,480	68	38,269	32	40,705	11
Barclay,					93,856	71	86,513	30	86,835	47
Bellefonte and Snow Shoe,	40,966	47	47,786	13						
Berlin,	1,937	08	1,206	98	7,230	19	13,671	53	7,431	66
Bell's Gap,	41,628	78	48,512	93	81,972	27	128,210	15	150,335	27
Berlin Branch,	3,018	72	3,751	44	4,612	53	4,543	09	4,333	81
Buffalo, New York and Philadelphia,	954,682	87	1,031,847	30	1,142,214	02	1,543,164	52	2,703,128	93
Buffalo, Pittsburgh and Western,					598,963	43				
Bradford, Bordell and Kinzua,					180,773	53	95,885	28	82,220	94
Bradford, Eldred and Cuba,							118,274	56	91,527	88
Catawauqua and Fogelsville,	93,222	11	144,061	85	147,870	83	142,103	20	123,648	77
Catawissa,							120,022	85		
Chartiers,	84,658	72	93,733	54	110,031	24			150,403	14
Cleveland and Pittsburgh,	2,414,150	09	2,690,290	72	3,108,239	69	3,067,463	88	3,089,311	82
Colebrookdale,	9,961	38								
Corning, Cowanesque and Antrim,	454,014	65	430,137	76	532,193	36	571,537	77	718,835	30
Cornwall,	117,376	61	100,298	83	109,574	97	109,614	73	87,532	79
Cumberland Valley,	503,597	89	536,945	78	622,533	47	689,305	80	871,338	93
Delaware and Hudson,	1,211,590	03	1,234,488	04	1,640,066	90	1,796,624	97	1,998,837	44
Delaware, Lackawanna and Western,	5,371,297	39	5,516,059	97	6,538,656	30	6,059,242	14	6,464,768	14
Delaware and Western,	53,339	57	53,944	63	52,348	19	48,322	31	†	
Dillsburg and Mechanicsburg,	19,209	62	20,250	01	27,323	81			32,601	95
Dunkirk, Allegheny Valley and Pittsburgh,	283,134	24	261,947	13	291,207	94	335,237	27	324,131	15
East Broad Top,	97,733	93	115,852	81	127,940	41	138,544	80	90,842	01
Elmira and Williamsport,	495,303	61	741,954	26	831,193	55	874,686	08	886,574	74
Erie and Pittsburgh,	577,802	25	635,030	92	653,151	12	603,275	38	599,310	99

* Rental from Philadelphia and Reading, lessee.

† Changed to Baltimore and Philadelphia.

PA Internal Affairs 1883

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS - Continued.

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Evergreen,			\$2,373	84	\$3,876	58	\$4,070	62	\$3,335	16
Emlenton, Shippensville and Clarion,	\$46,589	61	42,276	27	5,269	74				
Fayette County,	9,000	00			9,000	00			*9,000	00
Foxburg, St. Petersburg and Clarion,	20,098	88	29,708	66	6,935	28				
Greenlick Narrow Gauge,	3,955	24	3,690	32	4,507	70	5,661	42	4,898	01
Hanover Junction, Hanover and Gettysburg,	52,880	66	73,476	52	84,324	62	91,828	86	99,048	69
Hanover and York,									80,862	37
Harrisburg and Potomac,	11,294	42	15,686	92	17,202	37	20,013	33	80,434	13
Huntingdon and Broad Top Mountain,	253,639	86	312,491	10	332,653	10	320,434	49	424,494	57
Ironton,	32,404	01	35,631	49	26,832	27	38,048	91	45,237	66
Jamestown and Franklin,	164,176	91	153,294	99	134,875	43	161,576	99	143,660	02
Jersey Shore, Pine Creek and Buffalo,									188,728	02
Junction,	177,875	59	130,892	54	165,522	57	248,729	25	289,987	73
Karns City and Butler,			28,582	80	8,852	38				
Kendall and Eldred,	148,076	38	227,920	35	165,344	67				
Lake Shore and Michigan Southern,	15,271,492	47	18,749,460	91	17,971,391	33	18,225,639	13	18,518,656	41
Lawrence,	172,693	07	183,622	39	192,069	75	226,512	19	256,674	48
Lawrence and Evergreen,	1,994	44								
Lehigh and Lackawanna,	81,942	81	43,518	17	47,440	53	53,886	94	69,172	46
Lehigh and Susquehanna,	2,413,761	89	3,414,045	41	4,222,471	32	4,295,062	03		
Lehigh Valley,	6,540,363	74	8,600,988	18	10,392,126	00	11,239,312	76	10,218,149	86
Ligonier Valley,	13,509	99	22,545	98	22,575	68	23,522	19	23,942	23
Little Saw-Mill Run,	48,014	59	73,485	10	105,859	71	59,067	05	66,408	09
Littlestown,	15,175	34	16,605	82	16,703	82	20,211	53	22,733	58
Lykens Valley,	142,090	21	131,508	52	134,492	54	150,724	38	156,640	50
Meadville,					3,677	36	26,638	06	27,092	39
McKean and Buffalo,	50,238	08	73,869	28	78,876	73				
Mine Hill and Schuylkill Haven,	321,800	00							*321,800	00
Monongahela Inclined Plane,	16,733	81	20,931	46	24,385	37	26,964	55	28,025	05
Mont Alto,	17,339	01	27,513	44	31,133	29	42,015	66	29,119	86
Montrose,	20,884	10	24,903	25	26,293	24	29,643	20	30,639	03
Mount Oliver Incline,	10,849	50	14,704	35	17,291	55	23,212	95	27,930	00
Mount Pleasant and Broad Ford,									35,400	66
Muncy Creek,	8,805	46			13,287	61				
New York, Lake Erie and Western Coal,							110,133	24	154,552	15
New Castle and Beaver Valley,	255,895	68	324,872	04	330,327	52	364,403	38	406,845	35
New York, Chicago and St. Louis,							185,504	66	2,327,633	92

New York, Lake Erie and Western,	16,851,338	71				20,756,428	83	23,679,016	24
New York, Pennsylvania and Ohio,			5,134,627	46	5,550,206	27	5,634,232	26	4,549,248
Northern Central,	2,809,558	37	3,318,919	67	5,561,109	79	3,883,688	84	4,130,824
North-East Pennsylvania,	17,449	10	20,857	98	21,919	55	22,391	77	24,198
North Pennsylvania,	1,021,183	84					800,693	98	†
New Castle and Oil City,	53,199	56	82,339	17	86,710	41			
Olean, Bradford and Warren,					107,980	16			
Oil City and Ridgway,	75,695	69	105,169	38	7,618	21	16,924	54	21,542
Oil City and Chicago,							128,040	69	
Parker and Karns City,			31,028	77	9,266	81			
Peach Bottom,	89,974	44	43,850	91	42,467	12			
Pennsylvania,	21,743,628	31	25,957,657	62	27,847,008	79	30,836,982	28	32,017,818
Pennsylvania Coal,	12,105	13	18,710	62			19,679	29	33,774
Pennsylvania Company,	1,406,846	78	1,426,422	98	1,811,947	10	1,076,175	67	1,244,814
Pennsylvania and New York Canal and Railroad,	1,322,937	92	1,586,288	77	2,123,256	68	2,183,615	71	2,143,291
People's,	7,997	68	11,010	75	9,795	43	11,477	35	12,370
Perkiomen,	194,690	44	356,758	98	364,908	61	363,676	34	355,893
Philadelphia and Baltimore Central,	265,772	81	260,010	78	249,122	52			
Philadelphia and Erie,	3,090,807	81	3,727,733	13	3,454,309	05	4,011,413	29	4,108,843
Philadelphia, Germantown and Norristown,							278,113	34	278,110
Philadelphia, Newtown and New York,			44,165	70	51,695	14	60,705	23	68,447
Philadelphia and Reading,	13,992,239	58	17,136,848	33	19,360,138	39	21,043,973	38	28,874,239
Philadelphia and Trenton,	1,901,736	10	2,144,704	15	2,368,671	33	2,785,559	76	3,024,842
Philadelphia, Wilmington and Baltimore,	2,852,089	14	3,263,110	50	3,551,890	53	5,428,091	91	5,741,672
Pickering Valley,	4,123	87	5,194	94					
Pittsburgh Southern,			44,687	84	53,141	90	51,238	95	68,955
Pittsburgh and Castle Shannon,	141,245	03	166,409	99	236,115	65	239,256	74	206,070
Pittsburgh, Bradford and Buffalo,	467,135	80	573,604	21	51,817	09	117,679	94	
Pittsburgh Cincinnati and St. Louis,	3,625,686	19	4,337,749	53	4,138,986	47	4,297,449	64	4,616,619
Pittsburgh and Connellsville,	1,598,113	63	2,238,481	68	2,500,548	58	2,979,789	27	2,818,172
Pittsburgh, Fort Wayne and Chicago,	8,453,640	15	10,162,404	31	10,749,130	76	10,960,959	43	10,954,466
Pittsburgh and Lake Erie,			841,256	76	1,041,063	42	1,265,748	11	1,402,768
Pittsburgh and Western,									342,923
Reading and Columbia,	274,844	44	369,319	85	394,184	06	432,995	06	456,459
Rochester and Pittsburgh,							305,988	92	543,639
Salisbury,	11,837	65	20,704	65	20,180	53	50,809	26	29,979
Shamokin Valley and Pottsville,	416,561	95	470,204	05	497,141	76	468,618	27	500,688
Sharpsville,			47,398	20			49,257	92	42,075
Shenango and Allegheny,					140,693	29	184,439	85	
Somerset and Cambria,	1,520	37	11,827	40	52,923	24	91,812	34	116,996

* Rental. † Leased to Philadelphia and Reading. ‡ Leased to Buffalo, New York and Philadelphia. § Merged in Penn'a Schuylkill Valley.
 || Given as "total earnings for the year," and "total receipts from all sources on whole length of line" stated at \$5,102,659 85.

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
South Mountain,	\$22,528	41	\$30,277	93	\$32,571	86	\$34,541	90	\$29,532	66
Southern Pennsylvania Railway and Mining Co.	15,693	90	21,568	12	22,571	12	24,754	04	23,906	74
State Line and Sullivan,	63,087	63	53,408	30	51,531	08	58,133	58	61,411	50
Stony Creek,	15,652	65	22,446	21	37,023	25	38,155	10	52,766	94
Tioga,	387,224	65	393,025	22	493,365	54	562,335	63	467,789	40
Warren and Farnsworth Valley,							24,166	65	27,894	91
Waynesburg and Washington,	27,051	83	30,791	58	37,764	81	41,298	16	45,018	55
West Chester and Philadelphia,	304,452	02	266,403	01	233,884	71				
Western Maryland,	347,442	66	397,564	09	452,457	78	505,681	50	610,663	88
Wheeling, Pittsburgh and Baltimore,	41,193	30	50,380	27	58,557	09	59,290	14	72,090	75
Williamsport and North Branch,							5,376	14	17,678	69
Wilmington and Northern,	154,204	82	231,627	46	325,012	06	339,092	66	347,231	24
York and Peach Bottom,									58,299	10
Total,	\$128,984,838	82	\$133,945,771	95	\$145,154,107	48	\$177,677,589	17	\$189,263,899	27

NOTE.—The New York, Pennsylvania, and Ohio Railroad Company say in their report: "This report covers the operation of the railroad, branches, and leased lines from the 1st of October, 1882, to 30th April, 1883, and contains the financial business of this company for the twelve months ending 30th September, 1883." The road is leased to the New York, Lake Erie, and Western Railroad Company, the lease dating May 1, 1883.

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

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SECRETARY OF INTERNAL AFFAIRS.

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NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Addison and Northern,									\$43,261	54
Allegheny Valley,	\$985,977	75	\$1,057,885	98	\$1,254,837	70	\$1,345,562	81	1,380,723	97
Allentown,	1,236	90					928	86	921	01
Atlantic and Great Western,	3,436,488	05								
Bangor and Portland,					9,449	90	27,078	28	62,740	92
Bachman Valley,	3,268	68	11,188	90	11,118	18	11,968	35	12,027	33
Bald Eagle Valley,							48,178	04		
Baltimore and Philadelphia,									30,741	24
Barclay,					80,754	76	64,536	84	63,106	27
Belleville and Snow-Shoe,	52,204	54	46,342	68						
Berlin,					8,708	96	9,347	70	8,151	17
Bell's Gap,	28,498	37	21,300	99	39,905	65	63,759	44	703,558	16
Berlin Branch,	2,536	11	2,621	04	3,567	58	3,182	76	3,366	92
Buffalo Valley,	2,012	88	590	61						
Buffalo, New York and Philadelphia,	574,327	37	687,424	43	634,495	42	730,909	91	3,554,568	51
Buffalo, Pittsburgh and Western,					354,275	67	398,461	05	*	
Bradford, Bordell and Kinzua,					87,149	33	77,688	18	74,439	97
Bradford, Eldred and Cuba,							64,899	89	87,465	81
Catasauqua and Fogelsville,	54,378	80	78,448	62	77,651	87	64,064	51	52,803	41
Chartiers,	54,064	01	55,841	36	65,443	96	63,204	34	97,953	32
Clarion, Mahoning and Pittsburgh,									15,600	00
Cleveland and Pittsburgh,	1,366,720	48	1,526,049	00	1,704,083	65	1,723,112	81	1,856,866	91
Colebrookdale,	36,648	58							502	41
Corning, Cowanesque and Antrim,	326,312	29	304,789	04	378,175	18	432,276	44	1,839,900	98
Cornwall,	27,360	30	43,506	02	36,490	16	44,317	81	105,926	69
Cumberland Valley,	260,468	48	306,745	95	402,018	65	459,853	00	575,580	96
Delaware and Hudson,	608,126	30	672,489	34	829,653	01	879,670	40	1,227,163	57
Delaware, Lackawanna and Western,	1,825,264	03	2,196,024	15	2,693,672	62	3,173,185	46	3,917,601	80
Delaware and Western,	48,793	81	53,063	22	43,365	11	41,099	43		
Dillsburg and Mechanicsburg,	12,701	21	13,450	94	12,712	89	16,215	03	15,047	92
Dunkirk, Allegheny Valley and Pittsburgh,	308,243	51	297,164	42	285,905	87	291,227	34	316,427	10
East Broad Top,	55,413	70	69,833	69	84,769	38	100,075	28	88,456	68
East Mahanoy,	25,425	42								
Elmira and Williamsport,	704,934	04	529,852	71	577,796	68	606,230	19	591,855	82

* Merged in Buffalo, New York and Philadelphia.

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1879.	1880.	1881.	1882.	1883.
Erie and Pittsburgh,	\$414,233 00	\$469,250 97	\$485,694 69	\$410,939 08	\$465,101 85
Evergreen,		2,517 81	5,789 00	4,028 04	6,898 22
Emlenton, Shippensville and Clarion,	38,290 33	32,369 29	6,863 97		
Fayette County,	452 68		480 35		
Foxburg, St. Petersburg and Clarion,	21,224 22	20,846 82	5,649 70		
Greenlick Narrow Guage,	5,771 28	8,921 28	4,505 09	5,220 71	4,355 23
Hanover Junction, Hanover and Gettysburg,	86,902 21	54,983 60	53,893 67	59,929 80	84,645 47
Harrisburg and Potomac,	9,721 46	17,110 86	36,704 18	49,990 66	189,823 94
Huntingdon and Broad Top Mountain,	129,204 75	160,648 10	165,712 40	165,446 16	269,863 99
Ironton,	17,808 66		18,332 30	16,957 41	16,436 77
Jamestown and Franklin,	100,023 56	94,008 86	82,102 70	98,130 01	92,468 85
Jersey Shore, Pine Creek and Buffalo,					171,328 59
Junction,	96,977 45	94,845 90	95,565 94	124,919 43	109,256 99
Karns City and Butler,		19,794 31	5,116 25		
Kendall and Eldred,	65,808 90	89,753 42	78,606 18		
Lake Shore and Michigan Southern,	8,934,524 42	10,418,104 73	11,278,429 19	11,057,807 44	11,332,853 62
Lawrence,	94,531 22	102,829 73	108,882 89	114,409 84	120,729 81
Lawrenceville and Evergreen,	2,199 50				
Lehigh and Lackawanna,	31,942 81	31,949 98	30,914 64	48,858 41	52,772 64
Lehigh and Susquehanna,	1,149,655 02	1,449,109 46	1,712,772 34	1,952,155 48	
Lehigh Valley,	2,998,931 28	4,002,357 60	4,648,083 78	5,833,677 34	6,175,656 16
Ligonier Valley,	5,769 92		10,474 04	11,969 40	30,737 70
Little Saw-Mill Run,	24,065 28	48,004 64	49,898 88	39,805 98	64,631 45
Littlestown,	12,456 88	13,538 77	13,252 02	16,085 14	18,863 18
Lykens Valley,	142,048 36	39,910 24	71,992 58	1,683 39	95,865 03
Meadville,			10,812 18	25,652 03	20,768 64
McKean and Buffalo,	23,959 00	41,825 56	43,100 39		
Monongahela Inclined Plane,	7,835 71	10,610 10	9,201 30	10,476 76	96,655 63
Mont Alto,	13,269 81	19,996 29	26,199 75	27,505 59	30,934 32
Moshannon and Clearfield,					61,467 95
Montrose,	18,053 10	16,062 85	14,927 75	19,951 12	24,165 33
Mount Oliver Incline,	5,709 20	7,555 35	12,459 57	11,627 61	11,656 03
Mount Pleasant and Broad Ford,				741 15	757 19
Muncy Creek,	7,867 65		13,721 53		
New Castle and Beaver Valley,	154,188 38	124,220 87	116,091 62	172,380 89	155,528 65
New York, Chicago and St. Louis,				157,037 62	5,867,732 08
New York, Lake Erie and Western,	11,114,698 95			19,589,786 81	15,444,533 12

New York, Pennsylvania and Ohio,		3,981,061	92	4,218,504	46	4,128,466	76	2,478,453	07	
Northern Central,	1,016,624	79	2,121,846	05	2,613,730	31	2,632,607	13	2,611,157	62
North-East Pennsylvania,			26,880	43	30,070	17	33,357	47	32,366	72
North Pennsylvania,	460,748	48								
New Castle and Oil City,	81,154	75	58,124	77	59,242	97				
New York, Lake Erie and Western Coal,							5,370	20	395,092	93
Olean, Bradford and Warren,	39,454	63	48,360	89	66,212	08				
Oil City and Ridgway,					7,618	21	16,924	54	21,542	40
Oil City and Chicago,							55,925	27		
Parker and Karns City,			24,859	55	5,851	81				
Peach Bottom,	17,576	08	28,893	71	29,707	19				
Pennsylvania,	11,751,485	78	14,051,485	78	15,468,468	60	17,873,776	69	21,270,926	62
Pennsylvania Coal,	390,000	00	388,500	00			486,646	30		
Pennsylvania and New England,	948,351	90	777,006	76						
Pennsylvania Company,	60,041	11	64,603	25						
Pennsylvania and New York,					71,907	95	31,636	33	100,340	02
People's,	7,351	31	8,035	95	967,659	63	1,119,521	94	1,164,537	13
Perkiomen,	128,819	18	252,156	05	8,706	98	9,237	88	9,065	77
Philadelphia and Baltimore Central,	171,767	65	166,967	67	233,231	14	237,745	34	240,068	18
Philadelphia and Erie,	2,130,253	07	2,358,353	78	171,636	41			12,327	25
Philadelphia, Newtown and New York,			47,871	72	2,430,060	30	2,599,534	55	2,620,323	62
Philadelphia and Reading,	9,471,613	24	11,880,397	83	75,101	17	126,423	71	102,259	48
Philadelphia and Trenton,	983,482	62	1,185,558	82	13,494,123	11	14,504,194	03	23,636,485	30
Philadelphia, Wilmington and Baltimore,	1,567,742	41	1,896,887	87	1,359,839	02	1,607,911	15	2,044,769	36
Pickering Valley,	33,790	46			2,320,799	35	3,676,494	30	4,169,173	60
Pittsburgh and Western,							481	21	453	44
Pittsburgh and Castle Shannon,	117,626	83	145,246	28			133,202	15	1,987,647	59
Pittsburgh Southern,			54,234	73	198,908	68	201,537	37	195,220	69
Pittsburgh, Cincinnati and St. Louis,	2,083,646	67	2,283,056	11	58,350	53	62,414	34	64,048	93
Pittsburgh and Connelleville,	965,831	58	1,011,827	09	2,785,557	39	2,823,548	88	3,845,284	28
Pittsburgh, Fort Wayne and Chicago,	4,534,989	50	5,326,814	91	1,376,075	20	1,437,664	29	1,833,110	33
Pittsburgh and Lake Erie,	177,725	77	399,012	70	5,830,329	35	6,287,562	68	6,939,273	52
Pittsburgh, Bradford and Buffalo,	276,805	20	305,090	11	608,764	97	757,043	94	1,109,411	72
Reading and Columbia,	174,697	36	233,232	08	40,897	81	77,545	49	*	
Rochester and Pittsburgh,					279,839	94	318,883	93	327,303	40
Salisbury,	7,518	49	10,612	83			222,561	53	15,875,304	96
Shamokin Valley and Pottsville,	129,757	22	171,744	24	10,318	88	29,479	54	17,648	77
Sharpville,			29,726	45	193,037	12	174,220	28	199,840	84
Shenango and Allegheny,							33,724	56	32,683	87
Somerset and Cambria,	687	75	5,848	91	102,593	74	111,199	43		
South Mountain,	14,395	19	23,241	79	31,910	73	79,747	16	78,320	23
					20,773	30	28,388	15	21,833	84

* Merged in Pittsburgh and Western.

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS Continued.

NAME OF COMPANY:	1879.		1880.		1881.		1882.		1883.	
Southern Pennsylvania Railroad and Mining Company,	\$15,114	82	\$18,960	85	\$27,675	78	\$22,485	23	\$19,602	87
State Line and Sullivan,	47,017	51	30,510	68	38,994	55	29,118	25	45,232	84
Stony Creek,	20,631	47	39,279	27	42,357	56	46,119	26	51,777	72
Tioga,	215,653	63	252,089	42	305,465	79	301,665	32	297,949	88
Warren and Farnsworth Valley,							12,090	76	58,790	42
Waynesburg and Washington,	19,589	34	20,641	20	28,576	22	30,689	06	37,488	52
West Chester and Phoenixville,	171,750	73	223,264	42	288,826	83				
Western Maryland,	274,347	28	309,285	18	357,169	52	364,491	19	437,164	16
Wheeling, Pittsburgh and Baltimore,	38,594	76	41,785	87	52,463	09	58,228	25	40,070	22
Wilmington and Northern,	148,380	25	202,301	10	258,284	03	268,685	52	407,959	93
Williamsport and North Branch,							4,850	91	21,820	41
York and Peach Bottom,									63,323	35
Total,	\$75,781,288	67	\$75,815,377	95	\$85,521,657	86	\$114,039,989	18	\$142,188,216	21

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.
Addison and Northern,										1
Allegheny Valley,	8	12	13	19	12	11	16	15	14	21
Atlantic and Great Western,	7	9								
Bangor and Portland,					1		1		1	
Baltimore and Philadelphia,										2
Barclay,						2		4		3
Bradford, Bordell and Kinzua,					1	5		2	1	
Bell's Gap,					1				2	
Buffalo, Bradford and Pittsburgh,					1	15	5	15	10	37
Buffalo, New York and Philadelphia,							9	14	25	49
Buffalo, Pittsburgh and Western,					2	7				
Bradford, Eldred and Cuba,								6		2
Chartiers,	2		1			8	3	3	1	
Cleveland and Pittsburgh,	2	5	1	18	5	17		6	1	10
Corning, Cowanesque and Antrim,		1	4	1	2	1	3	5	5	9
Cornwall,		1	1							
Cumberland Valley,	2	15	1	2	3	1	3	2	3	6
Danville and Shamokin,									8	13
Delaware and Hudson,	2	10	9	9	8	4	8	5		
Delaware, Lackawanna and Western,	18	11	19	32	18	35	27	68	25	85
Delaware and Western,			1		1	1		1		
Dunkirk, Allegheny Valley and Pittsburg,	4	15	4	3	2	1	2	18	2	8
East Broad Top,	1			3		2	1	2		2
Elmira and Williamsport,	1	6	2	10	1	7	4	14	2	12
Erie and Pittsburgh,	1	9	4	8	3	7	5	5	3	6
Evergreen,			1	1						
Hanover Junction, Hanover and Gettysburg,		1			1					1
Harrisburg and Potomac,		1	1					1		
Huntingdon and Broad Top Mountain,				2	1	12	1	9	1	8
Ironton,									1	
Jefferson,	4	14	3	9	5	14	3	18	3	11
Jersey Shore, Pine Creek and Buffalo,									2	4
Junction,	2		2		1	1				
Lake Shore and Michigan Southern,	4	5		6	7	5	4	12	3	14

[Leg. Doc.]

SECRETARY OF INTERNAL AFFAIRS.

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.
Lawrence,				8	2	8			1	6
Lawrenceville and Evergreen,							1	3		
Lehigh and Susquehanna,	7	9	16	4	17	11	25	25		
Lehigh Valley,	27	58	45	38	49	34	45	42	53	35
Little Saw-Mill Run,					1					
Littlestown,					1					
Lykens Valley,	1				1	2	1	3		1
Meadville,							1	1	2	
McKean and Buffalo,					1	3				
Mont Alto,								3	1	1
Muncy Creek,		2								
New York, Lake Erie and Western Coal,									1	7
New Castle and Oil City,		1			1	3			2	5
New Castle and Beaver Valley,		2	2	4	2	9	2	9	2	5
New York, Chicago and St. Louis,							2		19	47
New York, Lake Erie and Western,	106	351					147	485	148	493
New York, Pennsylvania and Ohio,			11	10	10	11	11	9	6	6
Northern Central,	11	20	8	32	11	20	2	17	5	24
North Pennsylvania,	9	15								
Oil City and Chicago,								3		
Oil City and Ridgway,							8	5		
Pennsylvania,	128	588	163	640	201	878	253	878	196	908
Pennsylvania Coal,	6	5	1	4	9	9	5	10	8	6
Pennsylvania and New York,	4	35	6	21	4	8	12	12	9	12
Perklomen,	3	2	1	3		4	2	2	2	2
Philadelphia and Baltimore Central,	2	1	1	1	2	1				
Philadelphia and Erie,	25	141	12	200	24	128	24	109	9	86
Philadelphia and Reading,	71	115	86	101	102	98	95	98	109	85
Philadelphia and Trenton,	21	30	10	40	14	57	19	48	22	45
Philadelphia, Wilmington and Baltimore,	16	4	22	7	26	19	36	20	14	2
Pittsburgh, Bradford and Buffalo,	2	14	4	8		1		8		
Pittsburgh and Castle Shannon,						3				
Pittsburgh Southern,								1	2	1
Pittsburgh, Cincinnati and St. Louis,	16	14	10	32	28	53	22	32	16	16

Pittsburgh and Connellville,	16	11	28	57	29	52	34	46	58	75
Pittsburgh, Fort Wayne and Chicago,	9	19	18	38	17	36	24	78	57	178
Pittsburgh and Lake Erie,	3	2	7	16	14	18	12	9	8	9
Pittsburgh and Western,							2	5	9	
Reading and Columbia,	1	3	2	2	1	2	5	4	3	6
Rochester and Pittsburgh,							2		7	8
Salisbury,			1							
Shamokin Valley and Pottsville,		2	3	9	8	3	2	4	4	17
Sharpsville,			1				2			
Shenango and Allegheny,							1	1		
Somerset and Cambria,							1	1		1
South Mountain,						2	1			
Southern Pennsylvania Railway and Mining Company,					1	1				
State Line and Sullivan,							1	2	1	
Stony Creek,		2								
Tloga,			1		1		4	1	1	9
Warren and Farnsworth Valley,								2		
Waynesburg and Washington,		3	1				2			1
West Chester and Philadelphia,	1		4	2		8				
Western Maryland,	1		4	2		8			8	10
Wheeling, Pittsburgh and Baltimore,		1			1	6	2	8		
Wilmington and Northern,	1						1	1	4	18
Williamsport and North Branch,										2
Total,	553	1,581	588	1,415	661	1,649	905	2,203	898	2,337



TABULATED RESULTS

COMPILED FROM PASSENGER RAILWAYS.

TABLE A. - STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Total amount now of floating and funded debt.	Rate per cent. on funded debt.	Rate per cent. of dividend.
Allentown,	Unlimited.		\$15,280 00	\$13,000 00	5	
Central, Pittsburgh,	\$100,000 00	\$100,000 00	100,000 00	36,708 84	6	
Citizens', Philadelphia,	500,000 00	192,500 00	192,500 00			\$12 per share.
Citizens', Pittsburgh,	200,000 00	200,000 00	200,000 00	77,863 29	5	9 per share.
Coalville,	50,000 00	62,675 00	62,675 00	14,321 16	6	
Continental,	1,000,000 00	580,000 00	580,000 00	350,000 00	6	
Chester,	100,000 00	80,000 00	80,000 00			
City, Altoona,	53,000 00	53,000 00	53,000 00			*3
Easton and South Easton,	75,000 00	29,562 50	29,562 50	7,800 00		
Empire,	600,000 00			200,000 00	7	
Erie City,	100,000 00	50,000 00	50,000 00	25,000 00	6	
Federal Street and Pleasant Valley,	100,000 00	100,000 00	100,000 00	96,000 00	6	10
Frankford and Southwark,	750,000 00	600,000 00	600,000 00	102,000 00	7	24
Germanatown,	1,500,000 00	1,500,000 00	572,860 00	227,500 00		
Green and Coates Streets, Philadelphia,	500,000 00	500,000 00	150,000 00	121,918 68	6	12
Harrisburg City,	Unlimited.	62,500 00	62,500 00			6
Hestonville, Mantua and Fairmount,	2,050,000 00	2,050,000 00	299,381 88	528,954 00	6	
Johnstown,	100,000 00	56,000 00	56,000 00			3
Lehigh Avenue,	60,000 00	60,000 00	60,000 00			
Lombard and South Street,	750,000 00	475,925 00	285,555 00	350,975 77	5 & 7	
Perkiomen Avenue,	50,000 00	40,000 00	40,000 00			
People's Street, Luzerne county,	150,000 00	150,000 00	150,000 00	20,930 68	7	
People's, Philadelphia,	1,500,000 00	1,500,000 00	500,000 00	2,484,948 34	5 & 7	
Philadelphia City,	1,000,000 00	1,000,000 00	475,000 00	300,000 00	5 & 7	12
Philadelphia and Darby,	200,000 00	200,000 00	200,000 00	100,000 00	7	4
Philadelphia and Gray's Ferry,	1,000,000 00	308,750 00	308,750 00	18,500 00		\$2 56 per share.

RAILROADS	Pittsburgh, Allegheny and Manchester,	Not stated.	350,000	00	350,000	00	205,000	00	6 & 8	1
	Pittsburgh and Birmingham,	200,000	00	200,000	00	174,000	00	86,000	7, 10	6
	Pittsburgh, Oakland and East Liberty,	150,000	00	150,000	00	150,000	00	98,277	66	6
	Pittston,	25,000	00	10,000	00	10,000	00			6
	Pittsburgh and West End,	150,000	00	26,080	14	26,080	14	16,000	00	6
	Pittsburgh Union,			100,000	00	69,375	00	107,333	84	5
	Reading City,	50,000	00	40,550	00	40,550	00	13,147	42	5
	Ridge Avenue,	750,000	00	420,000	00	420,000	00			
	Schuylkill River,	500,000	00	500,000	00	50,000	00			
	Second and Third Streets,	1,060,200	00	1,060,200	00	1,060,200	00			
	Seventeenth and Nineteenth Streets,	500,000	00	500,000	00	250,000	00	134,500	00	5 & 7
	South Side,	65,000	00	38,400	00	38,400	00	31,480	44	7
	Stroudsburg,	20,000	00	25,600	00	25,600	00			
	Scranton,	25,000	00	10,000	00	1,000	00			
	Thirteenth and Fifteenth Streets,	1,000,000	00	1,000,000	00	334,529	44	160,000	00	7
	Transverse,	300,000	00	175,000	00	175,000	00	205,000	00	6
	Union, Philadelphia,	1,000,000	00	1,500,000	00	925,000	00	500,000	00	5 & 6
West Philadelphia,	750,000	00	750,000	00	750,000	00	246,000	00	6	
Wilkes-Barre and Kingston,	100,000	00	100,000	00	100,000	00				
Williamsport,	75,000	00	60,000	00	60,000	00	12,749	00		
Total,	\$19,748,200	00	\$8,564,022	64	\$10,152,758	44	\$6,891,905	73		

* On original capital of \$40,000.

TABLE B.—COST AND CHARACTERISTICS.

NAME OF COMPANY.	COST OF ROAD AND EQUIPMENT.		CHARACTERISTICS OF ROAD.										
	Total cost of road and equipment.		Length of road.	Gauge of road in feet and inches.	Weight of rail per yard.	Number of car-houses, shops and stations.	Number of depots.	Number of first-class passenger cars.	Number of second-class passenger cars.	Number of other cars.	Number of horses owned by the company.	Value of real estate held exclusive of roadway.	
Allentown,	\$38,215	63	3.44	4.8 $\frac{1}{2}$	19	2	1	2	4	2	22	\$18,063	11
Central, Pittsburgh,	136,243	76	3 m.	5.2 $\frac{1}{2}$	45	3	2	14	2	2	95	15,500	00
Citizens', Philadelphia,	313,077	74	10 m.	5.2	45 & 47	9	2	80	7	5	414	161,200	44
Citizens', Pittsburgh,	229,671	52	7 $\frac{1}{2}$	5.2 $\frac{1}{2}$	47	5	3	32	18	12	292	105,048	44
Coalville,	46,917	01	2 $\frac{1}{2}$ m.	4.8 $\frac{1}{2}$	20 & 34	3	1	4	..	..	9	27,049	59
Continental,	380,855	99	10 $\frac{1}{2}$	5.2	47	..	..	..	..	..	..	..	..
Chester,	88,484	22	5 $\frac{1}{2}$	5.2 $\frac{1}{2}$	40 & 47	4	1	12	..	..	64	17,024	32
City, Altoona,	52,719	76	2 m. 3,180 ft.	5.3	48	3	..	7	5	..	33	..	..
Easton and South Easton,	25,962	50	1 $\frac{1}{2}$ m.	5.2	48	2	1	3	..	..	18	4,000	00
Empire,	103,000	00	8 $\frac{1}{2}$	5.2	45	..	..	..	..	..	..	..	..
Erie City,	76,271	94	4 m. 255 ft.	4.8 $\frac{1}{2}$	30	1	1	11	2	..	46	12,000	00
Federal Street and Pleasant Valley,	140,000	00	2 $\frac{1}{2}$ m.	5.2 $\frac{1}{2}$	45	3	1	20	1	1	145	35,000	00
Frankford and Southwark,	975,465	45	18.10 m.	5.2	47	9	4	95	..	..	569	125,000	00
Germantown,	950,782	56	..	..	..	..	..	..	..	..	..	..	..
Green and Coates Streets, Phila,	258,181	43	7 m.	5.2	47	..	..	..	..	..	..	..	..
Harrisburg City,	59,971	51	2 m. 2,240 ft.	5.2 $\frac{1}{2}$	38-44-47	2	1	15	..	..	33	12,000	00
Hestonville, Mantua and Fairmount,	537,904	56	20	5.2	48	5	2	79	..	6	465	319,111	74
Johnstown,	59,962	27	3 m. 4,260 ft.	5.3	41	2	2	8	..	..	44	4,000	00
Lombard and South Street,	641,774	92	17.76	5.2	43	4	2	20	35	4	272	82,167	58
Lehigh Avenue, . . . . .	*	..	..	..	..	..	..	..	..	..	..	..	..
Perkiomen Avenue,	89,820	28	2 $\frac{1}{2}$ m.	5.2 $\frac{1}{2}$	45	2	..	10	4	..	26	5,000	00
People's Street, Luzerne county,	173,230	84	9 $\frac{1}{2}$ m.	4.8 $\frac{1}{2}$	25	1	1	15	66	18,440	00
People's, Philadelphia,	236,343	60	44	5.2	45	12	4	117	47	8	1,034	10,000	00

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Philadelphia City,	\$75,842	88	17 m. 2,200 ft.	5.2½	47 & 78	6	4	132	708	\$302,650	00
e Philadelphia and Darby, †	†		5 m. 255 ft.	5.2½	42	8	1						
Philadelphia and Gray's Ferry,	266,606	98	10½	5.2	44	4	1	34	6	. . .	200	43,000	00
Pittsburgh, Allegheny & Manchester,	294,700	87	5 m.	5.2	45	6	3	40		4	288	188,572	11
Pittsburgh and Birmingham,	145,879	96	3½	5.2½	45	3	1	5	16	7	150	52,381	67
Pittsburgh, Oakland and East Liberty,	198,609	91	6 m.	5.2	33-45-48	4	2	32	. . .	4	153	39,250	67
Pittston Street Car Company,	10,000	00	1½	5.2	42½	1	. . .	1	2		5		
Pittsburgh and West End,	47,119	04	2½ m.	5.2½	35	1	1	9	4	2	68	3,932	80
Pittsburgh Union,	148,494	65	4 m. 900 ft.	5.2½	45	8	. . .	9	. . .	2	170	6,064	95
Reading City,	62,515	07	2½ m.	5.2	45	3	2	16	. . .		36	13,392	61
Ridge Avenue, Philadelphia,	562,617	25	15 m.	5.1	45	1	1	56	. . .		300	65,000	00
f Schuylkill River,	47,463	54	3 m. 586 ft.	5.2	44								
Second and Third Streets,	928,461	91	37 m.	5.2½	43 & 55	7	2	106	10	11	669	100,000	00
a Seventeenth and Nineteenth Streets,	229,246	60	7½ m.	5.2	43 & 55								
South Side,	81,851	13	2½ m.	5.2½	45	3	1	8	5	. . .	82	10,000	00
Stroudsburg,	25,027	84	1½ m.	4.½	28 & 30	1	1	2	1	. . .	9	1,000	00
Scranton,	†												
Thirteenth and Fifteenth Streets,	358,102	50	14	5.2	43	2	2	42	15	16	400	122,000	00
Transverse,	366,806	64	6 m. 1,912 ft.	5.2	52	8	. . .	39			250	50,421	76
g Union, Philadelphia,	2,192,361	43	70 m.	5.2	47	10	6	277	71	28	1,724	632,028	03
West Philadelphia,	1,082,268	93	18½	5.2½	44	11	1	102	20	10	646	237,947	35
Wilkes-Barre and Kingston,	†		4½ m.	5.2	30 & 45	1	1	4	3	. . .	18	15,000	00
Williamsport,	89,432	05	2 m. 794 ft.	4.8½	36	. . .	. . .	4	5	3	28		
	\$10,494,291	22	363	. . .	. . . . .	137	55	1,267	210	122	9,300	\$2,668,247	03

a Leased to "Union Passenger Railway Company." b Leased to "Citizens' Passenger Railway Company." c Leased to "People's Passenger Railway Company."
 d Reported as cost of "construction, equipment, and real estate." e Leased to "Philadelphia City Passenger Railway Company." f Leased to "Philadelphia and Gray's Ferry Passenger Railway Company." g Including "leased lines."
 * Not yet in operation. † Not stated in report. ‡ Organization complete, but no road built.



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 cor- poration.		Of operating the road.		Total.	
Allentown,	207,976	\$1,451	18	\$11,588	27	\$12,989	48
Central, Pittsburgh,	978,958	3,231	24	42,563	85	45,794	59
Citizens', Philadelphia,	6,077,066	22,966	82	202,844	68	225,818	45
Citizens', Pittsburgh,	4,308,886	19,165	05	128,396	23	147,561	28
Coalville,	114,056	451	48	4,298	23	4,749	71
Chester,	689,697	1,029	06	16,542	02	17,571	06
City, Altoona,	398,465	1,136	84	18,349	32	19,486	18
Easton and South Easton,	151,230	1,290	50	5,882	45	7,172	95
Empire,	3,642,974						
Erle City,	336,981	585	81	11,209	25	11,744	56
Federal Street and Pleasant Valley,	1,601,157	8,408	65	54,784	90	63,188	55
Frankford and Southwark,	9,186,168	15,834	49	284,745	91	300,580	40
Harrisburg City,	408,615	898	70	14,703	47	15,697	17
Hestonville, Mantua and Fairmount,	4,673,786	17,007	54	198,682	11	215,689	65
Johnstown,	390,748	745	51	13,906	22	14,651	78
Lombard and South Street,	3,216,274	9,854	46	109,650	84	119,005	30
Perkiomen Avenue,	877,626	11,033	49	14,641	18	25,674	67
People's Street, Luzerne County,	608,815	4,274	32	34,658	09	38,932	41
People's, Philadelphia,	20,053,497	24,539	98	445,160	80	479,700	28
Philadelphia City,	9,597,718	27,170	61	315,468	01	342,638	62
Philadelphia and Gray's Ferry,	2,834,623	10,067	79	82,990	73	93,058	52
Pittsburgh, Allegheny and Manchester,	3,301,226	7,480	54	108,937	63	116,418	17
Pittsburgh and Birmingham,	2,015,136	9,727	58	70,212	74	79,940	80
Pittsburgh, Oakland and East Liberty,	1,667,002	10,627	66	74,154	08	84,781	69
Pittston Street Car Company,	80,982	485	51	3,140	77	3,626	28
Pittsburgh and West End,	891,054	3,209	81	31,068	02	34,272	33
Pittsburgh Union,	1,518,326	4,062	20	59,384	79	63,446	99

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Reading City,	852,175	810	22	15,279	88	16,090	10
Ridge Avenue, Philadelphia,	5,757,020	86,124	19	153,481	14	189,555	33
Second and Third Streets,	9,535,459	89,549	07	814,357	79	853,308	88
South Side,	486,092	7,203	51	28,569	97	35,773	48
Stroudsburg,	28,778	205	00	2,890	27	3,095	27
Thirteenth and Fifteenth Streets,	5,421,922	18,560	85	184,946	41	203,507	28
Transverse,	2,144,636	8,228	20	89,518	68	92,746	88
Union, Philadelphia,	22,741,228	66,197	69	833,040	81	899,238	50
West Philadelphia,	9,581,867	39,838	55	814,915	22	854,303	77
Wilkes-Barre and Kingston,	337,100	4,896	67	14,500	00	18,896	67
Williamsport,	484,355	.....	..	.....	..	24,754	39
Total,	135,986,289	\$441,241	78	\$4,308,958	66	\$4,774,954	78

TABLE D.—RECEIPTS.

NAME OF COMPANY.	Passengers.	Rent.	Manure.	Other sources.	Total.
Allentown,	\$12,891 84	\$849 96		\$212 97	\$13,954 77
Central, Pittsburgh,	48,222 90				48,222 90
Citizens', Philadelphia,	328,345 80	477 50	\$4,885 99	105,868 25	437,027 54
Citizens', Pittsburgh,	195,188 10	856 98	425 00	4,217 57	200,687 65
Coalville,	8,479 26	576 84	38 00	82 10	9,126 20
Continental,*					120,000 00
Chester,	30,191 18		255 92	118 60	30,565 70
City, Altoona,	19,488 16		60 37	175 00	19,718 53
Easton and South Easton,	7,849 00			983 23	8,832 23
Erie City,	15,462 90	874 00	65 00	64 92	15,966 82
Federal Street and Pleasant Valley,	73,464 17	4,052 90		1,368 15	78,885 22
Frankford and Southwark,	510,842 65	21,596 87	5,834 20	51,371 35	519,145 07
Green and Coates Streets, Philadelphia, †					60,000 00
Harrisburg City,	22,970 00	186 61	184 50	577 68	23,868 79
Hestonville, Mantua and Fairmount,	250,399 76	572 00	3,823 04	4,214 30	259,009 10
Johnstown,	19,537 45	30 00	49 26	181 95	19,748 66
Lombard and South Street,	155,014 17		2,179 44	1,631 51	158,825 12
Lehigh Avenue, †					
Perklomen avenue,	18,022 84	89 85	134 35	1,512 28	19,759 82
People's Street, Luzerne County,	42,002 79		84 50	1,854 58	43,941 87
People's, Philadelphia,	823,015 91	75 00	9,050 11	399,728 35	1,231,879 59
Philadelphia City,	525,160 11	1,096 84	6,478 72	1,938 33	534,674 00
Philadelphia and Gray's Ferry,	136,974 50	1,115 00	1,704 74	150 35	139,944 59
Pittsburgh, Allegheny and Manchester,	167,524 22		144 00	100,617 75	268,285 97
Pittsburgh and Birmingham,	100,756 80			524 05	101,280 85
Pittsburgh, Oakland and East Liberty,	100,727 82		170 00		100,897 82
Pittston,	4,055 19	220 68	12 75	216 60	4,305 22
Pittsburgh and West End,	46,727 26		93 75	529 33	47,350 84
Pittsburgh Union,	74,986 23		87 50	5,079 00	80,152 73
Reading City,	18,690 21		160 00	12,631 71	33,990 11
Ridge Avenue, Philadelphia,	299,176 67			1,720 44	300,897 11
Second and Third Streets,	537,718 16		7,727 90	1,100 00	546,546 06

Seventeenth and Nineteenth Streets, §	29,304	59	143	00	77	50	8,449	41	15,000	00
South Side,	1,913	28	80	00			2,687	81	32,974	50
Stroudsburg,	291,917	43	86	25	3,182	85	43,800	00	4,631	09
Thirteenth and Fifteenth Streets,	105,481	98	100	00	91	67	2,830	33	338,936	03
Transverse,	1,323,583	16			17,744	83	29,014	07	108,604	03
Union, Philadelphia,	534,510	77			6,580	81	8,847	01	1,350,341	56
West Philadelphia,	27,867	36					1,202	00	544,948	59
Wilkes-Barre and Kingston,	20,916	91			66	50	1,229	28	28,569	36
Williamsport,									22,212	67
Totals,	\$6,928,076	53	\$12,480	28	\$70,002	20	\$716,430	29	\$7,928,207	71

* Rental from "Citizen's" and "Seventeenth and Nineteenth street" companies, lessees. † Rental from "People's Passenger Railway Company," lessee. ‡ Not yet in operation. § Rental from Union Passenger Railway Company, lessee.
 a Advertising. b Rents and other sources. c Carrying baggage and newspapers. d Other sources and advertising.

TABLE E.—ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Central, Pittsburgh,		1						1
Citizens', Philadelphia,						2		2
Citizens', Pittsburgh,	1	3					1	3
Frankford and Southwark,		3		1				4
Hestonville, Mantua and Fairmount,		3			1	2	1	5
Lombard and South Street,					3		3	
People's Street, Luzerne County,	1						1	
People's, Philadelphia,		20	1	1		7	1	28
Philadelphia City,		7			1	1	1	8
Pittsburgh, Allegheny and Manchester,		1			1	3	1	4
Pittsburgh and Birmingham,		1				2		3
Pittsburgh Union,					1	3	1	3
Ridge Avenue, Philadelphia,	1	1		1			1	2
Second and Third Streets,					1	3	1	3
Thirteenth and Fifteenth Street,	1	2					1	2
Transverse,					1	1	1	1
Wilkes-Barre and Kingston,	1						1	
Total,	5	42	1	3	9	24	15	69

NOTE.—Companies omitted from this table have reported no accidents.

COMPARATIVE STATEMENT FOR FIVE YEARS—Capital Stock paid in.

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Allentown,	\$45,280	00	\$45,280	00	\$45,280	00	\$45,280	00	\$45,280	00
Central, Pittsburgh,	27,750	00	27,750	00	27,750	00	100,000	00	100,000	00
Citizens', Philadelphia,	192,500	00	192,500	00	192,500	00	192,500	00	192,500	00
Citizens', Pittsburgh,	184,000	00	192,000	00	192,000	00	200,000	00	200,000	00
Coalville,	62,675	00	62,675	00	62,675	00	62,675	00	62,675	00
Continental,	580,000	00	580,000	00	580,000	00	580,000	00	580,000	00
Chester,									80,000	00
City, Altoona,									53,000	00
Easton and South Easton,	29,562	50	29,562	50	29,562	50	29,562	50	29,562	50
Empire,					200,000	00				
Erie City,	50,000	00	50,000	00	50,000	00	50,000	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,	572,860	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	50,000	00	50,000	00	62,500	00	62,500	00
Hestonville, Mantua and Fairmount,	299,381	36	299,381	36	299,381	36	299,381	36	299,381	36
Johnstown,									58,000	00
Lehigh Avenue,									60,000	00
Lombard and South Street,	195,000	00	195,000	00	194,962	50	242,467	50	285,555	00
Manayunk and Roxborough Inclined Plane,	58,475	00								
Pittsburgh Union,									69,375	00
People's Street, Luzerne County,	150,000	00	150,000	00	150,000	00	150,000	00	150,000	00
People's, Philadelphia,	123,944	00	124,744	00	460,000	00	530,000	00	500,000	00
Perkiomen Avenue,			40,000	00	40,000	00			40,000	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,	308,750	00	308,750	00	308,750	00	308,750	00	308,750	00
Pittsburgh, Allegheny and Manchester,	300,000	00	300,000	00	350,000	00	350,000	00	350,000	00
Pittsburgh and Birmingham,	150,000	00	150,000	00	162,000	00	162,000	00	174,000	00
Pittsburgh, Oakland and East Liberty,	150,000	00	150,000	00	150,000	00	150,000	00	150,000	00
Pittsburgh and West End,			17,060	14	17,060	14	17,060	14	26,060	14
Pittsburgh Union,									69,375	00
Pittston,	18,362	50	18,362	50	18,362	50			10,000	00
Reading City,	41,550	00	40,550	00	40,550	00	40,550	00	40,550	00

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COMPARATIVE STATEMENT FOR FIVE YEARS—Capital Stock paid in—Continued.

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Ridge Avenue, Philadelphia,	\$420,000	00	\$420,000	00	\$420,000	00	\$420,000	00	\$420,000	00
Scranton,									1,000	00
Schuylkill River,	50,000	00	50,000	00	50,000	00	50,000	00	50,000	00
Second and Third Streets,	771,078	25	771,078	25	771,078	25	771,078	25	1,080,200	00
Seventeenth and Nineteenth Streets,	250,000	00	250,000	00	250,000	00	250,000	00	250,000	00
South Side,	41,050	00	38,400	00	38,400	00	38,400	00	38,400	00
Stroudsburg,	25,600	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
Transverse,							175,000	00	175,000	00
Union, Philadelphia,	425,000	00	425,000	00	425,000	00	751,100	00	925,000	00
West Philadelphia,	400,000	00	750,000	00	750,000	00	750,000	00	750,000	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	60,000	00	60,000	00
Total,	\$7,773,478	06	\$8,098,911	19	\$8,435,879	69	\$9,465,672	93	\$10,812,133	44

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

NAME OF COMPANY.	1879.	1880.	1881.	1882.	1883.
Allentown,	\$12,000 00	\$12,000 00	\$12,000 00	\$11,000 00	\$13,000 00
Central, Pittsburgh,	15,000 00	16,974 21	20,070 61	30,636 46	36,708 34
Citizens', Pittsburgh,	9,748 16	55,754 84	54,245 13	67,877 48	77,863 29
Coalville,	21,528 35	19,242 94	27,881 31	16,254 04	14,321 16
Continental,	380,000 00	350,000 00	350,000 00	350,000 00	350,000 00
Easton and South Easton,	7,500 00	8,000 00	6,800 00	8,300 00	7,800 00
Empire,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Erie City,	4,000 00	11,500 00	11,500 00	11,500 00	25,000 00
Federal Street and Pleasant Valley,	75,000 00	75,000 00	93,000 00	93,000 00	96,000 00
Frankford and Southwark,	102,000 00	102,000 00	102,000 00	102,000 00	102,000 00
Germantown,	227,500 00	227,500 00	227,500 00	227,500 00	227,500 00
Green and Coates Streets, Philadelphia,	121,916 68	121,916 68	121,916 68	121,916 68	121,916 68
Harrisburg City,	1,318 75	7,049 05	12,271 27		
Hestonville, Mantua and Fairmount,	528,704 00	515,704 00	531,184 60	525,754 00	528,954 00
Lombard and South Street,	62,500 00	62,500 00	145,413 88	200,212 08	350,975 77
People's Street, Luzerne County,	20,000 00	20,000 00	21,782 87	21,049 66	20,930 63
People's, Philadelphia,	103,500 00	105,915 48	105,815 48	2,756,501 52	2,484,948 31
Perkiomen Avenue,		500 00	2,000 00	3,000 00	
Philadelphia City,	300,000 00	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,		18,500 00	18,500 00	18,500 00	18,500 00
Pittsburgh, Allegheny and Manchester,	105,000 00	105,000 00	105,000 00	128,000 00	205,000 00
Pittsburgh and Birmingham,	40,000 00	40,000 00	40,000 00	96,133 35	66,000 00
Pittsburgh, Oakland and East Liberty,	83,741 71	85,872 58	97,523 08	98,285 54	98,277 66
Pittsburgh and West End,		21,533 57	17,500 00	21,319 99	16,000 00
Pittsburgh Union,					107,333 34
Pittston,	6,737 50	6,920 33	8,571 50		
Reading City,	200 00			2,650 00	13,147 42
Ridge Avenue, Philadelphia,	58,400 00				
Second and Third Streets,	9,800 00				
Seventeenth and Nineteenth Streets,		100,000 00	131,500 00	134,500 00	134,500 00
South Side,	25,285 27	28,553 81	31,587 97	34,761 96	31,480 44
Stroudsburg,	259 00				
Thirteenth and Fifteenth Streets,	100,000 00	100,000 00	100,000 00	120,797 50	160,000 00
Transverse,				193,219 95	205,000 00

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

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Union, Philadelphia,	\$500,000	00	\$500,000	00	\$500,000	00	\$500,000	00	\$500,000	00
West Philadelphia,	246,000	00	246,000	00	246,000	00	246,000	00	246,000	00
Williamsport,							10,133	84	12,749	25
Total,	\$3,506,692	93	\$3,544,863	28	\$4,276,682	90	\$6,750,808	56	\$6,891,906	84

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

NAME OF COMPANY.	INTEREST ON FUNDED DEBT.					DIVIDEND DECLARED.				
	1879.	1880.	1881.	1882.	1883.	1879.	1880.	1881.	1882.	1883.
Allentown,	7	7	6	5	5					
Central, Pittsburgh,			6	6	6					
Central, Reading,	7	7								
Citizens', Philadelphia,						\$10 00	\$11 50	\$11 50	\$12 00	\$12 per share.
Citizens', Pittsburgh,		5	5	5	5	10	14	18 00	6 00	\$9 per share.
Coalville,	8	6	6	6	6					
Continental,	7	6	6	6	6					
City, Altoona,										3 per cent.
Empire,	7	7	7	7	7					
Erie City,					6					
Federal Street and Pleasant Valley,	6 & 7 ¹⁰		6	6	6	9	10	11	10	10 per cent.
Frankford and Southwark,	7	7	7	7	7	17	4 ¹	4 ³	25	24 per cent.
Germantown,	7	7 & 5	7 & 5	7 & 5	Not given.	20	8	8		
Green and Coates Streets, Philadelphia,	6	6	6	6	6	6 00	12	7		12 per cent.
Harrisburg City,						6	6	6	6	6 per cent.
Hestonville, Mantua and Fairmount,	6 & 7	6 & 7	6	6	6					
Johnstown,										3 per cent.
Lombard and South Street,	7	7	7	7 & 5	7 & 5	60 c. per share.				
People's Street, Luzerne County,	7	7	7	7	7					4 per cent.
People's, Philadelphia,		7	7 & 5	7 & 5	5 & 7	50 c. per share.		2	4	per cent.
Perkiomen Avenue,				7 ¹⁰				2 ¹	5	per cent.
Philadelphia City,	6 & 7	6 & 7	7 & 5		5 & 7					
Philadelphia and Darby,	7	7	7	7	7					
Philadelphia and Gray's Ferry,				5 & 7	Not given.	2 75	3 00	2 75	2 25	2 50 per share.
Pittsburgh, Allegheny and Manchester,	8	8	8	8	8	10	6 00	11	4 50	1 per cent.
Pittsburgh and Birmingham,	7 ¹⁰	7 ¹⁰	7 ¹⁰		7 ¹⁰	9				
Pittsburgh, Oakland and East Liberty,	7	7	7	6	6					
Pittsburgh and West End,		6		6	6		10 50		5 50	\$9 81 ¹ per share.
Pittsburgh Union,					5					
Pittston,	7	7	7							6 per cent.

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

NAME OF COMPANY.	INTEREST ON FUNDED DEBT.					DIVIDEND DECLARED.				
	1879.	1880.	1881.	1882.	1883.	1879.	1880.	1881.	1882.	1883.
Reading City,					5	2	5	9	4	4 per cent.
Ridge Avenue, Philadelphia,	6 & 7						6 00			\$6 per share.
Schuylkill River,	7								50 c.	50 c. per share.
Second and Third Streets,						10	13	12	13	16 per cent.
Seventeenth and Nineteenth Streets,	6 & 7	7	7 & 6	7 & 5	7 & 5				6	6 per cent.
South Side,	7		7	7	7			6½		
Stroudsburg,						7			2	5 per cent.
Thirteenth and Fifteenth Streets,	7	7	7	7	7			4	6	7 per cent.
Transverse,				6	6					
Union, Philadelphia,	6 & 7	6 & 7	6 & 5	6 & 5	6 & 5					\$240,000
West Philadelphia,	6	6	6	6						
Wilkes-Barre and Kingston,						2½	3	5		6 per cent.

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

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NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Allentown.	\$36,394	13	\$36,418	13	\$37,918	13	\$37,873	18	\$38,215	63
Central, Pittsburgh.	49,204	50	50,349	57	53,210	61	130,489	05	156,243	76
Central, Reading.	78,037	41								
Citizens', Philadelphia.	299,044	74	306,678	84	306,777	34	118,745	15	313,077	74
Citizens', Pittsburgh.	160,675	22	191,473	09	180,570	84	211,293	34	229,671	52
Coalville.	47,403	15	46,917	01	46,917	01	46,917	01	46,917	01
Continental.	376,848	77	380,355	99	380,355	99	380,355	99	380,355	99
Chester.									88,484	22
City, Altoona.									52,719	76
Easton and South Easton.	25,962	50	25,962	50	25,962	50	25,962	50	25,962	50
Empire.	106,000	00	106,000	00	106,000	00	106,000	00	106,000	00
Erie City.	53,428	69	59,781	01	61,992	91	61,992	91	76,271	94
Federal Street and Pleasant Valley.	140,000	00	140,000	00	140,000	00	140,000	00	140,000	00
Frankford and Southwark.	963,887	45	963,887	45	981,738	10	981,738	10	975,455	00
Germantown.	940,977	70	948,106	81	950,782	56			950,782	56
Green and Coates Streets, Philadelphia.	247,128	62	247,564	15	258,181	43	258,181	53	258,181	43
Harrisburg City.	31,869	55	48,351	85	50,022	24	55,777	90	59,971	51
Hestonville, Mantua and Fairmount.	539,776	86	539,919	56	540,189	56	538,479	56	537,904	56
Johnstown.									59,962	27
Lombard and South Street.	271,714	83	276,199	09	306,637	51	334,132	26	641,774	92
Manayunk and Roxborough Inclined Plane.	59,276	56								
People's Street, Luzerne County.	162,101	39	162,101	39	168,582	58	169,032	58	173,230	84
People's, Philadelphia.	208,896	45	213,706	17	920,905	15	251,177	60	236,343	60
Perkiomen Avenue.			87,260	18	90,250	28	92,680	28	89,820	28
Philadelphia City.	842,656	31	862,138	36	875,227	88	875,842	88	875,842	88
*Philadelphia and Darby.										
Philadelphia and Gray's Ferry.	243,916	66	266,606	98	266,606	98	266,606	98	266,606	98
Pittsburgh, Allegheny and Manchester.	286,260	49	280,450	49	305,243	96	293,135	37	294,700	87
Pittsburgh and Birmingham.	131,565	00	135,887	00	140,163	96	145,879	96	145,879	96
Pittsburgh, Oakland and East Liberty.	179,471	98	182,208	26	193,042	18	193,366	18	193,609	91
Pittsburgh and West End.			39,740	19	44,057	00	44,723	71	47,119	04
Pittston.	26,763	75	26,765	25	26,765	75			10,000	00

*The books and papers of this company were destroyed by a former president, and the present officers are unable to state the cost of the road.

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

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Pittsburgh Union,									\$148,494	65
Reading City,	\$47,223	14	\$47,223	14	\$47,223	14	\$48,223	14	62,515	07
Ridge Avenue, Philadelphia,	559,705	04	559,791	49	561,367	25	560,867	25	562,617	25
Second and Third streets,	859,555	50	915,310	96	920,788	72	926,025	91	928,461	91
Schuylkill River,	47,463	54	47,463	54	47,463	54	47,463	54	47,463	54
Seventeenth and Nineteenth Streets,	229,246	60	229,246	60	229,246	60	229,246	60	229,246	60
South Side,	81,851	13	81,851	13	81,851	13	81,851	13	81,851	13
Stroudsburg,	24,124	84	24,124	84	24,127	84	24,627	84	25,027	84
Thirteenth and Fifteenth Streets,	335,848	75	335,848	75	335,848	75	354,851	57	358,102	50
Transverse,							355,488	27	366,806	64
Union, Philadelphia,	689,366	74	1,562,841	72	1,641,562	00	1,933,375	60	2,192,351	43
West Philadelphia,	841,945	07	996,923	12	1,052,264	28	1,074,825	84	1,082,268	93
Wilkes-Barre and Kingston,	94,833	37	94,833	37	94,833	37	94,833	37		
Williamsport,			38,439	30	38,439	30	77,658	29	89,482	05
Total,	\$10,307,320	77	\$11,503,466	71	\$12,549,845	69	\$11,569,401	82	\$13,645,746	22

NOTE.—The Citizens' Company, Philadelphia, reported cost of construction only in 1882, (\$118,745 15.) The amount reported for 1883 covers construction and equipment.

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

8 RAILROADS.

NAME OF COMPANY.	1879.	1880.	1881.	1882.	1883.
Allentown,	102,373	149,039	167,973	168,572	207,976
Bradford and Kendall,			320,148		
Central, Pittsburgh,	440,194		577,406	655,530	978,953
Central, Reading,	175,235				
Citizens', Philadelphia,	5,126,559	5,615,494	5,788,943	5,689,947	6,077,066
Citizens', Pittsburgh,	2,736,474	3,223,718	4,063,640	4,126,362	4,308,896
Coalville	75,928	83,617	103,288	115,398	114,056
Continental,	5,202,058				a
Chester,					639,697
City, Altoona,					398,465
Easton and South Easton,	107,244	140,679	163,587	169,981	151,230
Empire,	2,360,505	2,442,448	2,681,473	2,931,102	3,642,974
Erie City,	248,085	265,177	306,981	317,972	336,931
Federal Street and Pleasant Valley,	1,092,584	1,261,943	1,338,756	1,608,040	1,601,157
Frankford and Southwark,	7,706,698	8,103,291	8,553,907	9,509,207	9,186,168
Germantown,	11,071,082	12,088,819	10,167,849		a
Green and Coates Streets, Philadelphia,	3,099,366	3,405,350	2,348,744		a
Harrisburg City,	255,952	241,324	316,201	367,243	408,615
Hestonville, Mantua and Fairmount,	4,686,416	4,823,214	4,609,954	1,687,840	4,673,736
Johnstown,					390,748
Lombard and South Street,	1,887,817	1,416,194	1,532,669	2,696,652	3,216,274
People's Street, Luzerne county,	258,223	337,272	337,830	475,471	603,815
People's, Philadelphia,	1,224,553	1,320,819	6,422,851	20,554,527	20,053,497
Perkiomen Avenue,		189,092	278,037		377,526
Philadelphia City,	8,453,018	9,440,591	10,015,523	9,338,055	9,597,718
Philadelphia and Darby,					a
Philadelphia and Gray's Ferry,	2,276,352	2,411,668	2,474,798	2,684,496	2,884,623
Pittsburgh, Allegheny and Manchester,	2,557,247	2,857,172	2,974,168	3,219,197	3,301,226
Pittsburgh and Birmingham,	1,491,062	1,884,359	2,125,385	1,623,871	2,015,136
Pittsburgh, Oakland and East Liberty,	991,027	1,133,134	1,216,991	1,428,444	1,657,002
Pittsburgh and West End,		998,195	755,323	848,192	891,054
Pittsburgh Union,					1,518,326
Pittston,	31,432	43,735	49,342		80,982
Reading City,	190,894	250,498	298,891	331,289	352,175
Ridge Avenue, Philadelphia,	4,404,020	5,004,575	5,298,495	5,510,259	5,757,020

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COMPARATIVE STATEMENT FOR FIVE YEARS.—Number of Passengers all classes carried in cars—Continued.

NAME OF COMPANY.	1879.	1880.	1881.	1882.	1883.
Schuylkill River,					^a 9,596,459
Second and Third Streets,	8,639,358	9,006,646	9,156,892	9,504,889	^a 586,092
Seventeenth and Nineteenth Streets,					28,788
South Side,	463,067	522,459	425,100	681,493	5,421,922
Stroudsburg,		23,041	26,172	26,954	2,144,636
Thirteenth and Fifteenth Streets,	4,837,494	5,140,046	5,193,638	5,367,803	22,741,228
Transverse,				1,630,509	337,100
Union, Philadelphia,	10,835,419	20,058,880	20,960,569	21,864,841	484,355
West Philadelphia,	8,274,548	8,768,080	9,164,615	9,070,422	
Wilkes-Barre and Kingston,	184,010	202,319	275,150	290,400	
Williamsport,		333,475	482,837	458,642	
	102,332,475	118,190,754	121,023,456	126,380,656	136,274,589

^a Leased and included in report of lessee.

COMPARATIVE STATEMENT FOR FIVE YEARS—Expenses.

LEG. DOC.]

SECRETARY OF INTERNAL AFFAIRS.

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NAME OF COMPANY.	1879.		1880.		1881.		1882.		1888.	
Allentown,	\$5,684	42	\$8,476	57	\$9,979	65	\$11,652	50	\$12,989	43
Central, Pittsburgh,	19,555	13	19,445	11	22,754	15	35,072	86	45,794	59
Central, Reading,	6,342	57								
Citizens', Philadelphia,	174,107	32	196,372	39	224,425	18	244,659	59	225,307	45
Citizens', Pittsburgh,	88,815	15	93,534	75	121,165	94	135,247	15	147,561	23
Coalville,	3,624	62	4,875	88	5,472	83	6,432	83	5,749	81
Continental,	156,055	48							a	
Chester,									17,571	08
City, Altoona,									19,486	16
Easton and South Easton,	5,446	92	5,760	53	7,146	12	6,662	66	7,172	95
Empire,									a	
Erie City,	11,580	27	9,789	09	10,932	47	12,907	06	11,744	56
Federal Street and Pleasant Valley,	34,996	17	45,157	80	48,731	44	53,898	57	63,188	55
Frankford and Southwark,	298,583	90	279,527	82	298,600	44	316,644	87	300,680	46
Germantown,	268,978	32	284,167	55	263,158	82			a	
Green and Coates Street, Philadelphia,	94,313	91	101,408	22	76,803	18			a	
Harrisburg City,	11,565	70	12,677	34	16,619	74	17,734	55	15,697	17
Hestonville, Mantua and Fairmount,	188,504	88	197,313	75	209,055	49	203,031	52	215,689	65
Johnstown,									14,589	24
Lombard and South Street,	59,819	22	62,963	35	80,431	65	105,558	98	119,005	30
Manayunk and Roxborough Inclined Plane,	10,350	62								
People's Street, Luzerne County,	16,150	36	21,584	98	29,875	25	27,372	21	38,932	41
People's, Philadelphia,	50,336	75	59,075	74	240,451	79	851,237	86	479,695	23
Perkiomen Avenue,			7,033	75	16,338	86	28,614	30	15,774	67
Philadelphia City,	815,686	57	323,948	56	373,937	47	350,712	68	342,638	62
Philadelphia and Darby,									a	
Philadelphia and Gray's Ferry,	80,414	81	84,149	50	96,646	08	91,620	81	98,058	52
Pittsburgh, Allegheny and Manchester,	65,651	31	89,923	45	102,367	90	119,492	19	116,418	17
Pittsburgh and Birmingham,	53,747	01	60,019	33	85,828	71	73,881	98	80,040	30
Pittsburgh, Oakland and East Liberty,	58,983	13	58,016	55	71,797	00	66,213	82	84,781	69
Pittsburgh and West End,			37,465	06	32,923	34	18,517	74	34,272	33
Pittston,	1,033	49	1,742	21	1,973	99			3,636	28

a Leased and included in report of lessee.

COMPARATIVE STATEMENT FOR FIVE YEARS—Expenses—Continued.

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Pittsburgh Union,									\$63,446	99
Reading City,	\$12,110	74	\$13,431	90	\$14,968	75	\$17,482	48	16,090	10
Ridge Avenue, Philadelphia,	151,939	67	146,519	80	155,031	94	161,867	97	189,555	83
Schuylkill River,									a	
Second and Third Streets,	290,888	21	805,182	48	319,089	87	326,202	18	353,306	86
Seventeenth and Nineteenth Streets,	71,780	90							a	
South Side,	24,422	69	26,311	38	22,971	74	43,510	84	35,778	48
Stroudsburg,			2,511	57	2,723	63	3,027	21	3,095	27
Thirteenth and Fifteenth Streets,	170,878	80	184,839	28	179,849	37	191,004	22	203,507	28
Transverse,							82,161	89	92,746	88
Union, Philadelphia,	95,503	04	758,875	55	792,461	78	896,727	67	899,288	50
West Philadelphia,	346,741	18	333,969	83	370,657	68	336,000	34	354,303	77
Wilkes-Barre and Kingston,	11,002	61	12,604	08	14,790	50	14,973	00	18,896	67
Williamsport,	5,545	78	11,491	59	11,468	55	13,498	80	11,628	04
Totals,	\$3,281,551	08	\$3,741,045	82	\$4,543,170	80	\$4,868,563	33	\$4,753,263	10

a Leased and included in report of lessee.

COMPARATIVE STATEMENT FOR FIVE YEARS - Receipts.

[Lrg. Doc.]

SECRETARY OF INTERNAL AFFAIRS.

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NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Allentown,	\$7,308	33	\$8,497	63	\$12,175	03	\$14,787	84	\$13,954	77
Bradford and Kendall,					16,247	29				
Central, Pittsburgh,	34,232	65	29,953	95	24,366	35	36,113	30	48,222	90
Central, Reading,	7,847	04								
Citizens', Philadelphia,	312,350	70	330,835	08	362,555	54	407,642	52	437,027	54
Citizens', Pittsburgh,	147,834	51	225,128	67	210,610	41	186,990	25	200,687	65
Coalville,	5,491	75	6,571	54	7,952	99	9,062	71	9,126	20
Continental,	279,958	17	50,000	00	120,000	00			α	
Chester,									30,565	70
City, Altoona,									19,718	53
Easton and South Easton,	7,430	88	8,092	49	8,964	78	9,875	87	8,332	23
Empire,									α	
Erie City,	11,814	49	13,411	68	15,026	10	15,544	00	15,966	82
Federal Street and Pleasant Valley,	55,530	04	64,764	42	70,578	49	86,021	05	78,895	22
Frankford and Southwark,	436,168	77	456,389	00	481,492	66	534,800	44	519,145	07
Germantown,	451,890	99	497,089	51	443,150	68			α	
Green and Coates Streets, Philadelphia,	169,508	12	186,706	71	129,889	90	60,000	00	60,000	00
Harrisburg City,	14,986	12	31,341	18	34,163	20	37,431	68	23,868	79
Hestonville, Mantua and Fairmount,	350,061	76	261,806	20	272,437	24	268,083	09	259,009	10
Johnstown,									19,748	66
Lombard and South Street,	73,288	58	74,940	21	78,479	64	133,878	42	153,825	12
Manayunk and Roxborough Inclined Plane,	11,989	28								
People's Street, Luzerne County,	19,410	20	25,305	11	29,875	25	35,426	55	43,941	87
People's, Philadelphia,	101,891	86	75,171	69	466,034	10	185,741	66	1,231,879	59
Perkiomen Avenue,			10,089	99	16,338	86	20,701	06	19,759	32
Philadelphia City,	471,849	99	525,479	57	566,477	31	524,569	12	534,674	00
Philadelphia and Gray's Ferry,	125,094	78	133,165	40	136,587	93	137,997	92	139,914	59
Pittsburgh, Allegheny and Manchester,	138,625	26	154,450	59	210,079	71	193,802	68	268,235	97
Pittsburgh and Birmingham,	74,284	33	94,755	19	105,451	80	81,733	31	101,280	85
Pittsburgh, Oakland and East Liberty,	66,038	35	74,448	75	78,169	75	88,398	83	100,697	82
Pittsburgh and West End,			53,840	37	40,152	35	45,240	70	47,550	34
Pittston,	1,515	15	2,160	78	3,457	14			4,305	22

α Leased and included in report of lessee.

COMPARATIVE STATEMENT FOR FIVE YEARS—Receipts—Continued.

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Pittsburgh Union,									\$80,152	73
Reading City,	\$11,804	56	\$17,720	55	\$19,290	63	\$29,558	13	33,990	11
Ridge Avenue, Philadelphia,	241,051	11	261,557	11	274,753	34	287,550	26	300,897	11
Schuylkill River,									a	
Second and Third Streets,	492,210	70	511,074	42	519,303	73	541,147	46	546,546	06
Seventeenth and Nineteenth Streets,	63,470	86	15,000	00	15,000	00			15,000	00
South Side,	23,279	97	26,558	67	21,860	50	36,623	95	32,974	50
Stroudsburg,			5,765	91	5,790	70	6,195	70	4,631	09
Thirteenth and Fifteenth Streets,	266,821	73	288,706	37	294,147	82	313,038	55	338,933	03
Transverse,							79,551	30	108,604	03
Union, Philadelphia,	665,436	48	1,172,515	70	1,229,523	85	1,302,133	87	1,350,341	56
West Philadelphia,	450,553	75	475,938	24	505,175	52	511,196	67	544,948	59
Wilkes-Barre and Kingston,	14,066	89	18,397	80	22,143	10	24,749	79	28,569	36
Williamsport,	5,146	13	15,375	70	16,819	54	20,551	78	22,212	67
Total,	\$5,594,751	09	\$6,163,392	23	\$6,858,319	22	\$7,268,343	00	\$7,803,207	71

a Leased and included in report of lessee.

COMPARATIVE STATEMENT FOR FIVE YEARS.—Accidents.

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SECRETARY OF INTERNAL AFFAIRS.

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NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.	Killed.	Inj'd.
Allentown,		1								2
Central, Pittsburgh,						1	2			3
Citizens', Philadelphia,	1		3	3		4	1	1	1	
Citizens', Pittsburgh,										
Continental,		5								
Erie City,			1							
Federal Street and Pleasant Valley,			1		1	4				
Frankford and Southwark,		4	2	5			2	6		4
Harrisburg City,			1	1						
Hestonville, Mantua and Fairmount,	1		1	1	4	4			1	5
Lombard and South Street,	1		1	1		3	1	4	3	
People's Street, Luzerne County,									1	
People's, Philadelphia,					3	1		16	1	23
Perkiomen Avenue,			1		1					
Philadelphia City,	3			6	1	4	3	2	1	8
Philadelphia and Gray's Ferry,			1	1	1					
Pittsburgh, Allegheny and Manchester,	1		1	1	1	2	2	1	1	4
Pittsburgh and Birmingham,		2		1	1	1				3
Pittsburgh, Oakland and East Liberty,						2				
Pittsburgh and West End,			2	1	1					
Pittsburgh Union,									1	3
Reading City,		1								
Ridge Avenue, Philadelphia,			1		2				1	2
Second and Third Streets,	2		1		1				1	3
Seventeenth and Nineteenth Streets,		1								
Thirteenth and Fifteenth Streets,					1	2			1	2
Transverse,							1	1		
Union, Philadelphia,									1	1
West End, Philadelphia,	1	4								
West Philadelphia,				10						
Wilkes-Barre and Kingston,					1				1	
Williamsport,		1								
Totals,	7	22	16	31	19	28	11	33	15	70

NOTE.—Companies omitted from this table have reported no accidents.



TABULATED RESULTS

COMPILED FROM CANAL REPORTS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Total amount now paid in of capital stock.	Total amount of funded debt.	Total amount of floating debt.	Total amount of funded and floating debt.
Delaware and Hudson,	Unlimited.	\$20,000,000 00	\$18,768,000 00		\$18,768,000 00
Delaware Division,	\$2,400,000 00	1,633,350 00	800,000 00		800,000 00
Lehigh Coal and Navigation,	Unlimited.	11,441,850 00	12,489,229 84	\$970,000 00	13,459,229 84
Monongahela Navigation,	Unlimited.	1,004,650 00	881,000 00	a	6397,044 90
Pennsylvania,	5,000,000 00	4,501,200 00	2,872,000 00		2,872,000 00
Schuylkill.*					
Schuylkill Navigation,	Unlimited.	3,977,862 00	3,519,283 86	212,352 42	3,731,635 78
Susquehanna and Tide-Water.*					
Susquehanna,	Unlimited.	2,002,746 00	2,899,310 58	374,580 27	3,273,890 85
Union,	2,907,850 00	2,907,850 00	3,000,000 00	138,000 00	3,138,000 00
Total,	\$10,807,850 00	\$47,469,008 00	\$49,743,823 78	\$1,694,932 69	\$51,434,800 47

* Leased to "Philadelphia and Reading Railroad Company." Stock and debt not reported. a The company report "none but the balances unpaid to contractors for new construction. The company have on hand a balance of refunded tonnage tax, besides which they owe \$8,805 on coupons, \$1,212 on dividends, and \$6,027 90 to the State Treasurer for tax on capital stock for year 1883." b Exclusive of "the balances unpaid to contractors for new construction."

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 at 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, . . .	\$6,882,283	19	108	.	48	32	6	.	132	2	136	40	3	704	.
Delaware Division,	2,433,350	00	60	.	44	28	6	4	33		88		12		\$50,000
Lehigh Coal and Navigation, . .	4,455,000	00	48	1	60 to 100	45	6	5	57	1	10	9	7	301	200,000
Monongahela Navigation,	1,476,729	90	86				5 and 6	d7	10				86	8	23,095
Pennsylvania,	e		324	2	45 to 60	30 to 40	4 to 6½	60	135	3	467	19	11	288	.
Schuylkill Navigation,	12,496,645	36	108.23	1	60 to 300	40 & 45	6½	19	71		121	31	47.98	353	.
Susquehanna,	4,930,291	49	30		50	30	5½	2	43	1	18	4	2	6	280
Tide-Water,			15												69
Union,	5,907,850	00	77.64	1	43	28	4½	8	93	2	73	16	5		.
Total,	\$38,582,149	94	856.87	5	.	.	.	.	105	574	923	126	174.98	1,660	\$273,125

e The company report "re-valued in 1872 at \$3,000,000." answer is made, "cannot say."

d Pools.

e See Auditor General's report for 1872, where under this head

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, Delaware Division, (Lehigh Coal and Navigation Company, lessee.)	1,500,201		\$103,125	19	\$83,700	39	\$186,825	58	\$52,408	39
Lehigh Coal and Navigation, Monongahela Navigation, Muncy, Pennsylvania, Schuylkill Navigation, Susquehanna, Philadelphia and Reading R. R. } Tide-Water, } Co., lessees.		726,988, ⁸³³ / ₁₀₀₀	74,783	98	133,606	19	206,390	17	2,321,440	87
			44,409	62	41,864	50	86,274	12	281,449	90
		808,811	176,545	32	27,226	43	208,771	75	388,889	40
	738,487		124,349	04	67,443	87	191,792	91	548,284	13
	396,829		83,644	65	15,753	95	49,400	60	69,685	93
	312	28,878	7,308	00	11,368	31	18,676	31	19,287	74
	2,635,829	1,566,177, ⁸³³ / ₁₀₀₀	\$564,165	80	\$380,968	64	\$925,131	44	\$3,680,941	38

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

NAME OF COMPANY.	Lumber.	COAL.		IRON.		Other iron or castings.	Iron and other ores.
		Anthracite.	Bituminous.	Pig.	Railroad.		
Delaware and Hudson,	21,758	1,250,765	416	α156	15	. . .	. . . . .
Delaware Division.*							
Lehigh Coal and Navigation,	39,834 ⁵⁵³ / ₂₀₀₀	461,222 ⁴⁶² / ₂₀₀₀	2,895 ⁸⁸⁸ / ₂₀₀₀	35,762 ⁵⁵³ / ₂₀₀₀	α1,473 ⁸⁷⁷ / ₂₀₀₀	. . . .	85,239 ¹⁶⁶ / ₂₀₀₀
Monongahela Navigation.†							
Pennsylvania,	133,243	568,592	1,204	315	4	64	31,921
Schuylkill,	22,452	634,412		333		263	523
Susquehanna,	21,660	322,353	804			15	461
Union.	4,669 ⁸⁸⁸ / ₂₀₀₀	11,876					
Totals,	243,616 ¹⁵³ / ₂₀₀₀	3,269,220 ⁶⁶² / ₂₀₀₀	5,319 ⁸⁸⁸ / ₂₀₀₀	2,066 ⁵⁵³ / ₂₀₀₀	1,492 ⁸⁷⁷ / ₂₀₀₀	342	68,144 ¹⁶⁶ / ₂₀₀₀

* Leased to Lehigh Coal and Navigation Company, and included in its report.
 † See note at foot of Table D—Continued.

α Including castings.

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

NAME OF COMPANY.	Agricultural products.	Live stock.	Lime and lime-stone.	Manufactures and merchandise.	Other articles.	Total.
Delaware and Hudson,	4,346	. . . . .	6,869	172,857	43,039	1,500,201
Lehigh Coal and Navigation,	15,050	. . . . .	73,374	6,190	87,915	728,988
Monongahela Navigation, (see note.)						
Pennsylvania,			32,971	121	39,876	808,311
Schuylkill,	221	3	14,568	11,898	53,014	788,487
Susquehanna,	7,738		7,819	15,962	20,017	396,829
Union,			12,030		801	28,878
Total,	12,355	3	147,931	207,328	194,192	3,201,694

NOTE.—Monongahela Navigation Company reported the following freight carried during the year 1883: Coal, 108,487,800 bushels; coke, 3,907,589 bushels; lumber, 11,759,890 feet; timber, 3,635,624 feet; whisky, 5,719 barrels; pig-iron, 785 tons; iron-ore, 31,681 tons; fire-clay, 5,794 tons; steel rails, 43,948 tons; cinder, 450 tons; pit and other posts, 255,705; sheep, 7,537; hogs, 3,480; horses and cattle, 775; railroad ties, 57,000; brick, 1,506,164; staves, 135,000; wood, 32 cords; oil, 1,479 barrels; sand, 733,700 bushels; stone, 15,635 perches; classified freight, 35,179,470 pounds.

PA Internal Affairs 1883

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

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SECRETARY OF INTERNAL AFFAIRS.

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NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
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,	11,204,250	00	10,259,250	00	10,328,350	00	11,206,900	00	11,441,850	00
Monongahela Navigation,	1,004,650	00	1,004,650	00	1,004,650	00	1,004,650	00	1,004,650	00
Muncy,	2,625	00								
Pennsylvania,	4,485,765	00	4,501,200	00	4,501,200	00	4,501,200	00	4,501,200	00
Schuylkill Navigation, (Philadelphia and Reading Railroad Company, lessee,)	4,068,786	00	4,060,086	00	4,050,636	00	3,980,762	00	3,977,362	00
Susquehanna, (Philadelphia and Reading Railroad Company, lessee,)	2,002,746	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
Total,	\$47,309,872	00	\$46,869,132	00	\$46,428,780	00	\$47,237,458	00	\$47,469,008	00

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

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Delaware and Hudson,	\$19,837,000	00	\$19,837,000	00	\$19,837,000	00	\$18,763,000	00	\$18,763,000	00
Delaware Division,	800,000	00	800,000	00	800,000	00	800,000	00	800,000	00
Lehigh Coal and Navigation,	15,565,151	00	16,640,870	11	16,379,782	60	13,582,041	84	13,459,229	84
Monongahela Navigation,	84,000	00	84,000	00	84,000	00	334,000	00	397,146	90
Pennsylvania,	3,035,000	00	2,960,000	00	2,940,000	00	2,926,000	00	2,872,000	00
Schuylkill Navigation, (Philadelphia and Reading railroad, lessee,)	8,667,802	84	8,662,070	27	8,666,117	27	8,675,946	00	8,731,635	78
Susquehanna and Tide-Water, (Philadelphia and Reading railroad, lessee,)	3,026,650	88	3,085,215	18	3,147,381	35	3,249,643	75	3,273,890	85
Union,	3,075,000	00	3,093,000	00	3,109,500	00	3,125,200	00	3,128,000	00
Total,	\$54,090,604	22	\$55,162,155	56	\$54,963,781	22	\$51,455,831	59	\$51,424,902	47

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

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Delaware and Hudson,	\$6,883,817	69	\$6,899,955	08	\$6,905,550	17	\$6,339,210	49	\$6,339,210	49
Delaware Division,	2,433,350	00	2,433,350	00	2,433,350	00	2,433,350	00	2,433,350	00
Lehigh Coal and Navigation,	4,455,000	00	4,455,000	00	4,455,000	00	4,455,000	00	4,455,000	00
Monongahela Navigation,	1,115,452	00	1,115,452	00	1,120,100	20	1,315,873	90	1,476,729	90
Muncy,	7,077	15								
Schuylkill Navigation, (Philadelphia and Reading railroad, lessee,)	12,622,305	86	12,580,461	36	12,571,011	86	12,500,216	86	12,496,643	86
Susquehanna, (Philadelphia and Reading railroad, lessee,)	4,980,593	54	4,980,704	83	4,929,974	40	4,929,974	40	4,930,291	49
Union,	5,907,850	00	5,907,850	00	5,907,850	00	5,907,850	00	5,907,850	00
Total,	\$38,355,446	24	\$38,322,773	27	\$38,322,836	13	\$37,881,475	15	\$38,039,075	24

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

NAME OF COMPANY.	1879.	1880.	1881.	1882.	1883.
Delaware and Hudson,	1,423,335	1,329,313	1,590,266	1,594,947	1,500,201
Lehigh Coal and Navigation,	747,315	719,333	702,714	678,894	728,988
Monongahela Navigation,				3,970,200	
Muncy,	3,835				
Pennsylvania,	806,522	861,798	905,095	874,952	806,311
Schuylkill Navigation, (Philadelphia and Reading railroad, lessee,)	1,111,160	706,066	783,148	707,757	738,487
Susquehanna, (Philadelphia and Reading railroad, lessee,)	371,625	382,295	346,257	396,650	396,829
Union,	29,663	29,853	23,316	26,251	28,878
Total,	4,498,455	4,028,663	4,850,796	8,239,651	4,201,691

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

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Delaware and Hudson,	\$291,425	56	\$184,271	78	\$184,148	01	\$178,917	42	\$186,825	58
Delaware Division.*										
Lehigh Coal and Navigation,	235,628	92	247,604	51	276,271	16	239,764	22	208,890	17
Monongahela Navigation,	59,848	27	59,585	01	117,374	77	80,584	94	86,874	12
Muncy,	19	46								
Pennsylvania,	174,843	31	177,826	82	262,611	76	253,740	39	203,771	75
Schuylkill Navigation, (Philadelphia and Reading railroad, lessee,)	146,698	88	165,733	27	167,570	89	199,797	52	191,792	91
Susquehanna, (Philadelphia and Reading railroad, lessee,)	86,408	08	35,698	43	45,632	55	46,309	85	15,753	95
Union,	16,251	02	22,495	91	23,130	50	21,980	96	18,676	31
Total,	\$963,123	50	\$893,210	18	\$1,076,739	64	\$1,021,045	33	\$911,564	79

9 RAILROADS.

COMPARATIVE STATEMENT FOR FIVE YEARS.—Receipts.

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Delaware and Hudson,	\$41,025	73	\$39,500	61	\$54,588	53	\$60,007	52	\$52,403	39
Delaware Division.*										
Lehigh Coal and Navigation,	1,300,610	33	1,731,843	00	2,031,633	20	2,076,619	80	2,321,440	87
Monongahela Navigation,	217,641	08	236,929	19	216,908	10	271,991	25	281,449	90
Muncy,	75	41								
Pennsylvania,	282,767	49	368,769	90	360,251	91	371,466	53	388,389	40
Schuylkill Navigation, (Philadelphia and Reading railroad, lessee,)	466,000	65	573,133	07	583,727	01	518,687	75	518,284	13
Susquehanna, (Philadelphia and Reading railroad, lessee,)	44,718	73	53,630	47	59,999	45	65,801	07	69,685	93
Union,	25,684	06	26,996	98	25,705	92	22,365	34	19,237	74
Total,	\$2,378,523	48	\$3,030,803	22	\$3,332,814	12	\$3,386,939	26	\$3,680,941	31

*Included in report of Lehigh Coal and Navigation Company, lessee.

PA Internal Affairs 1883

1883 Doc.]

SECRETARY OF INTERNAL AFFAIRS.



TELEPHONE COMPANIES.

REPORTS OF TELEPHONE COMPANIES.

The following telephone companies have reported to this Department :

Central Pennsylvania.—Capital stock authorized by law, \$500,000; capital paid in, \$199,800; cost of line and equipment, \$135,657 50; dividends, April 10, 1883, five per cent.; October 13, 1883, six per cent. No debt reported. Earnings, \$56,485 91; expenses, \$36,392 88. Stations at Williamsport, Lock Haven, Renovo, Driftwood, Bellefonte, Altoona, Huntingdon, Lewistown, Philipsburg, Clearfield, Milton, Bloomsburg, and Shamokin. Total number of circuits, 651; miles of wire, 942; number of employés, 45; subscribers, 1,264. Rate per month—for residence, \$3; for business place, \$3, \$4, and \$5.

Delaware and Atlantic.—Capital stock, debt, cost, dividends, receipts, and expenses not reported. Stations at Phoenixville, Conshohocken, Pottstown, Norristown, Media, West Chester, Darby, Chester, Coatesville, and Bristol. Total number of circuits, 286; miles of wire, 252½; number of employés, 14; subscribers, 296. Rate per month—for residence, \$3 and \$3 33; for business place, \$4, \$4 17, \$4 33, and \$5 50.

New York and Pennsylvania.—Capital stock authorized by law, \$1,000,000; capital paid in, \$1,000,000. Debt, cost, receipts, and expenses not reported. Dividends, April 10, 1883, one and a half per cent.; July 10, 1883, one and a half per cent.; October 10, 1883, one and a half per cent. Balance to credit of surplus account, available for dividends, \$12,647 04. Stations at Bradford, Corry, Towanda, Troy, Warren, and Westfield. Total number of circuits, 391; miles of wire, 410½; number of employés, 80; subscribers, 542. Rate per month—for residence, \$2 50, \$3, \$3 50, \$4, \$4 17, and \$5.

Pennsylvania.—Capital stock authorized by law, \$600,000; capital paid in, \$600,000. No debt or cost of line and equipment, or receipts or expenses, reported. Dividends, April 10, 1883, two per cent.; July 10, 1883, two per cent.; October 10, 1883, two per cent., and an extra dividend of two per cent. Stations at Harrisburg, Carlisle, Lancaster, York, Columbia, Hanover, Reading, Pottsville, Lebanon, Allentown, Bethlehem, Easton, Mauch Chunk, and Hackettstown. Total number of circuits, 966; miles of wire, 1,788½; number of employés, 68; subscribers, 1,749. Rate per month—for residence, \$3 33; for business place, \$4 and \$4 17.

Williamsport and North Branch.—Capital stock authorized by law, \$3,000; capital paid in, \$1,475; cost of line and equipment, \$1,475. Extends from Hughesville, Lycoming county, to Laporte, Sullivan county, twenty-two miles. Lines leased to the Williamsport and North Branch Railroad Company, which pays a dividend of eight per cent. per annum as rental. The first dividend was paid November 1, 1883. There are five stations on the entire line, but none of them are named in the company's report except the two above-mentioned. Length of wire, twenty-two miles. Number of circuits, persons employed, subscribers, and rates not reported.

TABULATED RESULTS

COMPILED FROM TELEGRAPH REPORTS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.		Amount paid in as by last report.		Total amount now paid of capital stock.		Total amount of floating and funded debt.		Rate per cent. of interest on funded debt.	Rate per cent. of dividends.
Atlantic and Ohio,	\$650,000	00	\$650,000	00	\$650,000	00				10 per cent.
American District, Delaware and Atlantic Telegraph and Telephone Company,*	400,000	00	400,000	00	400,000	00	\$17,552	76	5	None.
New York and Pennsylvania Telephone and Telegraph Company,										
Pacific and Atlantic,	1,000,000	00			1,000,000	00	†			4½ per cent.
Philadelphia Local,	2,000,000	00	2,000,000	00	2,000,000	00	None.			15 per cent.
Philadelphia, Reading and Pottsville, . .	400,000	00	400,000	00	400,000	00	†			100 per cent.
Rockhill,	50,000	00	20,000	00	20,000	00	200,000	00	6	
Western Union,	3,000	00	300	00	800	00	4,220	13		†
	80,000,000	00	80,000,000	00	80,000,000	00	6,214,456	00	6 and 7	7 per cent.
	\$84,503,000	00	\$83,470,300	00	\$84,470,300	00	\$6,436,223	89		

* Does not report either stock or debt.

† None reported.

TABLE B.—CHARACTERISTICS OF LINE.

NAME OF COMPANY.	Cost of line and equipments.		Length of main line in miles.		Length of main line in Pennsylvania.		Number of 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.	Miles.	Feet.	Stations.	Stations.	Instruments.	Instruments.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Messages.	Messages.	Messages.	Messages.	Messages.	Messages.	Messages.	Messages.	Messages.	Messages.	
Atlantic and Ohio.*																												
American District,	\$400,012	82	a 128	128	10	10	2,308	2,308														b 219,073	219,073	c 821,296	821,296			
Delaware and Atlantic Telegraph and Telephone Company.†																												
New York and Pennsylvania Telephone and Telegraph Company.†																												
Pacific and Atlantic.‡																												
Philadelphia Local, . . .	400,000	00	159	159	76	76	416	416	64	28	92	64	28	92	365,000	365,000	450,000	450,000										
Philadelphia, Reading and Pottsville,	262,948	49	101	863	388	383	773	773	650	12	662	650	12	662	364,578	364,578												
Rockhill,	4,220	13	30	30	5	5	5	5	5		5	5		5	5	5	487	487	487	487								
Western Union,			144,025.88	8,363	13,139	1,150	29,950				21,823			1,400	40,000,000			40,000,000										
Total,	1,067,181	44	144,441.88	9,541	13,613	1,624	33,452	3,502	719	40	22,587	719	40	2,430	40,949,138	948,138	41,271,785	1,271,785										

* Gives none of these particulars. Leased to Western Union. † Does not report characteristics of telegraph lines. ‡ Leased to Western Union. Questions not answered. a Consisting of short lines in Philadelphia. b Local messages transmitted, 28,478; messages handed to other lines for transmission, 192,596; total number handled, 219,073. c Received from other lines for delivery by messengers.

TABLE C.—EXPENSES AND RECEIPTS.

NAME OF COMPANY.	Gross expenses, entire line.		Gross expenses in Pennsylvania.		Gross receipts, entire line.		Gross receipts in Pennsylvania.	
Atlantic and Ohio,	\$107,939	02	\$107,939	02	^a \$162,838	20	\$162,838	20
American District,	*							
Delaware and Atlantic Telegraph and Telephone Company,	*							
New York and Pennsylvania Telephone and Telegraph Company,								
Pacific and Atlantic,								
Philadelphia Local,	133,730	60	133,730	60	210,563	17	210,563	17
Philadelphia, Reading and Pottsville,	58,788	81	58,788	81	96,218	09	96,218	09
Pennsylvania Telephone Company,								
Rockhill,	^b							
Western Union,	12,923,963	14			19,573,994	12		
Total,	\$13,229,419	57	\$300,456	43	\$20,043,613	58	\$469,619	46

^aIncluding the amount received for other corporations and individuals as their agent.

company" and included in their report.

^bOperated by "East Broad Top Railroad Com-

* Does not report expenses or receipts.

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
Atlantic and Ohio,	\$650,000	00	\$650,000	00			\$650,000	00	\$650,000	00
American District,	400,000	00	400,000	00	\$400,000	00	400,000	00	400,000	00
Pacific and Atlantic,	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
Pennsylvania Telephone,									600,000	00
Rockhill,	300	00	300	00	300	00	300	00	300	00
Western Union,	41,073,410	00	41,073,410	00	80,000,000	00	80,000,000	00	80,000,000	00
Total,	\$44,543,710	00	\$44,543,710	00	\$80,820,300	00	\$83,470,300	00	\$84,070,800	00

COMPARATIVE STATEMENT OF FLOATING AND FUNDED DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
American District,	\$13,668	00	\$16,740	06	\$18,600	09	\$19,426	12	\$17,552	76
Philadelphia, Reading and Pottsville,	204,609	27	200,000	00	200,000	00	200,000	00	200,000	00
Rockhill,	4,220	13	4,520	13	4,220	13	4,220	13	4,220	13
Western Union,	6,255,280	00	6,254,308	00	6,244,102	00	6,234,382	00	6,214,456	00
Total,	\$6,477,777	40	\$6,475,568	19	\$6,466,922	22	\$6,458,028	25	\$6,436,228	89

COMPARATIVE STATEMENT OF MESSAGES RECEIVED IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1879.	1880.	1881.	1882.	1883.
American District,	786,998	799,068	890,601	817,903	821,298
Philadelphia Local,	351,000	375,000	412,000	495,000	450,000
Philadelphia, Reading and Pottsville,	173,685	221,620	244,436	279,961	Not reported.
Rockhill,	304	445	527	592	487
Total,	1,212,291	1,396,578	1,547,988	1,594,048	1,274,048

COMPARATIVE STATEMENT OF MESSAGES SENT IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1879.	1880.	1881.	1882.	1883.
American District,	214,965	249,515	281,948	188,885	192,595
Philadelphia Local,	332,000	320,000	390,000	425,000	365,000
Philadelphia, Reading and Pottsville,	173,685	221,620	244,436	279,961	364,578
Rockhill,	304	445	527	592	487
Total,	720,954	791,580	916,911	892,388	922,660

COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
American District,	\$152,169	08	\$149,196	18	\$172,648	58	\$169,925	28	\$162,888	20
Philadelphia Local,	166,222	88	218,151	52	197,664	58	251,694	86	210,563	17
Philadelphia, Reading and Pottsville,	64,619	07	77,815	69	85,906	80	92,229	68	96,218	09
Total,	\$383,010	96	\$444,663	84	\$456,219	46	\$518,849	82	\$469,619	46

COMPARATIVE STATEMENT OF GROSS EXPENSES IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1879.		1880.		1881.		1882.		1883.	
American District,	\$94,559	63	\$101,896	16	\$106,858	80	\$106,074	10	\$107,939	02
Philadelphia Local,	166,222	86	193,208	58	170,635	82	196,007	12	133,780	60
Philadelphia, Reading and Pottsville,	47,100	09	56,155	04	53,615	80	56,470	88	58,786	81
Total,	\$307,882	58	\$351,258	78	\$331,104	42	\$358,552	10	\$300,456	43



RAILROAD COMPANIES.



REPORTS OF COMPANIES.

Addison and Northern Pennsylvania.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Thomas C. Platt, President,	New York city, N. Y.
George R. Blanchard, Vice President,	New York city, N. Y.
James E. Jones, Secretary,	Addison, N. Y.
William C. Sheldon, Treasurer,	New York city, N. Y.
W. E. Womelsdorf, Chief Engineer,	Addison, N. Y.
Frank M. Baker, General Superintendent,	Addison, N. Y.

<i>Directors.</i>	<i>Residences.</i>
Thomas C. Platt,	New York city, N. Y.
William C. Sheldon,	New York city, N. Y.
Henry P. De Graaf,	New York city, N. Y.
James D. Fish,	New York city, N. Y.
Roscoe Conkling,	New York city, N. Y.
George R. Blanchard,	New York city, N. Y.
Walter S. Gurnee,	New York city, N. Y.
Bird W. Spencer,	New York city, N. Y.
James E. Jones,	Addison, N. Y.
Richard G. Taylor,	Buffalo, N. Y.
Charles L. Pattison,	Elkland, Pa.
James Horton,	Westfield, Pa.
John W. Hammond,	Oncosa, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Addison, N. Y., to Gaines, Pa., . . .	41	30.50
Branches.		
From Gurnee junction, Pa., to Gurnee, Pa., length of road, . . .	4.50	4.50

ASSETS.

Cost of road and equipment,	\$482,665	69
First mortgage bonds,	241,000	00
Stock,	357,300	00
Profit and loss,	280,034	31
	\$1,361,000	00
LIABILITIES.		
Capital stock,	\$600,000	00
Funded debt,	600,000	00
Unfunded debt,	161,000	00
	\$1,361,000	00

Allegheny Valley.

Year ending October 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
John Scott, President,	Pittsburgh, Pa.
Thomas R. Robinson, Secretary and Treasurer,	Pittsburgh, Pa.
Hampton & Dalzell, General Solicitors,	Pittsburgh, Pa.
T. F. Brown, Auditor,	Pittsburgh, Pa.
E. H. Utley, General Freight and Passenger Agent,	Pittsburgh, Pa.
David McCargo, General Superintendent,	Pittsburgh, Pa.
C. B. Price, Division Superintendent,	Pittsburgh, Pa.
A. A. Jackson, Division Superintendent,	Reynoldsville, Pa.

<i>Directors.</i>	<i>Residences.</i>
John Scott,	Pittsburgh, Pa.
D. A. Stewart,	Pittsburgh, Pa.
B. F. Jones,	Pittsburgh, Pa.
George B. Roberts,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
H. M. Phillips,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penna.
Length of main line, from Pittsburgh to Oil City and Driftwood,	242	242
Length of single track,	230	230
Length of second main track,	12	12
Branches.		
Sligo branch, from Sligo Junction to { Length of road,	10½	10½
Sligo, { Length of single track,	10½	10½
Plum Creek branch, from Verona to { Length of road,	7	7
Coal Works, { Length of single track,	7	7

ASSETS.

Cost of construction,	\$21,683,452	77
Cost of equipment,	2,366,087	53
Value of shop and roadway material,	123,425	27
Cash on hand and in transit,	159,889	43
Balance due from railroad companies,	90,596	10
Balance due from station agents and conductors,	21,720	44
Balance due from individuals and firms,	8,732	40
Claims in suit,	268,875	91
Balance likely to be charged to profit and loss,	121,621	37
Stock in Brady's Bend bridge—cost,	30,000	00
Stock in Buffalo and South-Western Railroad Company,	100,000	00
Balance to debit of profit and loss,	7,603,203	94
	\$32,575,405	16
LIABILITIES.		
Capital stock, 43,330 shares,	\$2,186,500	00
First mortgage bonds, River division,	4,000,000	00
First mortgage bonds, Low Grade division,	10,000,000	00
Second mortgage bonds, Low Grade division,	2,600,000	00
Income bonds,	9,374,100	00
Bonds and mortgages on real estate,	161,443	97
Due railroad companies in current account,	7,622	06
Accounts and bills payable current,	149,884	08
Guarantee coupons purchased by Pennsylvania Railroad Company,	3,361,195	00
Interest on bonds accrued, due July 1 and October 1, 1883,	78,177	00
Suspended debt due individuals, payable in income bonds,	45,832	43
Balance due contributing companies, payable in income bonds,	2,074	77
Orders for income bonds and scrip issued in part payment of interest on income bonds,	29,025	90
	\$32,575,405	16

Allentown.

Year ending November 30, 1883.

<i>Officers.</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>Directors, elected January 14, 1884.</i>	<i>Residences.</i>
J. B. Lippincott,	Philadelphia.
George deB. Keim,	Philadelphia.
Henry Lewis,	Philadelphia.
I. V. Williamson,	Philadelphia.
Edward C. Knight,	Philadelphia.
Joseph B. Altemus,	Philadelphia.

Main Line.	Whole length in miles.	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	

ASSETS.

Construction,	\$1,061,148	28
Real estate,	23,509	48
Cash,	44	94
Sundry debits,	5,252	10
Profit and loss, income account,	200,264	32
	<hr/>	
	\$1,290,214	07
	<hr/>	
LIABILITIES.		
Capital stock,	\$1,268,884	47
Unfunded debt,	8,584	23
Sundry credits,	12,745	37
	<hr/>	
	\$1,290,214	07
	<hr/>	

Arnot and Pine Creek.

Year ending December 31, 1883.

<i>Officers.</i>		<i>Residences.</i>
L. H. Shattuck, President,		Blossburg, Pa.
D. S. Drake, Secretary and Treasurer,		Elmira, N. Y.
<i>Directors.</i>		<i>Residences.</i>
M. F. Elliott,		Wellsboro', Pa.
J. L. Higgins,		Arnot, Pa.
J. B. Niles,		Wellsboro', Pa.
T. E. Brown,		Hoytville, Pa.
T. C. Peck,		Blossburg, Pa.
J. C. Guthrie,		Elmira, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Arnot to Morris, Pa.,	12	12
Length of single track,	12	12

Bachman Valley.

Year ending December 31, 1883.

<i>Officers.</i>		<i>Residences.</i>
A. W. Eichelberger, President,		_____
C. W. Forney, Secretary and Treasurer,		_____
General offices at Hanover, York county, Pa.		

<i>Directors.</i>	<i>Residences.</i>
Henry C. Schriver,	Hanover, Pa.
Joseph Althoff,	Hanover, Pa.
Stephen Keefer,	Hanover, Pa.
Joseph Dellone, (now deceased,)	Hanover, Pa.
Josiah W. Gitt,	Hanover, Pa.
Levi Dubs,	Summit, York county, Pa.
E. W. Heindel,	Green Ridge, York county, Pa.
Ell Wolfgang,	Green Ridge, York county, Pa.
P. R. Pyne,	Columbia, Pa.
Gerome L. Boyer,	Columbia, Pa.
A. K. Boyd,	Columbia, Pa.
Samuel Thomas,	Columbia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Valley junction to Maryland State line,		9

ASSETS.

Construction account,	\$112,494	13
Due from agents,	196	71
Due from Hanover Junction, Hanover and Gettysburg Railroad Company,	2,264	38
Cash,	997	36
Profit and loss,	12,820	52
LIABILITIES.		
Capital stock,	\$66,792	31
Bonds,	45,000	00
Bills payable,	16,553	10
Due on coupons,	266	40

Bald Eagle Valley.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
L. A. Mackey, President,	Look Haven, Pa.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
G. B. Roberts,	Philadelphia.
A. G. Curtin,	Bellefonte.
J. N. DuBarry,	Philadelphia.
James Duffy,	Marietta, Pa.
Edmund Blanchard,	Bellefonte.

Strickland Kneass,	Philadelphia.
John P. Green,	Philadelphia.
John Irwin, junior,	Bellefonte.
C. A. Mayer,	Lock Haven.
Wistar Morris,	Philadelphia.
Edmund Smith,	Philadelphia.
James M. Gamble,	Williamsport.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Vail to Lock Haven,	51.20	51.20
Length of single main track,	51.20	51.20
Branches.		
Bellefonte branch, from Milesburg to Bellefonte,	2.91	2.91
Length of road,	2.91	2.91
Length of single track,	2.91	2.91
Snow Shoe branch, from Snow Shoe Intersection to Perse,	22.80	22.80
Length of road,	22.80	22.80
Length of single track,	22.80	22.80
Sugar Camp branch, from Sugar Camp Junction to Sugar Camp mines,	3.96	3.96
Length of road,	3.96	3.96
Length of single track,	3.96	3.96

Baltimore and Cumberland Valley.

Year ending September 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
I. N. Snively, President,	Waynesboro', Pa.
George J. Balsley, Secretary,	Waynesboro', Pa.
Joseph Price, Treasurer,	Waynesboro', Pa.
David Willa, General Solicitor,	Gettysburg, Pa.
General offices at Waynesboro', Pa.	

<i>Directors.</i>	<i>Residences.</i>
I. N. Snively,	Waynesboro', Pa.
Joseph Price,	Waynesboro', Pa.
George J. Balsley,	Waynesboro', Pa.
Simon Lecron,	Waynesboro', Pa.
Daniel Hoover,	Waynesboro', Pa.
Jacob S. Good,	Midvale, Pa.
J. J. Miller,	Waynesboro', Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Maryland State line to Waynesboro',	4.55	4.55

Baltimore and Cumberland Valley Extension.

Year ending September 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
David Wills, President,	Gettysburg, Pa.
Thaddeus M. Mahon, Secretary,	Chambersburg, Pa.
Daniel J. Foley, Treasurer,	Baltimore, Md.
David Wills, General Solicitor,	Gettysburg, Pa.
J. M. Hood, Chief Engineer and General Manager,	Baltimore, Md.
General offices at Chambersburg, Pa.	

<i>Directors.</i>	<i>Residences.</i>
J. M. Hood,	Baltimore, Md.
Alexander Rleman,	Baltimore, Md.
Daniel J. Foley,	Baltimore, Md.
C. W. Humrichouse,	Williamsport, Md.
W. L. Chambers,	Chambersburg, Pa.
J. P. Culbertson,	Chambersburg, Pa.
John W. McPherson,	Shippensburg, Pa.
George B. Cole,	Shippensburg, Pa.
David Wills,	Gettysburg, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Waynesboro', Pa., to Shippensburg, Pa.,	26.02	26.02

Baltimore and Philadelphia.

From January 1 to September 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
James B. Washington, President,	Allegheny City, Pa.
Robert Garrett, Vice President,	Baltimore, Md.
John C. Farra, Secretary,	Wilmington, Del.
William H. Ijams, Treasurer,	Baltimore, Md.
Samuel Spencer, General Manager,	Baltimore, Md.
David Connell, Superintendent,	Wilmington, Del.
General offices at Wilmington, Del., and Philadelphia, Pa.	

<i>Directors.</i>	<i>Residences.</i>
James B. Washington,	Allegheny City, Pa.
Thomas M. King,	Pittsburgh, Pa.
John McCleave,	Pittsburgh, Pa.
Harry S. Burgess,	Pittsburgh, Pa.
William S. Bissel,	Allegheny City, Pa.
Robert Garrett,	Baltimore, Md.
William M. Canby,	Wilmington, Del.
William Canby,	Wilmington, Del.
Victor Du Pont,	Wilmington, Del.

Main Line.	Whole length in miles.	Length in Penn'a.
Proposed length of main line, from Philadelphia, Pa., to Maryland State line, in process of construction,	36.55	15.36
Branches.		
From Wilmington, Del., to Landenburg, Pa., (being operated,)	20	2.39
} Length of road,	20	2.39
} Length of single track,	20	2.39

ASSETS.

Construction, (D. W. R. R.,)	\$277,807	11
Materials on hand,	1,189	46
Cash,	23,060	92
Loan,	1,775,000	00
Due from other companies and individuals,	1,782,935	04
	\$3,859,982	53
LIABILITIES.		
Capital stock, (D. W. R. R.,)	\$3,800,000	00
Due to other companies and individuals,	4,340	28
Profit and loss,	55,642	25
	\$3,859,982	53

Bangor and Portland.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
C. Miller, President,	Blairstown, N. J.
George W. Mackey, Secretary,	Bangor, Pa.
John I. Miller, Treasurer,	Bangor, Pa.
George W. Mackey, General Solicitor,	Bangor, Pa.
E. G. Wise, Chief Engineer,	Bangor, Pa.
C. Miller, General Manager,	Blairstown, N. J.
Charles N. Miller, General Superintendent,	Bangor, Pa.

General offices at Bangor, Northampton county, Pa.

<i>Directors.</i>	<i>Residences.</i>
C. Miller,	Blairstown, N. J.
George W. Mackey,	Bangor, Pa.
John I. Miller,	Portland, Pa.
Jonathan Moore,	Portland, Pa.
Joseph Bray,	East Bangor, Pa.
Dr. John Buzzard,	Bangor, Pa.
J. E. Long,	Bangor, Pa.

Main Line.	Whole length in Penn'a.	Length in Penn'a.
Length of main line, from Portland to Nazareth,	25	25
Length of single main track,	25	25

ASSETS.

Construction and equipment,	\$302,200	00
Cash,	58	25
	\$302,258	25
LIABILITIES.		
Capital stock,	\$121,100	00
Funded debt,	181,100	00
Profit,	58	25
	\$302,258	25

Barclay Coal.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Edward M. Davis, President,	Chelton Hills.
J. Raymond Claghorn, Vice President,	Philadelphia.
Harvey Shaw, Secretary and Treasurer,	Norristown.

General offices at 154 South Fourth street.

<i>Directors.</i>	<i>Residences.</i>
I. V. Williamson,	Philadelphia.
J. Raymond Claghorn,	Philadelphia.
Edward Hoopes,	Philadelphia.
George M. Troutman,	Philadelphia.
Henry C. Davis,	Philadelphia.
William B. Warner,	Norristown.

The Barclay Coal Company's railroad and coal mines are leased to the Towanda Coal Company.

Barclay—Towanda Coal Company, Lessee.

Year ending December 31, 1883.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Towanda to Barclay,	16.23	16.23
Length of single main track,	16.23	16.23

Bedford and Bridgeport.

Year ending December 31, 1883.

Offices, elected February 20, 1883.

Residences.

John P. Green, President, Philadelphia, Pa.
 Albert Hewson, Secretary and Treasurer, Philadelphia, Pa.
 General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.

Residences.

R. D. Barclay, Philadelphia, Pa.
 W. W. Barclay, Bedford, Pa.
 John Cessna, Bedford, Pa.
 J. N. DuBarry, Philadelphia, Pa.
 John G. Hartley, Bedford, Pa.
 Strickland Kneass, Philadelphia, Pa.
 Wistar Morris, Philadelphia, Pa.
 G. B. Roberts, Philadelphia, Pa.
 S. L. Russell, Bedford, Pa.
 N. Parker Shortridge, Montgomery county, Pa.
 Edmund Smith, Philadelphia, Pa.
 J. Price Wetherill, Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line from Mount Dallas to Maryland State line,	88.70	88.70
Length of single main track,	88.70	88.70
Branches.		
Dunning's Creek branch, from Dun- } Length of road,	10.50	10.50
ning's Creek junction to Holderbaum, } Length of single track,	10.50	10.50

Beech Creek, Clearfield and South-Western.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
William A. Wallace, President,	Clearfield, Clearfield county, Pa.
Cornelius Vanderbilt, Vice President,	New York city, N. Y.
William H. Brown, Secretary,	Lock Haven, Clinton county, Pa.
Cornelius Vanderbilt, Treasurer,	New York city, N. Y.
S. R. Peale, General Solicitor,	Lock Haven, Clinton county, Pa.
W. S. Nearing, Chief Engineer,	Jersey Shore, Lycoming county, Pa.

<i>Directors.</i>	<i>Residences.</i>
Cornelius Vanderbilt,	New York city, N. Y.
W. K. Vanderbilt,	New York city, N. Y.
James H. Rutter,	New York city, N. Y.
Chauncey M. Depew,	New York city, N. Y.
John G. Reading,	Philadelphia, Pa.
J. M. Gazzam,	Philadelphia, Pa.
S. R. Peale,	Lock Haven, Clinton county.
Daniel Beach,	Watkins, Schuylcr county, N. Y.
L. A. Robertson,	—, Wayne county, Pa.
W. S. Nearing,	Morris Run, Tioga county, Pa.
George H. Platt,	Kylertown, Clearfield county, Pa.
William H. Brown,	Lock Haven, Clinton county, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Jersey Shore to Ansonville,	103	103
Length of single main track, not yet completed,	103	103

Bell's Gap.

Year ending November 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
Charles G. Berwind, President,	Philadelphia.
S. T. Billmeyer, Secretary,	Philadelphia.
J. G. Cassatt, Treasurer,	Philadelphia.
George W. Biddle, General Solicitor,	Philadelphia.
F. L. Faries, Chief Engineer,	Bellwood, Blair county, Pa.
R. G. Ford, General Manager and Superintendent,	Bellwood, Blair county, Pa.

<i>Directors.</i>	<i>Residences.</i>
John H. Converse,	Philadelphia.
Joseph N. DuBarry,	Philadelphia.
Aaron Fries,	Philadelphia.
Frank S. Lewis,	Philadelphia.
John Reilly,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bell's Mills to Irvona,	25 ¹ / ₁₀	All.
Length of single main track,	25 ¹ / ₁₀	All.

ASSETS.

Railroad construction,	\$981,293	82
Real estate,	37,975	45
Locomotives,	67,504	35
Car account,	11,422	46
Amounts due the company,	24,438	56
Cash,	97,492	01
	\$1,200,126	65
LIABILITIES.		
Capital stock,	\$550,000	00
Funded debt,	550,000	00
Due for wages, &c., for November,	6,675	94
Scrap dividend due January 1, 1884,	52,500	00
Profit and loss,	40,950	71
	\$1,200,126	65

Bellefonte and Buffalo Run.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Edmund Blanchard, President,	Bellefonte, Pa.
J. L. Kurtz, Secretary and Treasurer,	Bellefonte, Pa.
E. & E. M. Blanchard, General Solicitors,	Bellefonte, Pa.
John A. Wilson, Chief Engineer,	Philadelphia.
General offices at Bellefonte, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Hon. C. A. Mayer,	Look Haven.
W. W. Rankin,	Look Haven.
J. D. Shugert,	Bellefonte.
Frank McCoy,	Bellefonte.
J. L. Kurtz,	Bellefonte.
William H. Blair,	Bellefonte.
Edmund Blanchard,	Bellefonte.

Berlin.

Year ending September 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
J. B. Washington, President,	Pittsburgh, Pa.
Welty McCullogh, Secretary and Treasurer,	Greensburg, Pa.
Thomas M. King, General Superintendent,	Pittsburgh, Pa.

General offices at Pittsburg, Pa.

<i>Directors.</i>	<i>Residences.</i>
Welty McCullogh,	Greensburg, Pa.
Robert Garrett,	Baltimore, Md.
Joshua G. Harvey,	Baltimore, Md.
W. H. Koontz,	Somerset, Pa.
S. A. Philson,	Berlin, Pa.
S. Philson,	Berlin, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Garrett to Berlin,	8.7	8.7
Length of single main track,	8.7	8.7

Berlin Branch.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
A. W. Eichelberger, President,	Hanover, Pa.
A. W. Storm, Secretary,	East Berlin, Pa.
Jacob Resser, Treasurer,	East Berlin, Pa.
David Wills, General Solicitor,	Gettysburg, Pa.
Amos Weisensall, Track Boss,	Abbottstown, Pa.

General offices at Abbotts' own, Pa.

<i>Directors.</i>	<i>Residences.</i>
A. W. Eichelberger,	Hanover, Pa.
Robert M. Wert,	Hanover, Pa.
Stephen Keefer,	Hanover, Pa.
Joseph Wolf,	Abbottstown, Pa.
William Bittinger,	Abbottstown, Pa.

George W. Diehl,	East Berlin, Pa.
William S. Hildebrand,	East Berlin, Pa.
A. W. Storm,	East Berlin, Pa.
Robert N. Meisenhelder,	East Berlin, Pa.
Jacob Resser,	East Berlin, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Berlin Junction to East Berlin,	7	
Length of single main track,	7	

ASSETS.

Construction,	\$76,676	19
Cash,	578	45
Note,	58	50
Profit and loss,	10,749	64
	\$88,060	78
LIABILITIES.		
Capital stock,	\$43,192	32
Funded debt,	38,300	00
Unfunded debt,	4,810	06
Debt for operating road,	1,758	40
	\$88,060	78

Bethlehem and Belvidere.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
F. C. Yarnall, President,	Overbrook, Pa.
S. Shepherd, Secretary and Treasurer,	Philadelphia.

General offices at Philadelphia, No. 226 South Third street.

<i>Directors.</i>	<i>Residences.</i>
J. S. Harris,	Philadelphia.
E. W. Clark,	Philadelphia.
S. Shepherd,	Philadelphia.
E. W. Clark, junior,	Philadelphia.
C. F. Howell,	Philadelphia.
Charles Gibbons, junior,	Philadelphia.

Bradford.

Year ending September —, 1883.

<i>Officers.</i>		<i>Residences.</i>
J. W. Jones, President,	.....	Philadelphia, Pa.
Franklin S. Buell, Secretary and Treasurer,	.....	Buffalo, N. Y.
C. E. Kimball, Assistant Secretary,	.....	New York city.
<i>Directors.</i>		<i>Residences.</i>
J. W. Jones,	.....	Philadelphia, Pa.
Isaac F. Seligman,	.....	New York.
T. W. Seligman,	.....	New York.
C. H. Clarke,	.....	Philadelphia, Pa.
H. B. Tyler,	.....	Philadelphia, Pa.
B. K. Jamison,	.....	Philadelphia, Pa.
C. S. Carey,	.....	Olean, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bradford, Pa., to junction with Kinzua railroad,	14.00	14.00
Length of single main track,	14.00	14.00

Bradford, Bordell and Kinzua.

Year ending December 31, 1883.

<i>Officers.</i>		<i>Residences.</i>
Col. John J. Carter, President,	.....	Titusville, Pa.
Richard G. Taylor, Vice President,	.....	Buffalo, N. Y.
John E. Ransom, Secretary,	.....	Buffalo, N. Y.
Bird W. Spencer, Treasurer,	.....	Passaic, N. J.
Stephen Little, Comptroller,	.....	New York city.
B. C. Williams, General Manager,	.....	Bradford, Pa.
General offices at 21 Oil Exchange, Bradford, Pa.		

<i>Directors.</i>		<i>Residences.</i>
Col. John J. Carter,	.....	Titusville, Pa.
Richard G. Taylor,	.....	Buffalo, N. Y.
Royal C. Vilas,	.....	New York.
George R. Blanchard,	.....	New York.
Bird W. Spencer,	.....	Passaic, N. J.
Hiram G. Nalton,	.....	Buffalo, N. Y.
H. F. Sweetser,	.....	Titusville, Pa.
Hon. William W. Brown,	.....	Bradford, Pa.
Alonzo I. Wilcox,	.....	Bradford, Pa.
George L. Roberts,	.....	Bradford, Pa.
George A. Eckbert,	.....	Bradford, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bradford, Pa., to Simpson, Pa., . . .	15	15
Length of single main track,	15	15
Branches.		
Bordell branch, from Kinzua Junction to Rew City,	Length of road,	1.93
	Length of single track,	1.93
Leased Roads.		
Bradford, Bordell and Smethport rail- road, from Simpson, Pa., to Smeth- port, Pa.,	Length of road,	11.45
	Length of single track,	11.45
Rew City and Eldred railroad, from Rew City, Pa., to Eldred, Pa.,	Length of road,	12.16
	Length of single track,	12.16

ASSETS.

Cost of road and equipment,	\$580,706	01
Cash,	1,797	71
Due from Rew City and Eldred Railroad Company,	112,728	65
Due from other railroad companies:		
Tonawanda Valley and Cuba railroad,	\$5,787 16	
Bradford, Eldred and Cuba railroad,	7,818 58	
Bradford, Bordell and Smethport railroad,	3,686 80	
Tonawanda Valley and Cuba railroad, loan,	35,000 00	
	52,292	54
Increase of capital stock,	250,000	00
Due from individuals and companies on current accounts,	3,683	42
Profit and loss,	18,101	00
	\$1,019,807	33
LIABILITIES.		
Capital stock,	\$500,000	00
First mortgage bonds,	498,000	00
Unfunded debt:		
Vouchers, pay-rolls, &c.,	\$18,416 64	
Individuals, &c., on current accounts,	4,890 69	
	21,307	33
	\$1,019,807	33

Bradford, Bordell and Smethport.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Hon. W. W. Brown, President,	Bradford, Pa.
R. G. Taylor, Vice President,	Buffalo, N. Y.
John E. Ransom, Secretary,	Buffalo, N. Y.
Bird W. Spencer, Treasurer,	Passaic, N. J.

General offices at 21 Oil Exchange, Bradford, Pa.

<i>Directors.</i>	<i>Residences.</i>
Royal C. Vilas,	New York city.
B. W. Spencer,	Passaic, N. J.
E. M. Clymer,	Reading, Pa.
Col. John J. Carter,	Titusville, Pa.
R. G. Taylor,	Buffalo, N. Y.
H. G. Nalton,	Buffalo, N. Y.
A. I. Wilcox,	Bradford, Pa.
Hon. W. W. Brown,	Bradford, Pa.
George A. Eckbert,	Bradford, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Simpson, Pa., to Smethport, Pa.,	11.45	11.45
Length of single main track,	11.45	11.45

Bradford, Eldred and Cuba.

Year ending September 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
Richard G. Taylor, President,	Buffalo, N. Y.
George R. Blanchard, Vice President,	New York city.
John E. Ransom, Secretary,	Buffalo, N. Y.
Bird W. Spencer, Treasurer,	Passaic, N. J.
Stephen Little, Comptroller,	New York city.
B. C. Williams, General Manager,	Bradford, Pa.

General offices at 21 Cortlandt street, New York city.

<i>Directors.</i>	<i>Residences.</i>
George R. Blanchard,	New York city.
Royal C. Vilas,	New York city.
Charles G. Barber,	New York city.
Edmund S. Bowen,	New York city.
Charles L. Atterbury,	New York city.
James D. Fish,	New York city.
Ferdinand Ward,	New York city.
Bird W. Spencer,	Passaic, N. J.
Richard G. Taylor,	Buffalo, N. Y.
Hiram G. Nalton,	Buffalo, N. Y.
Daniel O. Day,	Buffalo, N. Y.
John E. Ransom,	Buffalo, N. Y.
John J. Carter,	Titusville, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Cuba, N. Y., to State Line, at Ceres, .	23.71	
Length of single main track,	23.71	
Leased Roads.		
Wellsville, Bolivar and Eldred, from Wellsville, N. Y., to Little Genesee, } N. Y., } Length of road,	20.62	
Bradford, Richburg and Cuba, from } Eldred, Pa., to Ceres, Pa., } Length of single track,	20.62	
	9.36	5.74
	9.36	5.74

ASSETS.

Cost of road and equipment,	\$545,827	52
Cash on hand,	3,532	35
Due from other companies:		
Wellsville, Bolivar and Eldred railroad, \$405,410 00		
Bradford, Richburg and Cuba railroad, 187,200 00		
	592,610	00
Due from individuals and companies on current accounts,	19,323	98
Profit and loss,	4,195	23
	\$1,165,489	08
LIABILITIES.		
Capital stock,	\$480,000	00
Funded debt,	560,000	00
Unfunded debt, viz:		
Notes and acceptances, \$29,800 00		
Pay rolls and operating expenses, 4,218 44		
Due to other companies and individuals on current accounts, 31,737 64		
Loans, 51,038 00		
Interest on funded debt, 8,700 00	125,469	08
	\$1,165,489	08

Bradford, Richburg and Cuba.

Year ending September 30, 1883.

Officers.

Col. John J. Carter, President,	Titusville, Pa.
John A. Read, Secretary,	Los Angeles, Cal.
W. C. Warner, Treasurer,	Bradford, Pa.
General offices at 21 Oil Exchange, Bradford, Pa.	

*Residences.**Directors.*

Col. John J. Carter,	Titusville, Pa.
Hon. W. W. Brown,	Bradford, Pa.

Residences.

W. C. Warner,	Bradford, Pa.
Frederick E. Boden,	Bradford, Pa.
George L. Roberts,	Bradford, Pa.
George A. Eckbert,	Bradford, Pa.
John A. Read,	Los Angeles, Cal.
Alonzo I. Wilcox,	Bradford, Pa.
Thomas J. Powers,	Bradford, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Eldred, Pa., to the New York State line at Ceres,	9.36	5.74
Length of single main track,	9.36	5.74

Brandy Camp.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
E. E. Willard, President,	Ridgway, Pa.
George R. Woodward, Secretary and Treasurer,	Ridgway, Pa.
Rufus Lucore, General Solicitor,	Ridgway, Pa.

<i>Directors.</i>	<i>Residences.</i>
C. R. Earley,	Ridgway, Pa.
Andrew McKinney,	New York.
E. E. Willard,	Ridgway, Pa.
George R. Woodward,	Ridgway, Pa.
L. K. McKinney,	New York.
Frederick Schoening,	Ridgway, Pa.
Raymond Donnell,	New York.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Ridgway to Dagus mines,	33	33
Branches.		
From Kyler's Corners to Daguscahonda railroad, length of road,	4	4
From near mouth of Brandy Camp to Daguscahonda railroad, near mouth of Shelvey run, length of road,	6	6
From Brookwayville to the Low Grade railroad, length of road,	8	8

Brockwayville and Punxsutawney.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Walston B. Brown, President,	New York city, N. Y.
Frederick A. Brown, Vice President,	New York city, N. Y.
Thomas F. Wentworth, Secretary,	New York city, N. Y.
Frederick A. Brown, Treasurer,	New York city, N. Y.
Thomas F. Wentworth, General Solicitor,	New York city, N. Y.
William E. Hoyt, Chief Engineer,	Rochester, N. Y.
George E. Merchant, General Manager,	Rochester, N. Y.
— Gardner, General Superintendent,	—
— Jordan, Division Superintendent,	—

General offices at 615 Walnut street, Philadelphia, and 20 Nassau street, New York.

<i>Directors.</i>	<i>Residences.</i>
Frederick A. Brown,	New York city, N. Y.
Thomas F. Wentworth,	New York city, N. Y.
Herbert P. Brown,	New York city, N. Y.
Louis Mathey,	New York city, N. Y.
E. Greenough Platt,	Philadelphia, Pa.
Victor Gullon,	Philadelphia, Pa.
John Rodgers,	Philadelphia, Pa.
Robert D. Maxwell,	Philadelphia, Pa.
W. G. Platt,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Punxsutawney, Young township, to Snyder township, Jefferson county, Pa., terminus of road, .	25	25

ASSETS.

Construction,	\$250,000	00
LIABILITIES.		
Capital stock,	250,000	00

Buffalo, Bradford and Pittsburgh.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Samuel Hines, President,	—
Augustus R. Maconough, Secretary,	—
Bird W. Spencer, Treasurer,	—
* W. B. Coffin, Division Superintendent,	—
General offices at Bradford, Pa.	
<i>Directors.</i>	<i>Residences.</i>
Samuel Hines,	Scranton, Pa.
Joseph H. Steell,	Scranton, Pa.
William A. May,	Scranton, Pa.
Abram K. Johnson,	Bradford, Pa.
Hugh J. Jewett,	New York city, N. Y.
Edmund S. Bowen,	New York city, N. Y.
Augustus R. Maconough,	New York city, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Carrolton, N. Y., to Gillesville, Pa.,	25.97	18.16
Length of single main track,	25.97	18.16

Buffalo, New York and Philadelphia.

Year ending September 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
J. W. Jones, President,	Philadelphia, Pa.
C. H. Allen, First Vice President,	New York city.
A. N. Martin, Second Vice President,	New York city.
Joseph R. Trimble, Secretary,	Philadelphia, Pa.
F. S. Buell, Treasurer,	Buffalo, N. Y.
R. D. McCreary, Chief Engineer,	Oil City, Pa.
Oliver Watson, General Manager,	Buffalo, N. Y.
George S. Gatchell, General Superintendent,	Buffalo, N. Y.
Henry Dwyer, Division Superintendent,	Buffalo, N. Y.
E. H. Witter, Division Superintendent,	—
R. M. Patterson, Division Superintendent,	—
J. W. Watson, Division Superintendent,	—
A. Vandivort, Division Superintendent,	—

General offices at Philadelphia and Buffalo, N. Y.

*Superintendent of Western Division of the New York, Lake Erie and Western railroad.

<i>Directors.</i>	<i>Residences.</i>
J. W. Jones,	Philadelphia.
E. H. Clark,	Philadelphia.
E. A. Rollins,	Philadelphia.
B. K. Jamison,	Philadelphia.
A. N. Martin,	New York city.
C. H. Allen,	New York city.
E. L. Owen,	New York city.
J. N. Seligman,	New York city.
Bryce Gray,	New York city.
E. F. Winslow,	New York city.
B. C. Rumsey,	Buffalo, N. Y.
P. P. Pratt,	Buffalo, N. Y.
E. P. Beala,	Buffalo, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line,	428.85	224.50
Leased Roads.		
Olean, Bradford and Warren, from Olean to State Line, length of road,	12.53	
Olean, Bradford and Warren, from State Line to Bradford, length of road,	10.43	10.43
Kendall and Eldred, from Eldred to Tarport, length of road,	15	15
Bradford railroad, from Bradford to Kinzua Intersection, length of road,	14	14
Kinzua railroad, from Kinzua Intersection to Kinzua, length of road,	14	14
McKean and Buffalo, from Larabees to Clermont, length of road,	22.15	22.15
Genesee Valley Canal railroad, from Hinsdale to Rochester, length of road,	98.91	
Rochester, New York and Pennsylvania, from Nunda Junction to Swain's, length of road,	11.75	
Mayville Extension, from Mayville to Chautauqua, length of road,	3.50	
Philadelphia and Erie, from Warren to Irvineton, length of road,	5.80	5.80
Lake Shore and Michigan Southern, from Oil City to Stoneboro', length of road,	30	30

ASSETS.

Construction and equipment,	\$30,949,583 80		
Real estate,	1,053,263 80		
Leasehold estates,	7,000,000 00		
Stocks and bonds owned by company, leased lines,	4,657,300 00		
		\$48,660,147	10
Deferred interest on car trusts,		535,017	64
Bonds held in trust by United States Trust Company,		1,500,000	00
Stocks and bonds owned by company,	\$1,224,792 42		
Chautauqua Steamboat Company,	18,133 70		
Bills receivable,	41,120 53		
Cash,	259,511 71		
Materials on hand,	115,234 30		
Debts due to company, "incurred in current business,"	318,988 80		
Mayville Extension Railroad Company,	19,808 49		
		1,997,582	95
		\$47,692,747	69

E. and O. E., Buffalo, November 24, 1883, William L. Doyle, Auditor.

LIABILITIES.

Common stock,	\$13,750,000 00		
Preferred stock,	6,568,200 00		
Preferred stock scrip,	869 47	\$20,319,069	47
Warren and Franklin railroad first mortgage bonds,	\$1,500,000		
Oil creek railroad first mortgage bonds,	578,000		
Union and Titusville railroad first mortgage bonds,	500,000		
B., N. Y. and P. Ry. Co. first mortgage bonds,	3,000,000		
	\$5,578,000 00		
B., N. Y. and P. Ry. Co. second mortgage bonds,	1,000,000 00		
B., N. Y. and P. Ry. Co. consol mortgage bonds,	\$7,000,000		
P. T. and B. Ry. Co. consol mortgage bonds,	900,000		
	7,900,000 00		
B., P. and W. R. R. Co. general mortgage bonds,	4,027,000 00		
B., N. Y. and P. B. R. Co. first mortgage trust bonds,	2,800,000 00		
		21,300,000	00
Income, bonds, and scrip P., T. and B. Ry. Co.,		24,688	20
Bonds and mortgages on real estate,		398,564	00
Car trusts,		2,124,357	14
Olean and Salamanca Railroad Company bonds assumed, (owned by company,	} Included in bonds held in trust on debit side.	700,000	00
North-Western Coal and Iron Co. bonds deposited with U. S. Trust Company,			
Temporary loans, to be funded into general mortgage bonds,	\$1,175,090 56		
Debts due by company,	34,202 92		
Pay-rolls,	107,607 18		
Vouchers,	281,315 58		
Appropriated for coal branches,	175,294 00		
Coupons due, not called for,	210,594 00		
Construction account G. V. Terminal railroad,	73,832 34		
		2,057,436	56
Dividend fund,		188,754	00
Profit and loss,		329,888	32
		\$47,692,747	69

Catawissa.

Year ending December 31, 1883.

Officers.
M. P. Hutchinson, President and Treasurer, Philadelphia, Pa.
R. M. Elliott, Secretary, Philadelphia, Pa.
General offices at Philadelphia, Pa.

Directors.
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.

Main Line.	Whole length in miles.	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 road,	4½	4½

ASSETS.

Construction account,	\$6,206,628	08
Cash on hand,	1,609	85
	\$6,208,237	93
LIABILITIES.		
Preferred stock,	\$2,200,000	00
Second preferred stock,	1,000,000	00
Common stock,	1,159,500	00
First mortgage bonds, 1902,	230,500	00
First mortgage bonds, 1900,	1,300,000	00
Chattel mortgage bonds, 1900,	24,500	00
Chattel mortgage bonds, 1888-1889,	185,350	00
Construction bonds, 1917,	62,000	00
Profit and loss,	46,387	83
	\$6,208,237	93

Catasauqua and Fogelsville.

Year ending September 29, 1883.

<i>Officers.</i>	<i>Residences.</i>
George T. Barns, President,	Philadelphia, Pa.
John Williams, Secretary and Treasurer,	Catasauqua, Pa.
C. W. Chapman, Chief Engineer and General Superintendent,	Catasauqua, Pa.
<i>Directors.</i>	<i>Residences.</i>
Samuel Thomas,	Catasauqua, Pa.
John T. Knight,	Easton, Pa.
Benjamin G. Clarke,	New York, N. Y.
Fisher Hazard,	Mauch Chunk, Pa.
Samuel Dickson,	Philadelphia, Pa.
Charles Stewart Wurts,	Philadelphia, Pa.
Charles E. Haven,	Philadelphia, Pa.
Daniel Runkle,	Phillipsburg, N. J.
John Thomas,	Hokendauqua, Pa.
Joseph Hunt,	Catasauqua, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Catasauqua to Rittenhouse Gap, . . .	20	20
Length of single main track,	25½	25½
Branches.		
Bretznigsville branch, from Trexlertown to Lichty, length of single track,	5½	5½

ASSETS.

Construction,	\$658,385	59
Materials on hand,	5,918	55
Bills receivable, cash, and ledger balances,	175,620	10
	\$839,869	24
LIABILITIES.		
Capital stock,	\$428,900	00
Unfunded debt,	138,000	00
Bills payable,	10,855	31
Profit and loss,	264,118	98
	\$839,869	24

Chartiers.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
G. B. Roberts, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
Alexander Biddle,	Philadelphia.
J. N. DuBarry,	Philadelphia.
S. M. Felton,	Philadelphia.
Strickland Kneass,	Philadelphia.
Wistar Morris,	Philadelphia.
N. Parker Shortridge,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Mansfield to Washington,	22.76	22.76
Length of single main track,	22.76	22.76

Chester Creek.

Year ending October 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
S. M. Felton, President,	Philadelphia.
William Ward, Secretary,	Chester, Pa.
Robert Craven, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
Samuel M. Felton,	Philadelphia, Pa.
Isaac Hinckley,	Philadelphia, Pa.
David Woelpper,	Chadd's Ford, Pa.
Charles Warner,	Wilmington, Del.
Thomas Appleby,	Chester, Pa.
Amos Gartside,	Chester, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lamokin to Wawa,	7.14	7.14
Length of single main track,	7.14	7.14

ASSETS.

Construction,	\$457,100	00
Deposit,	886	00
	\$457,986	00
LIABILITIES.		
Capital stock,	\$272,100	00
Bonds,	185,000	00
Interest and dividends,	516	00
Account payable,	370	00
	\$457,986	00

Chester Valley.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
John F. Gilpin, President,	Philadelphia.
William H. Holstein, Secretary and Treasurer,	Bridgeport, Montgomery county.

<i>Directors.</i>	<i>Residences.</i>
Franklin B. Gowen,	Philadelphia.
Coffin Colket,	Philadelphia.
J. B. Lippincott,	Philadelphia.
I. V. Williamson,	Philadelphia.
Henry Lewis,	Philadelphia.
Eckley B. Cox,	Philadelphia.
William H. Holstein,	Bridgeport, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bridgeport to Downingtown,	21 $\frac{1}{2}$	21 $\frac{1}{2}$
Length of single main track,	21 $\frac{1}{2}$	21 $\frac{1}{2}$
Length of second main track,	2	2

Chester and Delaware River.

Year ending December 31, 1883.

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

General offices at 227 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
J. B. Lippincott,	Philadelphia.
George deB. Kelm,	Philadelphia.
Henry Lewis,	Philadelphia.
Edward C. Knight,	Philadelphia.
Joseph B. Altemus,	Philadelphia.
William Ward,	Chester.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Thurlow to Eddystone, Pa.,	4.39	
Length of single main track,	4.39	

Chestnut Hill.

Year ending December 31, 1883.

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

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

<i>Directors.</i>	<i>Residences.</i>
William W. Colket,	Philadelphia, Pa.
Joseph Patterson,	Philadelphia, Pa.
William L. Schaffer,	Philadelphia, Pa.
F. B. Gowen,	Philadelphia, Pa.
E. H. Weil,	Philadelphia, Pa.
Coffin Colket,	Philadelphia, Pa.
A. E. Dougherty,	Philadelphia, Pa.

W. S. Wilson,	Chester county, Pa.
Lewis Elkin,	Philadelphia, Pa.
H. A. Smith,	Philadelphia, Pa.
C. Howard Colket,	Philadelphia, Pa.
Joseph B. Townsend,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Germantown to Chestnut Hill,	4 $\frac{1}{2}$	4 $\frac{1}{2}$
Length of single main track,	4 $\frac{1}{2}$	4 $\frac{1}{2}$

ASSETS.

Real estate account,	\$15,505	98
Road account,	105,144	02
Cash account,	165	00
	\$120,815	00
LIABILITIES.		
Capital stock,	\$120,650	00
Dividends unpaid,	165	00
	\$120,815	00

Clarion, Mahoning and Pittsburgh.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
S. S. Jackson, President,	Brookville, Pa.
Corydon Karr, Vice President,	Buffalo, N. Y.
R. C. Winslow, Secretary,	Punxsutawney, Pa.
C. Powell Karr, Assistant Secretary,	Newark, N. J.
William H. Paulding, Treasurer,	New York city.
George C. Hamilton, Chief Engineer,	Warren, Pa.
Corydon Karr, General Manager,	Buffalo, N. Y.
<i>Directors.</i>	<i>Residences.</i>
Russelas Brown,	Warren, Pa.
E. A. Litch,	Brookville, Pa.
R. C. Winslow,	Punxsutawney, Pa.
S. B. McElroy,	Apollo, Pa.
M. P. Bush,	Buffalo, N. Y.
J. H. Smith,	Buffalo, N. Y.
F. H. Rockwell,	Warren, Pa.
William M. Ralston,	Elderton, Pa.
A. H. Fulton,	West Lebanon.
J. F. Schellkopf,	Buffalo, N. Y.
Corydon Karr,	Buffalo, N. Y.
William H. Paulding,	New York city.
S. S. Jackson,	Brookville, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from North Warren to Pittsburgh, as surveyed,	150	150
Length of single main track,	150	150
Length of second main track,	30	30

Cleveland and Pittsburgh.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
J. N. McCullough, President,	Pittsburgh, Pa.
George A. Ingersoll, Secretary and Treasurer,	Cleveland, O.
General offices at Cleveland, Ohio.	

<i>Directors.</i>	<i>Residences.</i>
J. N. McCullough,	Pittsburgh, Pa.
B. F. Jones,	Pittsburgh, Pa.
George B. Roberts,	Philadelphia, Pa.
William Bucknell,	Philadelphia, Pa.
Frederick Sturges,	New York.
S. J. Tilden,	New York.
Charles Lanier,	New York.
W. C. Egleston,	New York.
E. A. Ferguson,	Cincinnati, O.
J. V. Painter,	Cleveland, O.
R. P. Ranney,	Cleveland, O.
James F. Clark,	Cleveland, O.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Cleveland to Rochester, Pa., and Yellow Creek to Bellaire, Ohio,	166.57	15
Length of single main track,	162.85	15
Length of second main track,	8.72	
Branches.		
Tuscarawas Branch from Bayard to } Length of road,	81.18	
New Philadelphia, } Length of single track,	31.18	
Leased Roads.		
Joint use of Pittsburgh, Fort Wayne and Chicago railway, from Rochester, Pa., to Pittsburgh, Pa.,	Length of road,	25.65
	Length of double track,	25.65

ASSETS.

Construction account,	\$13,182,443	70
Equipment account,	3,521,470	87
Machinery and tools,	102,024	14
Personal property,	50,112	97
Telegraph line,	23,270	48
Cash in hands of treasurer and at New York agency,	289,265	52
Due from railroads and individuals,	7,418	99
Pennsylvania Railroad Company, lessee, material account,	281,210	66
	\$17,437,214	88

LIABILITIES.

Capital stock,	\$11,235,800 00		
Scrip issues,	10,764 50	\$11,246,564	50
Second mortgage bonds,		500	00
Third mortgage bonds,		5,000	00
Fourth mortgage bonds,	\$1,096,000 00		
Fourth mortgage scrip,	8,843 63	1,104,843	63
Consolidated mortgage bonds of 1900,	\$2,840,500 00		
Less sinking fund,	469,500 00	2,351,000	00
Construction and equipment bonds,	\$1,936,000 00		
Less sinking fund,	172,000 00	1,764,000	00
Guarantee income account, balance under lease,		703,436	55
Old income account balance,		13,631	67
Investment account, United States bonds,		12,014	91
Due and unpaid on dividends and coupons,		216,065	82
Due to railroads and individuals,		19,692	10
Pennsylvania Railroad Company, lessee, betterment account,		465	65
		\$17,437,214	83

*Clearfield, Chest Creek and Western.**Year ending December 31, 1883.**Officers.*

W. W. Seaman, President,	Tyrone, Pa.
Addison Cander, Secretary,	Williamsport, Pa.
C. LaRue Munson, Treasurer,	Williamsport, Pa.

Residences.

General offices at Williamsport, Pa.

Directors.

W. W. Seaman,	Tyrone, Pa.
C. LaRue Munson,	Williamsport, Pa.
Addison Cander,	Williamsport, Pa.
D. H. Merriman,	Williamsport, Pa.
Hugh L. White,	Williamsport, Pa.
Robert H. Munson,	Williamsport, Pa.
Delos S. Mahaffey,	Williamsport, Pa.

*Residences.**Colebrookdale.**Year ending November 30, 1883.**Officers.*

Joseph L. Bailey, President,	Pine Iron Works, Berks co., Pa.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

Residences.

General offices at 227 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
D. B. Boyer,	Boyertown, Berks co., Pa.
Nicholas Johnson,	Boyertown, Berks co., Pa.
J. Lowrie Bell,	Philadelphia.
William A. Church,	Philadelphia.
Albert Foster,	Philadelphia.
I. V. Williamson,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pottstown, Pa., to Barto, Pa.,	12.8	
Length of single main track,	12.8	

ASSETS.

Construction,	\$657,379	77
Real estate,	14,108	07
Bonds owned by company,	13,300	00
Cash,	178	32
Profit and loss income account,	362,198	74
	\$1,047,164	90
LIABILITIES.		
Capital stock,	\$297,215	00
First mortgage bonds,	600,000	00
Unfunded debt,	126,999	90
Sundry coupons,	4,950	00
Coupons due December 1, 1883, (accrued,)	18,000	00
	\$1,047,164	90

Columbia and Port Deposit.

Year ending December 31, 1883.

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

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

<i>Directors.</i>	<i>Residences.</i>
Jacob Tome,	Port Deposit, Md.
G. B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Alexander Biddle,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.
J. N. DuBarry,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
William J. Howard,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. P. Wetherill,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Columbia, Pa., to Port Deposit, Md.,	40.00	28.36
Length of single main track,	40.00	28.36

The Connecting.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
G. B. Roberts, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
Alexander Biddle,	Philadelphia.
J. N. DuBarry,	Philadelphia.
John P. Green,	Philadelphia.
Strickland Kneass,	Philadelphia.
Wistar Morris,	Philadelphia.
Edmund Smith,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Frankford junction to Mantua, . .	6.75	6.75
Length of second main track,	6.75	6.75
Length of third main track,	5.81	5.81

Cornwall.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
William Coleman Freeman, President,	Cornwall, Lebanon county, Pa.
J. P. Jackson, Secretary,	Cornwall, Lebanon county, Pa.
D. S. Hammond, Treasurer,	Lebanon, Lebanon county, Pa.
J. M. Havard, General Superintendent,	Lebanon, Lebanon county, Pa.

General offices at Lebanon, Pa.

<i>Directors.</i>	<i>Residences.</i>
William Coleman Freeman,	Cornwall, Lebanon county, Pa.
R. Percy Alden,	Cornwall, Lebanon county, Pa.
Edward Coleman Freeman,	Cornwall, Lebanon county, Pa.
J. P. Jackson,	Cornwall, Lebanon county, Pa.
D. S. Hammond,	Lebanon, Lebanon county, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Cornwall to West Lebanon,	7.47	
Length of single main track,	7.47	
Length of second main track,	1.66	
Length of branches and sidings,	9.90	

ASSETS.

Equipment,	\$116,024	69
Real estate,	44,315	60
Construction,	890,385	70
Ledger balances,	9,286	11
	\$560,012	10
LIABILITIES.		
Capital stock,	\$300,000	00
Toll account,	242,324	47
Ledger balances,	17,687	68
	\$560,012	10

Corning, Cowanesque and Antrim.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
George J. Magee, President,	Watkins, N. Y.
Daniel Beach, Vice President, Secretary, and Treasurer,	Watkins, N. Y.
Anton Hardt, Chief Engineer,	Corning, N. Y.
Alonzo H. Gorton, General Superintendent,	Corning, N. Y.
General office at Watkins, N. Y.	

<i>Directors.</i>	<i>Residences.</i>
George J. Magee,	Watkins, N. Y.
Daniel Beach,	Watkins, N. Y.
John Lang,	Corning, N. Y.
Daniel C. Howell,	Bath, N. Y.
Alfred L. Edwards,	New York, N. Y.
Henry Sherwood,	Wellsboro', Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Corning, N. Y., to Antrim, Pa., . . .	53	37 36
Length of single main track,	53	37 36
Branches.		
Cowanesque Valley branch, from Lawrenceville to Harrison Valley, . . . } Length of road,	31.94	31.94
. } Length of single track,	31.94	31.94

ASSETS.

Corning, Cowanesque and Antrim railway,	\$3,317,527	51
Daniel Beach, treasurer,	4,159	73
Dividends,	1,341,250	00
Expenses,	1,299	26
Edwin Williams' contract,	112	00
	\$4,664,346	50
LIABILITIES.		
Capital stock,	\$2,000,000	00
Corning, Cowanesque and Antrim railway debenture bonds,	1,250,000	00
Railway lease,	1,414,250	00
Interest,	98	50
	\$4,664,348	50

*Cumberland Valley.**Year ending December 31, 1883.*

<i>Officers.</i>	<i>Residences.</i>
Thomas B. Kennedy, President,	Chambersburg, Pa.
John Stewart, Vice President,	Chambersburg, Pa.
E. M. Biddle, Secretary and Treasurer,	Carlisle, Pa.
Chauncey Ives, Chief Engineer,	Chambersburg, Pa.
J. F. Boyd, General Superintendent,	Chambersburg, Pa.
General offices at Chambersburg, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Thomas B. Kennedy,	Chambersburg, Pa.
Frederick Watts,	Carlisle, Pa.
Thomas A. Biddle,	Philadelphia.
Wistar Morris,	Philadelphia.
J. N. DuBarry,	Philadelphia.
A. J. Cassatt,	Philadelphia.
Edmund Smith,	Philadelphia.
George B. Roberts,	Philadelphia.
Strickland Kneass,	Philadelphia.
John Stewart,	Chambersburg.
Daniel O. Gehr,	Chambersburg.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Harrisburg to Potomac river,	82.2	68.8
Length of single main track,	76.1	62.1
Length of second main track,	6.1	6.1
Leased Roads.		
Dillsburg and Mechanicsburg, from } Length of road,	7.7	7.7
Dillsburg junction to Dillsburg, . . . } Length of single track,	7.7	7.7
Southern Pennsylvania Railroad and } Length of road,	23.3	23.3
Mining Company, from South Penn. } Length of single track,	23.3	23.3
junction to Richmond,		
Martinsburg and Potomac railroad, from } Length of road,	11.8	
Potomac river to Martinsburg, . . . } Length of single track,	11.8	

ASSETS.

Cost of road, equipment, and real estate,	\$1,917,968	92
Material on hand,	41,814	14
Balance of accounts,	126,212	28
Trustees of contingent fund,	644,376	97
Cash,	74,917	98
	\$2,804,290	24
LIABILITIES.		
First preferred stock,	\$241,900	00
Second preferred stock,	248,000	00
Common stock,	1,292,950	00
First mortgage bonds,	161,000	00
Second mortgage bonds,	109,500	00
Common bonds,	81,800	00
Dividends and interest due,	47,872	20
Profit and loss,	626,268	04
	\$2,804,290	24

Danville and Shamokin.

Year ending December 31, 1883.

<i>Officers, elected January 14, 1884.</i>	<i>Residences.</i>
George deB. Keim, President,	Philadelphia.
Howard Hancock, Secretary,	Philadelphia.
John Welob, Treasurer, Philadelphia,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
J. B. Lippincott,	Philadelphia.
I. V. Williamson,	—
Henry Lewis,	—
J. B. Altemus,	—
E. C. Knight,	—
Loring A. Robertson,	Middle Valley, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Danville, Pa., to Shamokin,	} About 190 yards.	
Length of single main track laid,		
Branches.		
Glendower branch, from main line to } Length of road,	} About 250 yards.	
Groves Bros., Danville,		

Danville and Riverside.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Benjamin G. Welch, President,	Hughesville, Pa.
C. William Woddrop, Secretary,	Hughesville, Pa.
J. S. Bailey, Treasurer,	Hughesville, Pa.

<i>Directors.</i>	<i>Residences.</i>
Robert England,	Philadelphia city, Pa.
John H. Dye,	Philadelphia city, Pa.
Nathaniel Barr,	Philadelphia city, Pa.
Thomas B. Reeves,	Philadelphia city, Pa.
William J. Paul,	Philadelphia city, Pa.
T. N. Davis,	Philadelphia city, Pa.

Delaware and Hudson Canal.

Year ending December 31, 1883.

The railroads owned by this company, to which this report relates, extend from Nineveh, in the State of New York, to the line dividing the States of New York and Pennsylvania, a distance of 17³/₁₀ miles, and from said line to a connection with the Jefferson railroad, a distance of 4¹/₁₀ miles, and from Carbondale to Scranton, a distance of 17 miles, and a gravity railroad, extending from Olyphant to Honesdale and return, a distance of 56 miles. And the company hold under lease in Pennsylvania a railroad from Green Ridge to Mill Creek, a distance of 16⁴/₁₀ miles; also, a railroad about two 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,) 17³/₁₀ miles, and in Pennsylvania, 77³/₁₀ miles, and the number of miles held under lease in Pennsylvania is 18⁴/₁₀ miles.

On the leased line, from Green Ridge to Mill Creek, there are 14¹/₁₀ miles of double track, and on the line from Carbondale to Scranton there are 4¹/₁₀ miles of double track. Sidings and other tracks not above enumerated, 44¹/₁₀ miles in Pennsylvania, and 4⁸/₁₀ miles in New York; on the locomotive road and on the gravity road, 27¹/₁₀ miles. Sidings, &c., all in Pennsylvania.

Delaware, Lackawanna and Western.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Samuel Sloan, President,	New York city.
Percy R. Pyne, Vice President,	New York city.
Frederick F. Chambers, Secretary,	New York city.
Frederick H. Gibbens, Treasurer,	New York city.
Moses Taylor Pyne, General Solicitor,	New York city.
James Archbald, Chief Engineer,	Scranton, Pa.
William F. Hallstead, General Superintendent,	Scranton, Pa.
Garrett Bogart, Division Superintendent,	Scranton, Pa.

General offices at 26 Exchange Place, New York city.

<i>Directors.</i>	<i>Residences.</i>
John I. Blair,	Blairstown, 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.
Benjamin G. Clarke,	Jersey City, N. J.
E. W. Holbrook,	New York city.
Elias S. Higgins,	New York city.
Jay Gould,	New York city.
Sidney Dillon,	New York city.
Russell Sage,	New York city.
Edgar S. Auchincloss,	New York city.
Andrew T. McClintock,	Wilkes-Barre, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Delaware river to Pennsylvania and New York State line	114.61	114.61
Length of second main track,	114.61	114.61
Length of third main track,	1	1
Branches.		
Lackawanna and Bloomsburg branch, { Length of road,	80	80
from Scranton to Northumberland, { Length of single track,	58	58
Winton branch, from Nay-Aug to { Length of double track,	22	22
Winton, { Length of road,	7.50	7.50
Keyser Valley branch, from junction { Length of single track,	7.50	7.50
with main line to Keyser Valley, { Length of road,	5	5
Storr's branch, from Winton junction { Length of single track,	5	5
to Storr's mine, { Length of road,	2.80	2.80
to Storr's mine, { Length of single track,	2.80	2.80
Leased Roads.		
New York, Lackawanna and Western { Length of road,	6.41	6.41
railway, from State line, New York, { Length of double track,	6.41	6.41
to State line, New York, in township of Athens, county of Bradford,		

ASSETS.

Cost of railroad and appurtenances, coal mines, and other property,	\$33,069,385	79
Materials on hand at mines and in shops,	1,265,809	79
Accounts and notes receivable,	\$7,252,911 05	
Sundry stocks and bonds valued at	6,503,851 57	
	13,756,762	62
	\$48,111,958	20
LIABILITIES.		
Capital stock,	\$26,200,000	00
Funded debt,	4,044,900	00
Unfunded debt incurred for construction, equipment, etc.,	7,104,923	91
Surplus account,	\$10,322,574 57	
Add renewal fund,	439,559 72	29
	10,762,134	29
	\$48,111,958	20

Delaware River and Lancaster.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Robert Crane, President,	212 South Fourth street, Philadelphia.
D. B. Case, Secretary,	Marietta, Pa.
Henry Carpenter, Treasurer,	Lancaster, Pa.
E. D. North, General Solicitor,	Lancaster, Pa.
E. F. Bartolet, Chief Engineer,	Phoenixville, Pa.

General offices at 28 South Queen street and 49 North Duke street, Lancaster, Pa.

<i>Directors.</i>	<i>Residences.</i>
Robert Crane,	212 South Fourth street, Philadelphia.
Henry Carpenter,	Lancaster, Pa.
R. M. Bolenius,	Lancaster, Pa.
J. K. Lineaweaver,	Columbia, Pa.
C. S. Kaufman,	Columbia, Pa.
D. B. Case,	Marietta, Pa.
Isaac W. Guldin,	Pughtown, Chester co., Pa.
Alexander Sellers,	Telford, Bucks co., Pa.
Samuel K. Casael,	Moyerstown, Bucks co., Pa.
E. D. White,	Churchtown, Lancaster co., Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lancaster to Delaware river,	83	83
Length of single main track,	83	83
Length of double main track,	83	83

Dillsburg and Mechanicsburg.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Frederick Watts, President,	Carlisle, Pa.
E. M. Biddle, Secretary and Treasurer,	Carlisle, Pa.

<i>Directors.</i>	<i>Residences.</i>
Frederick Watts,	Carlisle.
E. M. Biddle,	Carlisle.
Henry G. Moser,	Mechanicsburg.
Thomas S. Bryson,	Mechanicsburg.
Henry McCormick,	Harrisburg.
Christian Bender,	Dillsburg.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Dillsburg to Mechanicsburg,	7.7	

Driftwood and Western.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
John P. Harlan, President,	Philadelphia.
H. B. Gill, Secretary,	—
H. A. Earley, Treasurer,	Williamsport.
Read Pettit, General Solicitor,	Philadelphia.

General offices at 518 Walnut street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
John P. Harlan,	Philadelphia.
H. B. Gill,	—
John R. Pue,	Philadelphia.
James McCarron,	Philadelphia.
Charles C. Carman,	Philadelphia.
Franklin Roberts,	Philadelphia.
Horace Pettit,	Jenkintown.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Driftwood to Dent's Run,	9	9

*Dunkirk, Allegheny Valley and Pittsburgh.**Year ending September, 1883.*

<i>Officers.</i>	<i>Residences.</i>
Edwin D. Worcester, President,	Albany, N. Y.
Dwight W. Pardee, Treasurer and Secretary,	New York.
William M. Lester, Local Treasurer and Auditor,	Dunkirk, N. Y.
Oscar W. Johnson, General Solicitor,	Fredonia, N. Y.
Darwin Thayer, General Superintendent,	Dunkirk, N. Y.
General offices at Dunkirk, N. Y.	

<i>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.
Chauncy M. Depew,	New York.
Henry R. Pierson,	Albany, N. Y.
Edwin D. Worcester,	Albany, N. Y.
Rasselas Brown,	Warren, Pa.

Main Line.	Whole length in miles.	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 laid,	90.6	48.3

ASSETS.

Construction,	\$4,556,482	43
Equipment,	262,725	00
Materials and supplies on hand,	2,269	01
Debts collectible,	10,248	89
Cash on hand,	10,384	00
	\$4,841,909	83
LIABILITIES.		
Capital stock,	\$1,800,000	00
Funded debt,	3,200,000	00
Advance for construction account by lessee,	180,495	45
Due other roads and individual balances,	34,919	99
Profit and loss,	126,493	89
	\$4,841,909	83

East Broad Top.

Year ending November 30, 1883.

<i>Officers.</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, Chief Engineer, General Manager, and General Superintendent,	Orbitsonia, Pa.

General offices at 320 Walnut street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
Ario Pardeo,	Hazleton, Pa.
George B. Markle,	Philadelphia.
Edward Roberts, junior,	Philadelphia.
Percival Roberts,	Philadelphia.
Edward R. Wood,	Philadelphia.
Franklin A. Comly,	Philadelphia.
Charles Hocker,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Mt. Union to Robertsdale,	80	30
Length of single main track,	30	30

ASSETS.

Construction,	\$865,547	65
Equipment,	169,504	67
Real estate,	10,617	75
Engine-houses, machine-shops, stations, and other buildings,	51,754	88
Rockhill Iron and Coal Company stock,	90,360	00
Stores,	1,587	71
Ledger balances,	115,971	05
Cash in bank and hands of agents,	5,791	30
Profit and loss,	59,579	89
	\$1,870,714	90
LIABILITIES.		
Capital stock,	\$815,602	57
Mortgage bonds,	500,000	00
Unfunded debt,	43,088	86
Ledger balances,	12,023	45
	\$1,370,714	90

East Brandywine and Waynesburg.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
John Cornoy, President,	Wallace, Pa.
James R. M'Clure, Secretary, and Treasurer,	Philadelphia, Pa.
General offices at No. 233 South Fourth street, Philadelphia, Pa.	

<i>Directors.</i>	<i>Residences.</i>
William Morton,	Honeybrook, Pa.
T. M. Storb,	New Holland, Pa.
Amos Diller,	New Holland, Pa.
Strickland Kneass,	Philadelphia, Pa.
B. F. Kinzer,	New Holland, Pa.
J. N. DuBarry,	Philadelphia, Pa.
S. M. Felton,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
James McClure,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.

Main Line.	Whole length in miles.	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

East Mahanoy.

Year ending November 30, 1883.

<i>Officers.</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>Directors, elected January 14, 1884.</i>	<i>Residences.</i>
J. B. Lippincott,	Philadelphia.
George DeB. Keim,	Philadelphia.
I. V. Williamson,	Philadelphia.
Henry Lewis,	Philadelphia.
Edward C. Knight,	Philadelphia.
Joseph B. Altimus,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from East Mahanoy junction, Pa., to Waste House run, Pa.,	7.56	
Branches.		
Oak Hollow branch, length of road,	1.48	
North Mahanoy Colliery branch, length of road, . . . . .	.24	
Schuylkill Colliery branch, length of road, . . . . .	.92	
Hillside Colliery branch, length of road, . . . . .	.40	

ASSETS.

Construction,	\$391,950	00
Real estate,	600	00
Cash,	1,512	60
	\$394,062	60
LIABILITIES.		
Capital stock,	\$392,550	00
Dividends,	7	50
State taxes,	1,177	65
Sundry credits,	327	45
	\$394,062	60

East Pennsylvania.

Year ending November 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
G. A. Nicolls, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Weloh, Treasurer,	Philadelphia.
General offices at 227 South Fourth street, Philadelphia.	
<i>Directors, elected January 14, 1881.</i>	
J. B. Lippincott,	Philadelphia.
George de B. Keim,	Philadelphia.
I. V. Williamson,	Philadelphia.
Thomas Hart, junior,	Philadelphia.
Beauveau Borie,	Philadelphia.
Hester Clymer,	Reading.
George D. Stitzel,	Reading.
Joseph L. Stichter,	Reading.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Reading to Allentown,	36	
Length of single main track,	17.5	
Length of second main track,	18.5	

Ebensburg and Cresson.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
A. A. Barker, President,	Ebensburg, Pa.
Abel Lloyd, Secretary,	Ebensburg, Pa.
F. H. Barker, Treasurer,	Ebensburg, Pa.
John Scott, General Solicitor,	Philadelphia.

Have no general offices; all meetings held in Ebensburg.

<i>Directors.</i>	<i>Residences.</i>
Wistar Morris,	Philadelphia.
Henry B. Welsh,	Philadelphia.
N. P. Shortridge,	Philadelphia.
S. Kneass,	Philadelphia.
John P. Wetherill,	Philadelphia.
George Huntley,	Ebensburg, Pa.
Thomas Davis,	Ebensburg, Pa.
Edmund James,	Ebensburg, Pa.
Thomas Griffith,	Ebensburg, Pa.
Richard Jones, junior,	Ebensburg, Pa.
F. H. Barker,	Ebensburg, Pa.
Abel Lloyd,	Ebensburg, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Ebensburg to Cresson,	11	11
Length of single main track,	11	11

Edgewood.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
W. H. Shoenberger, President,	—
Edward P. Loy, Secretary,	—
Thomas C. Dickson, Treasurer,	—

<i>Directors.</i>	<i>Residences.</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.

*Deceased.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Edgewood intersection to Hampton coal fields	1	
Length of single main track,	1	

Elmira and Williamsport.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Thomas Neilson, President,	Philadelphia, Pa.
Lewis P. Geiger, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 308 Walnut street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
Thomas Kimber,	Richmond Hill, N. Y.
William Read Fisher,	Philadelphia, Pa.
Lewis P. Geiger,	Philadelphia, Pa.
Alexander Bacon,	Philadelphia, Pa.
William D. Neilson,	Philadelphia, Pa.
Bushrod W. Adams,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Williamsport, Pa., to Elmira, N. Y., .	75.5	69
Length of single main track,	75.5	69

ASSETS.

Construction account,	\$2,218,000	00
Equipment,	352,000	00
Investment account,	3,809	39
Office furniture,	298	44
Cash and cash items,	907	90
	\$2,574,515	73

LIABILITIES.

Capital—preferred stock,	\$500,000	00
Capital—common stock,	500,000	00
Mortgage bonds,	\$1,000,000	00
Five per cent. bonds,	1,000,000	00
Coupons,	570,000	00
Profit and loss account,	85	00
	4,480	73
	\$2,574,515	73

Erie and Pittsburgh.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
William L. Scott, President,	Erie, Pa.
Joseph McCarter, Vice President,	Erie, Pa.
William Brewster, Secretary and Treasurer,	Erie, Pa.

<i>Directors.</i>	<i>Residences.</i>
William L. Scott,	Erie, Pa.
George B. Roberts,	Philadelphia, Pa.
Milton Courtright,	Erie, Pa.
Sidney T. Fairchild,	Cazenovia, N. Y.
Charles M. Reed,	Erie, Pa.
Joseph McCarter,	Erie, Pa.
William Brewster,	Erie, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from New Castle, to Girard, Pa., . . . 81		
Length of main line, from Dock junction to Erie Dock, Pa., 3.468		
Length of single main track,	84.468	All.

ASSETS.

Construction,	\$3,180,987	26
Equipment,	1,895,725	18
Real estate,	8,675	00
Cash,	10,780	49
Sundry securities,	25,899	63
Sundry accounts receivable,	8,054	41
Erie Extension canal,	155,000	00
Profit and loss,	22,714	44
	\$5,805,286	41

LIABILITIES.

Capital stock,	\$1,998,400	00
First mortgage bonds,	200	00
Second mortgage bonds,	91,800	00
Consolidated mortgage bonds,	2,485,000	00
Equipment mortgage bonds,	685,000	00
Unfunded or floating debt:		
Bills payable,	8,000	00
Commonwealth of Pennsylvania, dividend taxes,	8,748	00
Accounts payable—sundry,	6,287	87
Accounts payable on account of construction,	21,886	04
	\$5,805,286	41

Evergreen.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
James Callery, President,	—
A. C. McCallum, Secretary,	—
H. D. Campbell, Assistant Treasurer,	—
M. Brown, Solicitor,	—
H. A. Schwanecke, Chief Engineer,	—
J. J. Saint, Division Superintendent,	—
<i>Directors.</i>	<i>Residences.</i>
James Callery,	Pittsburgh, Pa.
A. G. Hatrey,	Pittsburgh, Pa.
A. C. McCallum,	Pittsburgh, Pa.
J. J. Gillespie,	Pittsburgh, Pa.
J. D. Callery,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bennetts to Evergreen,	4	4

ASSETS.

Construction,	\$26,582	98
Expenses,	6,898	22
LIABILITIES.	\$33,481	20
Capital stock,	\$25,000	00
Earnings,	8,885	16
Open accounts,	5,146	04
	\$33,481	20

Fayette County.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
William Beeson, President,	Uniontown, Pa.
Jasper M. Thompson, Secretary and Treasurer,	Uniontown, Pa.

<i>Directors.</i>	<i>Residences.</i>
William Beeson,	Uniontown, Pa.
Ewing Brownfield,	Uniontown, Pa.
C. S. Seaton,	Uniontown, Pa.
J. M. Thompson,	Uniontown, Pa.
Ellis B. Dawson,	Uniontown, Pa.
Daniel Kaine,	Uniontown, Pa.
John K. Ewing,	Uniontown, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Uniontown to Connellsville,	12½	
Length of single main track,	12¾	

Frankford and Holmesburg.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Andreas Hartel, President,	Holmesburg.
Joseph H. Brown, Secretary,	Holmesburg.
William Rowland, Treasurer,	Holmesburg.

<i>Directors.</i>	<i>Residences.</i>
Edmund Smith,	Philadelphia.
Prealy Blakiston,	Philadelphia.
B. Frank Crispin,	Philadelphia.
Alfred Dungan,	Bustleton, Pa.
Jamison Lott,	Bustleton, Pa.
William Dedaker,	Bustleton, Pa.
Joseph M. Banes,	Bustleton, Pa.
Issac Tomlinson,	Bustleton, Pa.
William Rowland, junior,	Holmesburg, Pa.
Joseph Hartel,	Holmesburg, Pa.
George S. Clark,	Holmesburg, Pa.
Joseph H. Brown,	Holmesburg, Pa.

Main Line.	Whole length in miles.	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

Gettysburg and Harrisburg.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
J. C. Fuller, President,	—
J. M. Butler, Secretary and Treasurer,	—
A. E. Lehman, Chief Engineer,	—
W. H. Woodward, General Superintendent,	—
<i>Directors.</i>	<i>Residences.</i>
J. C. Fuller,	Philadelphia, Pa.
Jay Cooke,	Philadelphia, Pa.
Jay Cooke, Jr.,	Philadelphia, Pa.
B. J. Woodward,	Philadelphia, Pa.
C. D. Barney,	Philadelphia, Pa.
Spencer Ervin,	Philadelphia, Pa.
J. M. Butler,	Philadelphia, Pa.

Gold and Driftwood.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Asahel N. Cole, President,	Wellsville, N. Y.
R. E. Whiteley, Secretary,	Bradford, Pa.
T. L. Minier, Treasurer,	Elmira, N. Y.
Charles B. Earley, Assistant Treasurer,	Ridgway, Pa.
<i>Directors.</i>	<i>Residences.</i>
A. N. Cole,	Wellsville, N. Y.
Alonzo I. Wilcox,	Bradford, Pa.
George H. Blackman,	Wellsville, N. Y.
Andrew J. Applebee,	Bradford, Pa.
Rufus Scott,	Wellsville, N. Y.
Richard E. Whiteley,	Bradford, Pa.
Isaac W. Fassett,	Wellsville, N. Y.
Arthur F. Allen,	Bradford, Pa.
Edwin C. Bradley,	Bradford, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Gold, Potter county, Pa., to Driftwood, Cameron county, Pa.,	55	55

Greenlick Narrow Gauge.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Daniel H. Pershing, President,	Stauffer's Station, Pa.
Nathaniel Miles, Secretary and Treasurer,	Scottdale, Pa.
D. H. Pershing, General Superintendent,	Stauffer's Station, Pa.
David White, Division Superintendent,	Scottdale, Pa.

General offices at Scottdale, Westmoreland county, Pa.

<i>Directors.</i>	<i>Residences.</i>
D. H. Pershing,	Stauffer's Station, Pa.
William H. Everson,	Pittsburgh, Pa.
Edwin Miles,	Pittsburgh, Pa.
H. C. Friek,	Pittsburgh, Pa.
George A. Hogg,	Mt. Pleasant, Pa.
W. D. Mullen,	Mt. Pleasant, Pa.
C. L. Graff,	Scottdale, Pa.
Joseph R. Stauffer,	Scottdale, Pa.
George E. Hogg,	Brownsville, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Greenlick to Mt. Vernon mines, . . .	3.58	3.56

ASSETS.

Construction,	\$35,484	60
Cash,	71	04
Accounts receivable,	997	58
	\$36,553	23
LIABILITIES.		
Capital stock, (certificates,)	\$31,650 00	
Capital stock, ledger accounts,	439 02	
	\$32,089	02
Bills payable,	\$1,698 71	
Accounts payable,	891 91	
	2,590	63
Profit and loss,	1,873	58
	\$36,553	23

Hanover Junction, Hanover and Gettysburg.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
A. W. Elchelberger, President,	Hanover, Pa.
R. M. Wirt, Secretary,	Hanover, Pa.
R. A. Elchelberger, Treasurer,	Hanover, Pa.
D. A. Wills, General Solicitor,	Gettysburg, Pa.
J. J. Bingley, Chief Engineer,	Hanover, Pa.
H. D. Scott, General Superintendent,	Gettysburg, Pa.

<i>Directors.</i>	<i>Residences.</i>
Peter Flickinger,	Hanover, Pa.
S. Keefer,	Hanover, Pa.
William Grumbine,	Hanover, Pa.
R. Young,	Hanover, Pa.
H. A. Young,	Hanover, Pa.
R. M. Wirt,	Hanover, Pa.
M. Elchelberger,	Gettysburg, Pa.
D. Wills,	Gettysburg, Pa.
C. W. Slagle,	Baltimore, Md.
William Buehler,	Baltimore, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Hanover Junction to Gettysburg,	30	30
Length of single main track,	30	30

ASSETS.

Cost of road,	\$891,289	00
Equipment,	155,277	00
Real estate,	17,000	00
Shares in other railroads,	111,450	00
Materials on hand,	8,300	00
Cash,	12,112	00
Bills receivable,	33,316	00
	\$723,744	00

LIABILITIES.

Capital stock,	\$116,850	00
Funded debt,	208,000	00
Balance due corporations,	16,000	00
Unclaimed dividends,	1,154	50
Profit and loss,	381,739	50
	\$723,744	00

Hanover and York.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
John S. Young, President,	Hanover, Pa.
E. G. Smyser, Vice President,	York, Pa.
Lewis Grove, Secretary,	Hanover, Pa.
John H. Alleman, Treasurer,	Hanover, Pa.
<i>Directors.</i>	
	<i>Residences.</i>
George D. Klinefelter,	Hanover, Pa.
William Young, senior,	Hanover, Pa.
Isaac Loucks,	Hanover, Pa.
Samuel Bechtol,	Hanover, Pa.
William I. Young,	Hanover, Pa.
Vincent O. Bold,	McSherrystown, Pa.
Michael Schall,	York, Pa.
W. L. Small,	York, Pa.
E. G. Smyser,	York, Pa.
Henry Small,	York, Pa.
Harris Wilton,	Wrightsville, Pa.
P. H. Glatfelter,	Spring Forge, Pa.

Harrisburg and Potomac.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Cary W. Ahl, President,	Boiling Springs, Pa.
Asbury Derland, Secretary,	Boiling Springs, Pa.
Thomas W. Ahl, Treasurer,	Boiling Springs, Pa.
Robert H. Middleton, General Superintendent,	Boiling Springs, Pa.
General offices at Boiling Springs, Pa.	
<i>Directors.</i>	
	<i>Residences.</i>
Daniel V. Ahl,	Newville, Pa.
Cary W. Ahl,	Boiling Springs, Pa.
Joshua Hunt,	Catasauqua, Pa.
John Moore,	Dickinson, Pa.
J. J. Dull,	Harrisburg, Pa.
A. M. Eichelberger,	Hanover, Pa.
Peter Loucks,	Bowmansdale, Pa.
L. W. Heiges,	York Springs, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bowmansdale to Shippensburg, . . .	32	32
Length of single main track,	32	32
Branches.		
Philadelphia and Reading ore branch, { Length of road,	2	2
from main line to ore banks, { Length of single track,	2	2
Peffer branch, from main line to Peffer { Length of road,	.6	.6
bank, { Length of single track,	.6	.6
Cleversburg branch, from Cleversburg { Length of road,	2.9	2.9
Junction to No. 1 ore bank, { Length of single track,	2.9	2.9

Harrisburg, Portsmouth, Mt. Joy and Lancaster.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Edmund Smith, President,	Philadelphia.
Taber Ashton, Secretary and Treasurer,	Philadelphia.

General offices at 238 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
Edmund Smith,	Philadelphia.
G. B. Roberts,	Philadelphia.
Wistar Morris,	Philadelphia.
John M. Kennedy,	Philadelphia.
N. Parker Shortridge,	Philadelphia.
James Young,	Middletown, Pa.
Lewis Elkin,	Philadelphia.
A. J. Cassatt,	Philadelphia.
John P. Green,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Dillerville Junction to Market street, Harrisburg,	35.75	35.75
Length of single main track,	25.59	25.59
Length of second main track,	10.16	10.16
Length of third main track,	2.75	2.75
Branches.		
Columbia branch, from Columbia to { Length of road,	18.15	18.15
branch intersection, { Length of double track,	18.15	18.15

Harrisburg and Western.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Robert H. Sayre, President,	South Bethlehem, Pa.
William T. Sanger, Secretary and Treasurer,	Harrisburg, Pa.
General offices at Harrisburg, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Richard K. Sheldon,	Philadelphia, Pa.
William T. Sanger,	Harrisburg, Pa.
Frederick J. Grotevent,	Harrisburg, Pa.
George O. Morgan,	Pittsburgh, Pa.
George H. Kent,	New York city, N. Y.
Charles A. Pool,	New York city, N. Y.

Huntingdon and Broad Top Mountain.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
B. Andrews Knight, President,	Philadelphia, Pa.
J. P. Donaldson, Secretary and Treasurer,	Philadelphia, Pa.
James W. Paul, General Solicitor,	Philadelphia, Pa.
John Fulton, Consulting Engineer,	Johnstown, Pa.
George F. Gage, General Manager,	Huntingdon, Pa.
General offices at Philadelphia and Huntingdon, Pennsylvania.	

<i>Directors.</i>	<i>Residences.</i>
Rathmell Wilson,	Philadelphia, Pa.
I. V. Williamson,	Philadelphia, Pa.
William P. Jenks,	Philadelphia, Pa.
James Long,	Philadelphia, Pa.
Joseph H. Trotter,	Philadelphia, Pa.
John Devereux,	Philadelphia, Pa.
Thomas R. Patton,	Philadelphia, Pa.
Jacob Naylor,	Philadelphia, Pa.
Charles W. Wharton,	Philadelphia, Pa.
James Whitaker,	Philadelphia, Pa.
Spencer M. Janney,	Philadelphia, Pa.
William J. Barr,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Huntingdon to Mt. Dallas,	45	45
Length of single main track,	45	45
Branches.		
Shoup's Run branch, from Saxton to Broad Top City,	9½	9½
Six Mile Run branch, from Riddlesburg to ———,	4½	4½
Sandy Run branch, from Hopewell to Lane Mine,	2½	2½
Long's Run Extension of Sandy Run branch, from Long's Run junction to Everett Iron Company mines,	8	8

ASSETS.

To construction and equipment,	\$5,573,052	41
To roadway and transportation expenses,	203,443	80
To mines and real estate, taxes, &c.,	546	65
To interest on bonds,	\$180,640 00	
To interest on scrip,	8,448 11	
	189,088	11
To R. Wilson and James Long, trustees,	118,895	00
To excise tax, State of Pennsylvania,	4,722	08
To incidental expenses, Philadelphia office,	\$18,025 72	
To insurance account,	1,652 11	
	19,677	88
To Girard Life Insurance, Annuity and Trust Company,	3,600	00
To book accounts,	23,524	15
To real estate,	54,784	73
To general supplies, stock on hand,	20,716	82
To cash,	71,843	79
	\$6,233,845	37
LIABILITIES.		
By stock, preferred,	\$1,984,250	00
By stock, common,	1,868,450	00
By bonds, first mortgage loan,	418,000	00
By bonds, second mortgage loan,	887,500	00
By bonds, consol mortgage loan,	1,497,000	00
By scrip, first and second mortgage loan,	118,895	00
By scrip, converted into preferred stock,	\$1,499 20	
By scrip, converted into common stock,	1,457 00	
	2,956	20
By freights, passengers, &c.,	\$424,494 57	
By royalty of mines and rents,	5,504 45	
	429,999	02
By Huntingdon and Broad Top Car Trust cars,	8,418	40
By book accounts,	21,155	87
By profit and loss,	19,220	88
	\$6,233,845	37

Ironton.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Samuel Thomas, President,	Catsanqua, Pa.
J. T. Knight, Secretary and Treasurer,	Easton, Pa.
William Andrews, General Superintendent,	Ironton, Pa.
General offices at Ironton, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Samuel Thomas,	Catsanqua, Pa.
Benjamin G. Clarke,	New York.
John T. Knight,	Easton, Pa.
John Thomas,	Hokendauqua, Pa.
Edwin Mickley,	Hokendauqua, Pa.
William W. Marsh,	Schoolley's Mountain, N. J.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Coplay to Ironton and Orefield,	9½	9½
Length of single main track,	9½	9½

ASSETS.

Railroad,	\$300,000	00
Bills receivable,	28,574	01
Cash,	535	28
	\$329,109	29
LIABILITIES.		
Capital stock,	\$200,000	00
Profit and loss,	29,109	29
	\$229,109	29

Jamestown and Franklin.

Year ending December 31, 1883.

<i>Officers.</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.	

<i>Directors.</i>	<i>Residences.</i>
O. G. Gelzen Danner,	Cleveland, Ohio.
J. C. Cornwell,	Stoneboro', Pa.
William Gibson,	Jamestown, Pa.
J. S. McCalmont,	Franklin, Pa.
James W. Osborne,	Franklin, Pa.
Russelas Brown,	Warren, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Jamestown, Pa., to Oil City, Pa.,	51.10	51.10
Branches.		
Coal Mine branch, length of road,	2.53	2.53

ASSETS.

Construction,	\$2,538,473	84
Coal lands,	34,607	79
Central Trunk Railway Company,	8,230	69
Cash,	58	90
Profit and loss,	4,227	48
	\$2,585,596	70
LIABILITIES.		
Capital stock,	\$601,200	00
Orders for stock,	610	50
Sundry persons for payments on stock,	5,432	50
First mortgage bonds, \$335,000 00		
Second mortgage bonds, 500,000 00		
	835,000	00
Lake Shore and Michigan Southern Railway Company,	1,143,353	70
	\$2,585,596	70

Jefferson.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Samuel Hines, President,	Scranton, Pa.
Augustus R. Macdonough, Secretary,	—
Bird W. Spencer, Treasurer,	—
*W. J. Murphy, Division Superintendent,	—
General offices at Scranton, Pa.	

*Superintendent of the Delaware division of the New York, Lake Erie and Western railroad.

<i>Directors.</i>	<i>Residences.</i>
Samuel Hines,	Scranton, Pa.
Thomas Dickson,	Scranton, Pa.
Horatio S. Pierce,	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.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lanesborough to Carbondale,	36.686	36.686
Length of single main track, from Hawley to Honesdale,	8.183	8.183

Jersey Shore, Pine Creek and Buffalo.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Henry Sherwood, President,	Wellsboro', Pa.
George J. Magee, Vice President,	Watkins, N. Y.
William Howell, Jr., Secretary,	Antrim, Pa.
Cornelius Vanderbilt, Treasurer,	New York city.
Anton Hardt, Chief Engineer,	Wellsboro', Pa.

General offices at Wellsboro', Pa.

<i>Directors.</i>	<i>Residences.</i>
W. H. Vanderbilt,	New York city.
W. K. Vanderbilt,	New York city.
Cornelius Vanderbilt,	New York city.
Augustus Schell,	New York city.
George J. Magee,	Watkins, N. Y.
William Howell, Jr.,	Antrim, Pa.
E. G. Schieffelin,	Stokesdale, Pa.
Henry Sherwood,	Wellsboro', Pa.
Walter Sherwood,	Wellsboro', Pa.
Jefferson Harrison,	Wellsboro', Pa.
Jerome B. Niles,	Wellsboro', Pa.
Anton Hardt,	Wellsboro', Pa.
John W. Bailey,	Wellsboro', Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Stokesdale Junction to Newberry Junction,	74.8	74.8
Length of single main track,	74.8	74.8

ASSETS.

Construction, real estate, &c.,	\$4,095,627	88
Timber lands in Potter county,	20,000	00
Interest account,	105,000	00
Fall Brook Coal Company, lessee,	29,587	04
Cash on hand,	1,609	78
	\$4,251,774	65
LIABILITIES.		
Capital stock,	\$500,000	00
Funded debt,	3,500,000	00
Unfunded debt,	113,355	60
Rent of road,	56,618	41
Due other companies and individuals,	81,800	64
	\$4,251,774	65

Junction.

Year ending December 31, 1883.

Officers.

Residences.

Isaac Hinckley, President,	Philadelphia.
John C. Sims, junior, Secretary,	Chestnut Hill.
Robert Craven, Treasurer,	Philadelphia.
A. Foldpavehe, Chief Engineer,	Philadelphia.
William F. Lookard, Superintendent,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.

Residences.

Isaac Hinckley,	Philadelphia.
George B. Roberts,	Philadelphia.
Henry M. Phillips,	Philadelphia.
Franklin B. Gowen,	Philadelphia.
Samuel M. Felton,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, between Gray's Ferry and north end of Market street tunnel, and between Thirty-fourth street and Belmont,	3.56	3.56
Length of single main track,	7.12	7.12
Length of double main track,	3.56	3.56

ASSETS.

Construction,	\$1,062,000	50
Cash,	93,963	29
	\$1,155,963	79
LIABILITIES.		
Capital stock,	\$250,000	00
Funded debt,	725,000	00
Profit and loss,	180,963	79
	\$1,155,963	79

Kendall and Eldred.

Year ending September 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
J. W. Jones, President,	Philadelphia, Pa.
Franklin S. Buell, Secretary and Treasurer,	Buffalo, N. Y.
C. E. Kimball, Assistant Secretary,	New York city.
<i>Directors.</i>	<i>Residences.</i>
J. W. Jones,	Philadelphia, Pa.
Isaac N. Seligman,	New York city.
T. W. Seligman,	New York city.
C. H. Clarke,	Philadelphia, Pa.
H. B. Tyler,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
C. S. Carey,	Olean, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Eldred, Pa., to Tarpport, Pa.,	15	15
Length of single main track,	15	15

Keystone Coal Company's.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Henry A. Stiles, President,	Philadelphia.
F. H. Williams, Secretary and Treasurer,	Philadelphia.
T. O. Yarrington, General Superintendent,	Myersdale, Pa.

<i>Directors.</i>	<i>Residences.</i>
Henry A. Stiles,	Philadelphia.
John H. Small,	York, Pa.
Jonathan Steward,	Trenton, N. J.
Augustus G. Richey,	Trenton, N. J.
Henry Thomas Weld,	Baltimore.
George F. Baer,	Reading Pa.
James P. Scott,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Keystone mines to Keystone Junction,	5½	5½

Kinzua.

Year ending September 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
J. W. Jones, President,	Philadelphia, Pa.
Franklin S. Buell, Secretary and Treasurer,	Buffalo, N. Y.
C. E. Kimball, Assistant Secretary,	New York city.

<i>Directors.</i>	<i>Residences.</i>
J. W. Jones,	Philadelphia.
Isaac N. Seligman,	New York.
T. W. Seligman,	New York.
C. H. Clarke,	Philadelphia.
H. B. Tyler,	Philadelphia.
B. K. Jamison,	Philadelphia.
C. S. Cary,	Olean, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Kinzua, Pa., to junction with Bradford railroad,	14	14
Length of single main track,	14	14

Lake Shore and Michigan Southern.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
John Newell, President and General Manager,	Cleveland, O.
Edwin D. Worcester, Vice President, Secretary, and Treasurer,	New York, N. Y.
Ashley Pond, General Soliditor,	Detroit, Mich.
L. H. Clarke, Chief Engineer,	Cleveland, O.
P. P. Wright, General Superintendent,	Cleveland, O.

Charles B. Couch, Division Superintendent, Cleveland, O.
 George H. McIntire, Division Superintendent, Youngstown, O.
 General offices at Cleveland, Ohio.

<i>Directors.</i>	<i>Residences.</i>
William H. Vanderbilt,	New York, N. Y.
Cornelius Vanderbilt,	New York, N. Y.
William K. Vanderbilt,	New York, N. Y.
Augustus Schell,	New York, N. Y.
Samuel F. Barger,	New York, N. Y.
John E. Burrill,	New York, N. Y.
Darius O. Mills,	New York, N. Y.
Edwin D. Worcester,	New York, N. Y.
John Newell,	Cleveland, O.
William L. Scott,	Erie, Pa.
Charles M. Reed,	Erie, Pa.
Rasselas Brown,	Warren, Pa.
Jephtha H. Wade,	Cleveland, O.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Buffalo to Chicago <i>via</i> Norwalk and Adrian,	540.49	44.06
Length of single main track,	540.49	44.06
Length of second main track,	249.13	44.06
Branches.		
Sandusky branch, from Elyria Junction to Millbury Junction,	72.95	
Length of road,	72.95	
Length of single track,	72.95	
Length of double track,	17.11	
Sandusky Pier branch, from junction, at Sandusky, to Old Depot, Sandusky,	3.72	
Length of road,	3.72	
Length of single track,	3.72	
Ashtabula branch, from Ashtabula Harbor to Jamestown, Pa.,	38.31	5.26
Length of road,	38.31	
Length of single track,	38.31	5.26
Connecting branch, with D. A. V. and P. railroad at Dunkirk,	1.50	
Length of road,	1.50	
Length of single track,	1.50	
Air Line branch, from Air Line Junction to Elkhart,	180.83	
Length of road,	180.83	
Length of single track,	180.83	
Detroit branch, from Air Line Junction to Detroit,	62.36	
Length of road,	62.36	
Length of single track,	62.36	
Jackson branch, from Lenawee Junction to Jackson,	41.98	
Length of road,	41.98	
Length of single track,	41.98	
Monroe branch, from Lenawee Junction to Monroe,	29.37	
Length of road,	29.37	
Length of single track,	29.37	
Palmyra branch, from Palmyra to Adrian,	5.72	
Length of road,	5.72	
Length of single track,	5.72	
Kalamazoo branch, from White Pigeon to Kalamazoo,	36.57	
Length of road,	36.57	
Length of single track,	36.57	
Lansing branch, from Jonesville to North Lansing,	61.14	
Length of road,	61.14	
Length of single track,	61.14	
Leased Roads.		
Jamestown and Franklin railroad, from Jamestown, Pa., to Oil City, Pa.,	50.91	50.91
Length of road,	50.91	
Length of single track,	50.91	50.91
Mahoning Coal railroad, from Youngstown to Andover, including four short branches,	43.05	
Length of road,	43.05	
Length of single track,	43.05	
Kalamazoo, Allegan and Grand Rapids railroad, from Kalamazoo to Grand Rapids,	58.42	
Length of road,	58.42	
Length of single track,	58.42	
Detroit, Hillsdale and South-Western railroad, from Ypsilanti to Bankers,	65.20	
Length of road,	65.20	
Length of single track,	65.20	
Fort Wayne and Jackson railroad, from Fort Wayne to Jackson,	97.42	
Length of road,	97.42	
Length of single track,	97.42	

ASSETS.

Construction account,	\$66,700,000	00
Equipment account: 553 engines, 16,950 cars,	17,800,000	00
Detroit, Monroe and Toledo railroad,	1,881,600	00
White Pigeon and Kalamazoo railroad,	610,000	00
Northern Central Michigan railroad,	1,357,000	00
Jamestown and Franklin railroad,	2,188,753	70
Chicago and Canada Southern railway stock and bonds,	715,000	00
New York, Chicago and St. Louis railway stock,	6,527,000	00
Stocks of other companies,	2,429,977	68
Bonds of other companies,	589,918	39
Pacific Hotel Company, Chicago, bonds and stock,	428,212	50
General office property and other real estate,	865,779	61
Supplies, rails, fuel, &c.,	1,221,177	93
Cash,	817,320	17
Uncollected earnings,	582,548	95
Valley railway, Cleveland, advances,	277,987	86
	\$102,940,271	74
LIABILITIES.		
Capital stock, (\$533,500, 10 per cent. guaranteed,)	\$50,000,000	00
Funded debt:		
Lake Shore and Michigan Southern railway,	42,942,000	00
Detroit, Monroe and Toledo railroad,	924,000	00
White Pigeon and Kalamazoo railroad,	600,000	00
December pay-rolls, vouchers, etc.,	2,508,588	87
Dividend paid February 1, 1884,	1,016,005	00
Income or profit and loss,	4,951,678	87
	\$102,940,271	74

Lancaster and Reading.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
A. H. Peacock, President,	Lancaster, Pa.
W. Leaman, Secretary and Treasurer,	Lancaster, Pa.
<i>Directors.</i>	<i>Residences.</i>
A. H. Peacock,	Lancaster, Pa.
John D. Skiles,	Lancaster, Pa.
John R. Bitner,	Lancaster, Pa.
John Keller,	Lancaster, Pa.
Henry Carpenter,	Lancaster, Pa.
C. Geiger,	Lancaster, Pa.
B. F. Breneman,	Lancaster, Pa.
W. Leaman,	Lancaster, Pa.
Amos Hollinger,	Lancaster, Pa.
George W. Hensel,	Quarryville, Pa.
C. M. Hess,	Quarryville, Pa.
Daniel D. Hess,	Quarryville, Pa.
Daniel Herr,	Refton, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lancaster to Reading,	34	34
Branches.		
Quarrysville branch, from Lancaster to Quarrysville, length of road,	15½	15½

Lawrence.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Louis H. Meyer, President,	New York city, N. Y.
John J. Haley, Secretary and Treasurer,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

<i>Directors.</i>	<i>Residences.</i>
Louis H. Meyer,	New York.
Charles W. Case,	New York.
Charles Lanier,	New York.
J. N. McCullough,	Pittsburgh, Pa.
John B. Jackson,	Pittsburgh, Pa.
R. W. Cunningham,	New Castle, Pa.
John N. Hutchinson,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lawrence Junction, Pa., to Youngstown, Ohio,	17.98	9.363
Length of single main track,	17.98	9.363
ranches.		
Canfield branch, from Canfield Junction to Foster Coal Banks, length of road,	4.06	

ASSETS.

Construction,	\$820,368	30
Sinking fund,	89,114	14
Bond investment,	7,586	33
Stock investment,	20,401	28
Lessee company, rent,	14,837	41
Winslow, Lanier & Co.,	1,330	00
T. D. Messler, trustee,	20	86
Cash,	49,988	88
	\$953,591	70

LIABILITIES.

Capital stock,	\$450,000	00
Mortgage bonds,	355,000	00
Coupons unpaid,	1,155	00
Commonwealth of Pennsylvania,	907	76
Sundry accounts,	666	00
Balance,	145,862	94
	\$958,591	70

Lehigh Valley.

Year ending November 30, 1883.

Officers, for 1884.

Residences.

Elisha P. Wilbur, President,	Bethlehem, Pa.
Charles Hartshorne, Vice President,	228 South Third street, Philadelphia.
John R. Fanahawe, Secretary,	228 South Third street, Philadelphia.
William C. Alderson, Treasurer,	228 South Third street, Philadelphia.
H. Stanley Goodwin, General Superintendent,	Bethlehem, Pa.

Directors.

Residences.

Charles Hartshorne,	Philadelphia, Pa.
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.
James I. Biskalee,	Mauch Chunk, Pa.
Elisha P. Wilbur,	Bethlehem, Pa.
Joseph Patterson,	Philadelphia, Pa.
Garrett B. Linderman,	Bethlehem, Pa.
John R. Fell,	Philadelphia, Pa.
Robert A. Lamberton,	Bethlehem, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Perth Amboy, N. J., to Wilkes-Barre,	161	101
Length of single main track,	35.95	35.95
Length of second main track,	125.05	65.05
Branches.		
Beaver Meadow branch, from P. H. Junction to Audensried,	{ Length of road, 16.64	16.64
	{ Length of single track, 6.05	6.05
	{ Length of double track, 10.59	10.59
Hazleton branch, from Hazle Creek bridge to Tomhicken and branches,	{ Length of road, 33.08	33.08
	{ Length of single track, 24.15	24.15
	{ Length of double track, 8.93	8.93
Lehigh Luzerne branch, from Lumber Yard to Milnesville and branches,	{ Length of road, 18.32	18.32
	{ Length of single track, 16.99	16.99
	{ Length of double track, 1.33	1.33

Mahanoy branch, from Black Creek Junction to Mt. Carmel and branches,	{ Length of road,	65.78	65.78
	{ Length of single track,	34.83	34.83
	{ Length of double track,	30.95	30.95
Clinton branch, from Landsdown, N. J., to Clinton, N. J.,	{ Length of road,	2.05	
	{ Length of single track,	2.05	
Paper-Mill branch, from Musconetcong, N. J., to Warren paper-mill, N. J.,	{ Length of road,	1.95	
	{ Length of single track,	1.95	
Slatedale branch, from Slatington to Slatedale,	{ Length of road,	3.30	3.30
	{ Length of single track,	3.30	3.30
Bear Creek branch, from Bear Creek Junction to Meadow Run,	{ Length of road,	12.08	12.08
	{ Length of single track,	12.08	12.08
Leased Roads.			
Pennsylvania and New York canal and railroad, from Wilkes-Barre to Lackawanna Junction,	{ Length of road,	9.60	9.60
	{ Length of single track,	2.12	2.12
	{ Length of double track,	7.48	7.48

Lehigh and Lackawanna.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
F. C. Yarnall, President,	Overbrook, Pa.
S. Shepherd, Secretary and Treasurer,	Philadelphia.
General offices at Philadelphia.	

<i>Directors.</i>	<i>Residences.</i>
J. S. Harris,	Philadelphia, Pa.
E. W. Clark,	Philadelphia, Pa.
Edward Lewis,	Philadelphia, Pa.
Fisher Hazard,	Mauch Chunk.

Main Line.	Whole length in miles.	Length in Penna.
Length of main line, from Bethlehem to Chapman's,	15	15
Branches.		
Wind Gap branch, from Chapman's to Wind Gap,	10	10
Wind Gap,	10	10

ASSETS.

Construction account,	\$976,147	66
	\$976,147	66
LIABILITIES.		
Capital stock, 7,502 shares,	\$375,100	00
First mortgage bonds, due December, 1907,	100,000	00
Second mortgage bonds, due December 10, 1907,	500,000	00
Due Lehigh Coal and Navigation Company,	1,047	66
	\$976,147	66

A. W. Mellon, Secretary and Treasurer, Pittsburgh, Pa.
 Thomas Mellon, General Solicitor, Pittsburgh, Pa.
 T. A. Mellon, Chief Engineer and General Manager, Pittsburgh, Pa.
 George Senft, General Superintendent, Ligonier, Pa.

Directors. *Residences.*
 S. H. Baker, Latrobe, Pa.
 R. M. Graham, Ligonier, Pa.
 W. H. Covode, Ligonier, Pa.
 N. M. Marker, Ligonier, Pa.
 W. D. McGowan, Ligonier, Pa.
 H. S. Denny, Ligonier, Pa.
 J. R. Mellon, Pittsburgh, Pa.
 John Murdock, Johnstown, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Latrobe to Ligonier,	10½	10½

ASSETS.

Construction and equipment,	\$194,411	23
LIABILITIES.		
Capital stock,	\$100,000	00
Funded debt,	43,484	62
Unfunded debt,	9,404	51
Profit and loss,	41,522	10
	\$194,411	23

Little Saw Mill Run.

Year ending December 31, 1883.

Officers. *Residences*
 Jehu Haworth, President, Pittsburgh, Pa.
 C. S. Fetterman, Secretary, Pittsburgh, Pa.
 Jacob Henricl, Treasurer, Economy, Pa.
 C. S. Fetterman, General Solicitor, Pittsburgh, Pa.
 Thomas Hartley, General Manager, Banksville, Pa.

Directors. *Residences.*
 Jacob Henricl, Economy, Pa.
 Jehu Haworth, Pittsburgh, Pa.
 Henry Hice, Beaver, Pa.
 John R. Neeld, Banksville, Pa.
 Edwin H. Stowe, Allegheny city.
 John Wolfangel, Economy, Pa.
 Robert Long, Mt. Lebanon.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh to Banksville,	3	3
Length of single main track,	8	3

ASSETS.

Real estate and improvements,	\$81,771	16
Construction,	122,180	66
Equipment,	133,452	34
Pittsburgh, Chartiers and Youghiogheny railroad stock, 1,000 shares @ \$50,	50,000	00
Balances due current accounts,	8,541	46
	\$375,895	62
LIABILITIES.		
Capital stock, 2,000 shares @ \$50,	\$100,000	00
Capital stock, 1,542 shares @ \$25,	38,650	00
Profit and loss undivided,	84,245	62
Mortgage bonds,	153,000	00
	\$375,895	62

Littlestown.

Year ending November 30, 1883.

Officers.

Residences.

William McSherry, President, Littlestown, Adams county, Pa.
 John S. Young, Vice President, Hanover, York county, Pa.
 George Stonesifer, Secretary and Treasurer, Littlestown, Adams county, Pa.

Directors.

Residences.

Joseph L. Shorb, Littlestown, Pa.
 George Stonesifer, Littlestown, Pa.
 John S. Young, Hanover, Pa.
 George D. Klinefelter, Hanover, Pa.
 W. Latimer Small, York, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Hanover, York county, Pa., to Pennsylvania and Maryland State line,		9½

ASSETS.

Land and buildings	\$115,616	00
Cash on hand	2,000	00
Business line from Pennsylvania Railroad Company	2,484	81
	\$120,050	81
LIABILITIES.		
Capital stock	\$84,850	00
Bonded debt	40,000	00
Floating debt	17,615	98
Profit and loss	27,584	33
	\$120,050	81

Lock Haven and Clearfield.

Year ending December 31, 1883.

Officers, elected January 8, 1883.

Residences.

J. N. In Barry, President Philadelphia, Pa.
 Albert Hewson, Secretary and Treasurer, Philadelphia, Pa.
 General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.

Residences.

John P. Green Philadelphia, Pa.
 Strickland Kness, Philadelphia, Pa.
 Wistar Morris, Philadelphia, Pa.
 G. B. Roberts, Philadelphia, Pa.
 N. P. Shortridge, Philadelphia, Pa.
 Edmund Smith, Philadelphia, Pa.

Main Line.	Whole length in miles	Length in Penn'a.
Length of main line—adopted line from mouth of Beach creek, on Bald Eagle Valley railroad, to Hurxthal's Summit,	32	32

Little Schuylkill.

Year ending November 30, 1883.

Officers.

Residences.

Daniel R. Bennett, President, Jenkintown, Montgomery co., Pa.
 Joseph Lapsley Wilson, Secretary and Treasurer, Overbrook, Montgomery co., Pa.
 General offices at 410 Walnut street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
Joseph H. Trotter,	Philadelphia.
George W. Steever,	Philadelphia.
Charles D. Reed,	Philadelphia.
Carroll S. Tyson,	Philadelphia.
Henry Handy,	Philadelphia.
Thomas McKean,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Port Clinton to Tamanend, all single track,	28.1
Branches.		
Panther Creek branch from Tamaqua to Greenwood, single track,	1.5
Wabash Creek branch, from Tamaqua to Newkirk, single track,	1.5
Leased Roads.		
East Mahanoy railroad, from East Mahanoy junction to Wash-House run, single track,	10.7

ASSETS.

Railroad and lands,	\$2,406,013	75
Stocks and bonds,	97,560	00
Cash, etc.,	112,200	18
	*\$2,616,765	71
LIABILITIES.		
Capital stock,	\$2,487,850	00
Balances due, etc.,	14,765	07
Profit and loss,	114,150	64
	\$2,616,765	71

*These figures are given in the company's report, but there appears to be an error in the items or in the total.

Lykens Valley Railroad and Coal.

Year ending December 31, 1883.

<i>Officers.</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>Directors.</i>	<i>Residences.</i>
William A. Falls,	New York.
Alexander H. Grant,	New York.
Charles A. Thackston,	New York.
William A. Nash,	Brooklyn.
Frederick A. Platt,	Brooklyn.
Francis H. Tows,	New York.
Edward Dunham,	Hastings-on-Hudson.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Millersburg to Williamstown,	20	20
Branches.		
To Lykens Valley Coal Company and Short Mountain breaker branch, length of road,	?	?

ASSETS.

Construction account,	\$569,739	62
Depot at Millersburg,	4,012	85
Locomotives,	17,000	00
Shop, engine-house, &c.,	5,014	77
Cash,	9,270	53
	\$605,037	77
LIABILITIES.		
Capital stock,	\$300,000	00
Profit and loss,	5,037	77
	\$305,037	77

Meadville.

Year ending December 31, 1883.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Meadville, Pa., to Linesville, Pa., . .	20.5	20.5
Length of single main track,	20.5	20.5

Mifflin and Centre County.

Year ending December 31, 1883.

<i>Officers, elected February 20, 1883.</i>	<i>Residences.</i>
J. N. Du Barry, President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
Alexander Biddle,	Philadelphia, Pa.
G. W. Elder,	Lewistown, Pa.
John P. Green,	Philadelphia, Pa.
Strickland Kneass,	Philadelphia, Pa.
Samuel Maclay,	Milroy, Pa.
James H. Mann,	Lewistown, Pa.
Wistar Morris,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. Parker Shortridge,	Montgomery county, Pa.
Edmund Smith,	Philadelphia, Pa.
J. Price Wetherill,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lewistown Junction to Milroy,	12.31	12.31
Length of single main track,	12.31	12.31
Leased Roads.		
Lewistown and Tuscarora bridge, over { Length of road, . . . . .	.12	.12
Juniata river at Lewistown, } Length of single track, . . . . .	.12	.12

Mine Hill and Schuylkill Haven.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
William Biddle, President,	Germantown.
James G. McCollin, Secretary,	Philadelphia.
John W. Biddle, Treasurer,	Philadelphia.

General office at 220 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
Frederick Fraley,	Philadelphia.
Samuel M. Bines,	Philadelphia.
Benjamin H. Shoemaker,	Philadelphia.
Alfred Jones,	Philadelphia.
Josiah Jones,	Philadelphia.
John W. Biddle,	Philadelphia.
William Hacker,	Philadelphia.
John M. George,	Philadelphia.
James G. McCollin,	Philadelphia.
Barclay R. Leeds,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Schuylkill Haven to Locust Gap,	42½	
Length of second main track,	24	

ASSETS.

Construction account,	\$3,977,806	41
Contingent fund account;	42,887	11
Cash,	4,224	53
LIABILITIES.		
Capital stock,	\$4,022,500	00
Unpaid dividends,	2,417	00
Philadelphia and Reading Railroad Company,	3	05
	\$4,024,920	05

Mill Creek and Mine Hill.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
George DeB. Keim, President,	Philadelphia.
J. C. Hollis, Secretary and Treasurer,	Philadelphia.
General offices at 407 Library street.	

<i>Directors.</i>	<i>Residences.</i>
J. B. Lippincott,	Philadelphia.
Henry Lewis,	Philadelphia.
A. Hewson,	Philadelphia.
E. C. Knight,	Philadelphia.
J. B. Altemus,	Philadelphia.
I. V. Williamson,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Mill Creek Junction to Newcastle, . .	3.80	3.80
Length of second main track,	3.80	3.80
Branches.		
North America branch, from Mill Creek { Length of road, . . . . .	.60	.60
to lower end of St. Clair, { Length of single track, . . . . .	.60	.60
Crow Hollow branch, from Mill Creek { Length of road,	1.30	1.30
to Colliery No. 12, { Length of single track,	1.30	1.30
Jones' branch, from Mill Creek to Col- { Length of road,	1.07	1.07
liery, St. Clair, { Length of single track,	1.07	1.07
Johns' branch, from St. Clair to St. { Length of road, . . . . .	.50	.50
Clair, { Length of single track, . . . . .	.50	.50

ASSETS.

Railroad,	\$321,632	02
Real estate,	1,412	98
Philadelphia and Reading Railroad Company, rental and taxes,	17,808	44
Cash,	2,612	60
	\$342,966	04
LIABILITIES.		
Capital stock,	\$323,375	00
Dividends unpaid,	43	75
State tax,	1,616	87
Revenue account,	17,930	42
	\$342,966	04

McKean and Buffalo.

Year ending September 30, 1883.

<i>Officers.</i>		<i>Residences.</i>
Archer N. Martin, President,		New York.
Franklin S. Buell, Secretary and Treasurer,		Buffalo, N. Y.
<i>Directors.</i>		<i>Residences.</i>
Isaac N. Seligman,		New York.
Theodore Seligman,		New York.
Archer N. Martin,		New York.
E. A. Rollins,		Philadelphia.
H. M. Sill,		Philadelphia.
H. B. Tyler,		Philadelphia.
C. H. Clarke,		Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Larabee to Clermont,	23.15	23.15
Length of single main track,	22.15	22.15

Mont Alto.

Year ending December 31, 1883.

<i>Officers.</i>		<i>Residences.</i>
Thomas B. Kennedy, President,		Chambersburg, Pa.
Edward B. Wiestling, Secretary and Treasurer,		Mont Alto, Pa.
Kennedy and Stewart, General Solicitors,		Chambersburg, Pa.
George B. Wiestling, Chief Engineer, General Manager, and General Superintendent,		Mont Alto, Pa.

<i>Directors.</i>	<i>Residences.</i>
Thomas B. Kennedy,	Chambersburg, Pa.
George B. Wiestling,	Mont Alto, Pa.
E. P. Dwight,	Philadelphia, Pa.
W. J. Barr,	Philadelphia, Pa.
John Stewart,	Chambersburg, Pa.
D. O. Gehr,	Chambersburg, Pa.
Chauncey Ives,	Chambersburg, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Mont Alto to junction with Cumberland Valley railroad,	10½	10½
Length of single main track,	10½	10½
Branches.		
Antietam Valley branch, from Intersec- } Length of road,	7½	7½
tion to Waynesboro', } Length of single track,	7½	7½

ASSETS.

In the re-organization of the company, incident to the extension of the road to Waynesboro', it was arranged that the cost of extension should not be at the expense of an increase of stock, or bonds, or other indebtedness; in other words, the line when done was to be inventoried at	\$235,000	00
While the actual cost of the whole line as far as completed is \$342,134 25, it is still represented by		
Stocks,	\$110,000	
Bonds,	125,000	
The adjustment of the accounts will be made when improvements are fully completed.		
LIABILITIES.	\$235,000	00
Capital stock,	\$110,000	00
Funded debt,	125,000	00
	\$235,000	00

Montrose.

Year ending November 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
James I. Blaklee, President,	Mauch Chunk, Pa.
J. R. Raynsford, Secretary,	Montrose, Pa.
William H. Cooper, Treasurer,	Montrose, Pa.
William H. Jessup, General Solicitor,	Montrose, Pa.
Felix Ansart, Chief Engineer,	Tunkhannock, Pa.
T. G. Walter, General Manager, General and Division Superintendent,	

General offices at Montrose and Mauch Chunk.

<i>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.
William J. Mulford,	Montrose, Pa.
S. H. Sayre,	Montrose, Pa.
John S. Tarbell,	Montrose, Pa.
Sylvanus Tyler,	Montrose, Pa.
B. F. Blakslee,	Lynn, Pa.
Paul Billings,	Tunkhannock, Pa.
C. D. Gearhart,	Tunkhannock, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Montrose to Tunkhannock,	28	28

ASSETS.

Construction,	\$332,141	18
Equipment,	41,308	13
Ledger balance due from Lehigh Valley Railroad Company,	6,104	89
Cash on hand,	9,048	57
	\$388,602	77

LIABILITIES.

Capital stock, full paid,	\$301,900	00
Capital stock, part paid,	5,048	21
Funded debt,	30,200	00
Profit and loss,	51,454	56
	\$388,602	77

Monongahela Inclined Plane.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Samuel Harper, President,	Pittsburgh.
John L. Awl, Secretary and Treasurer,	Pittsburgh.

General offices at Pittsburgh.

<i>Directors.</i>	<i>Residences.</i>
William M. Lyon,	Pittsburgh.
James M. Balley,	Pittsburgh.
Withrow Douglass,	Pittsburgh.
John S. McMillin,	Pittsburgh.
George W. Beltzhoover,	Pittsburgh.
William Halpin,	Pittsburgh.
John L. Awl,	Pittsburgh.

Main Line.	Whole length in feet.	Length in Penn'a.
Length of passenger plane,	640	
Length of freight plane,	640	
Both double track.		
ASSETS.		
Construction,	\$198,629	51
Real estate,	18,049	16
Improvement,	5,234	44
Cash,	8,312	86
	\$220,225	47
LIABILITIES.		
Capital stock,	\$100,000	00
Funded debt,	100,000	00
Bills payable,	5,475	57
Dividend,	4,000	00
Surplus,	10,749	90
	\$220,225	47

Moshannon and Clearfield.

Year ending December 31, 1883.

Officers, elected January 8, 1883.

J. N. Du Barry, President, Philadelphia, Pa.
 Albert Hewson, Secretary and Treasurer, Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.

John P. Green, Philadelphia, Pa.
 Strickland Kneass, Philadelphia, Pa.
 Wistar Morris, Philadelphia, Pa.
 G. B. Roberts, Philadelphia, Pa.
 N. Parker Shortridge, Philadelphia, Pa.
 Edmund Smith, Philadelphia, Pa.

Residences.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Moshannon and Clearfield junction to Station 41, one mile from Whiteside's Summit,	7.20	7.20
Length of single main track,	7.20	7.20
Branches.		
Leskie branch, from Leskie junction to { Length of road,	1.31	1.31
Leskie colliery, { Length of single track,	1.31	1.31

Mount Carbon and Port Carbon.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
George DeB. Kelm, President,	Philadelphia.
P. C. Hollis, Secretary and Treasurer,	Philadelphia.
General offices at 407 Library street, Philadelphia.	

<i>Directors.</i>	<i>Residences.</i>
J. B. Lippincott,	Philadelphia.
Henry Lewis,	Philadelphia.
A. Hewson,	Philadelphia.
E. C. Knight,	Philadelphia.
J. B. Altemus,	Philadelphia.
I. V. Williamson,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Mount Carbon to Port Carbon,	2.50	2.50
Length of second main track,	2.50	2.50

ASSETS.

Railroad,	\$281,186	30
Real estate,	21,629	15
Cash,	1,994	28
	\$284,809	73

LIABILITIES.

Capital stock,	\$282,350	00
State tax,	1,694	10
Dividends not called for,	11	25
Revenue account,	754	38
	\$284,809	73

Mt. Oliver Incline.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
C. J. Schultz, President,	Pittsburgh, Pa.
John P. Beech, Secretary and Treasurer,	Pittsburgh, Pa.
General offices at Pittsburgh, S. S., Pa.	

<i>Directors.</i>	<i>Residences.</i>
C. J. Schultz,	Pittsburgh, Pa.
John P. Beech,	Pittsburgh, Pa.
Joseph Keeling,	Pittsburgh, Pa.
Peter Hubermann,	Pittsburgh, Pa.
John Musser,	Pittsburgh, Pa.
Ferdinand Berry,	Pittsburgh, Pa.
Frederick Hampe,	Pittsburgh, Pa.

Main Line.	Whole length in feet.	Length in Penn'a.
Length of main line, from Lower to Upper station,	1,600 ft.	All.
Length of second main track,	1,600 ft.	All.

ASSETS.

To cost of plane,	\$37,715	53
To cash on hand,	6,572	68
	\$94,288	21
LIABILITIES.		
By capital stock paid in,	\$31,616	00
By bonds and mortgages,	48,400	00
By bills payable,	1,500	00
By profit and loss,	12,772	21
	\$94,288	21

Result for the year ending December 31, 1883.

To wages paid,	\$4,371	75
To expenses and repairs,	7,284	28
To interest,	3,142	50
To dividends,	3,161	60
To profit and loss,	9,969	87
	\$75	00
By rents received,	27,855	00

Mt. Pleasant and Bradford.

Year ending September 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
J. B. Washington, President,	Pittsburgh, Pa.
Welty McCullogh, Secretary and Treasurer,	Greensburg, Pa.
General offices at Pittsburgh, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Robert Garrett,	Baltimore, Md.
Samuel Spencer,	Baltimore, Md.

Mendes Cohen,	Baltimore, Md.
Johns McCleave,	Pittsburgh, Pa.
C. L. Fitzhugh,	Pittsburgh, Pa.
J. B. Caven,	Pittsburgh, Pa.
W. S. Bissell,	Pittsburgh, Pa.
H. S. Burgessser,	Pittsburgh, Pa.
John B. Jackson,	Pittsburgh, Pa.
William Baldwin,	Connellsville, Pa.
A. R. Banning,	Connellsville Pa.
O. P. Shupe,	Mt. Pleasant, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Broadford to Standard,	10	10
Length of single main track,	10	10

ASSETS.

Construction,	\$201,669	69
Due from other corporations and individuals,	401,839	44
	\$603,509	18
LIABILITIES.		
Stock,	\$150,500	00
Profit and loss,	453,009	18
	\$603,509	18

Mt. Pleasant and Latrobe.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
H. C. Frick, President,	Pittsburgh, Pa.
G. B. Bosworth, Secretary,	Pittsburgh, Pa.
Walton Ferguson, Treasurer,	Pittsburgh, Pa.
W. F. McCook, General Solicitor,	Pittsburgh, Pa.

General offices at 104 Fifth avenue, Pittsburgh, Pa.

<i>Directors.</i>	<i>Residences.</i>
H. C. Frick, President,	Pittsburgh, Pa.
E. M. Ferguson,	Pittsburgh, Pa.
Walton Ferguson,	Pittsburgh, Pa.
W. F. McCook,	Pittsburgh, Pa.
Isaac S. Van Voorhis,	Pittsburgh, Pa.
G. B. Bosworth,	Pittsburgh, Pa.

Newry.

Year ending December 31, 1883.

Officers, elected February 5, 1883.

Joseph Fichtner, President,	<i>Residences.</i> Newry, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Directors.

J. N. DuBarry,	<i>Residences.</i> Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Adam Hoover,	Newry, Pa.
Strickland Kneass,	Philadelphia, Pa.
Alexander Knox,	Newry, Pa.
Francis McCoy,	Newry, Pa.
Henry McIntosh,	Newry, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. Parker Shortridge,	Montgomery co., Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsb,	Philadelphia, Pa.
J. Price Wetherill,	Philadelphia, Pa.

M: in Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from junction New Portage railroad to Newry,	1	1
Length of single main track,	1	1

New Castle Railroad and Mining.

Year ending November 30, 1883.

Officers.

Joshua Rhodes, President,	<i>Residences.</i> Pittsburgh, Pa.
George Pearson, Vice President,	New Castle, Pa.
T. F. Stryker, Secretary and Treasurer,	New Castle, Pa.

General offices at New Castle, Lawrence county, Pa.

Directors.

Joshua Rhodes,	<i>Residences.</i> Pittsburgh, Pa.
George Pearson,	New Castle, Pa.
Frederick Pearson,	New Castle, Pa.
T. F. Stryker,	New Castle, Pa.
William Latashaw,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from New Castle to coal mine,	5½	5½
Length of single main track,	5½	5½

New Castle and Beaver Valley.

Year ending December 31, 1883.

Officers.

A. L. Crawford, President, New Castle, Pa.
 J. A. Crawford, Secretary and Treasurer, New Castle, Pa.

General offices at New Castle, Pa.

Residences.

Directors.

R. W. Cunningham, New Castle, Pa.
 William Patterson, New Castle, Pa.
 W. L. Scott, Erie, Pa.
 G. W. Crawford, New Castle, Pa.
 William Harbaugh, Sewickly, Pa.
 L. H. Meyer, New York, N. Y.

Residences.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Homewood, Pa., to New Castle, Pa., .	14.982	14.982

ASSETS.

Construction,	\$866,001	59
Accounts receivable,	22,612	66
Cash in bank,	62,079	74
	\$950,698	99
LIABILITIES.		
Capital stock,	\$700,000	00
Income under lease,	250,698	99
	\$950,698	99

New York, Chicago and St. Louis.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
W. K. Vanderbilt, President,	New York, N. Y.
D. W. Caldwell, Vice President,	Cleveland, O.
F. W. Vanderbilt, Secretary and Treasurer,	New York, N. Y.
Samuel E. Williamson, General Solicitor,	Cleveland, O.
Lewis Williams, General Manager,	Cleveland, O.
G. H. Kimball, Division Superintendent,	Cleveland, O.
A. H. Evans, Division Superintendent,	Chicago, Ill.
James P. Curry, Auditor,	Cleveland, O.
General offices at Cleveland, O.	

<i>Directors.</i>	<i>Residences.</i>
W. K. Vanderbilt,	New York, N. Y.
Cornelius Vanderbilt,	New York, N. Y.
Augustus Schell,	New York, N. Y.
J. H. Devereux,	Cleveland, O.
Stevenson Burke,	Cleveland, O.
D. W. Caldwell,	Cleveland, O.
J. Tillinghast,	New York, N. Y.
H. McK. Twombly,	New York, N. Y.
W. C. Whitney,	New York, N. Y.
F. W. Vanderbilt,	New York, N. Y.
Anson Stager,	Chicago, Ill.
J. H. Wade,	Cleveland, O.
Charles Hickox,	Cleveland, O.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from New York, Lake Erie and Western railroad junction at Buffalo, N. Y., to Lake Shore and Michigan Southern railway junction at Grand Crossing, Ill.,	512.54	43.98
Length of single main track,	512.54	
Length of second main track,	5.94	
Use tracks of other } In Buffalo,	1.60	
companies, } From Grand Crossing to Chicago,	8.90	

ASSETS.

Cost of road and equipment,	\$70,504,635	92
Material and fuel on hand,	76,533	45
Cash on hand,	71,079	55
Cash in hands of Union Trust Company, New York,	437,410	00
Due from agents and others,	157,434	14
Due from other railroad companies,	213,659	54
Amount held by equipment bond trustees,	845,712	48
Stock, Cincinnati, Hamilton and Dayton Railroad Company,	578,547	33
Sundries,	108,375	00
Profit and loss,	774,233	65
	\$78,767,681	06

LIABILITIES.

Capital stock,	\$50,000,000	00
Funded debt,	19,600,000	00
Bills payable,	8,109,241	28
Accounts payable,	422,181	95
Due other railroad companies,	26,716	58
Interest coupons matured but not presented,	452,410	00
Interest on funded debt accrued but not due,	157,000	00
Sundries,	131	25
	\$73,767,681	06

New York, Lake Erie and Western.

Year ending September 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
Hugh J. Jewett, President,	P. O. Box 839 New York city.
George R. Blanchard, Vice President,	P. O. Box 839 New York city.
Robert Harris, Vice President,	P. O. Box 839 New York city.
Augustus R. Macdonough, Secretary,	P. O. Box 839 New York city.
Bird W. Spencer, Treasurer,	P. O. Box 839 New York city.
Stephen Little, Comptroller,	P. O. Box 839 New York city.
Edmund S. Bowen, General Superintendent,	P. O. Box 839 New York city.

<i>Directors.</i>	<i>Residences.</i>
Theron R. Butler,	433 Fifth avenue.
Charles Dana,	105 East Eighteenth street.
F. N. Drake,	Corning, N. Y.
Thomas Dickson,	Scranton, Pa.
Harrison Durkee,	714 Fifth avenue.
R. Suydam Grant,	11 Grameroy Park.
James J. Goodwin,	45 West Thirty-fourth street.
Solomon S. Guthrie,	Buffalo, N. Y.
Hugh J. Jewett,	289 Madson avenue.
John Taylor Johnston,	8 Fifth avenue.
Cortlandt Parker,	Newark, N. J.
John Fred'k Pierson,	318 Madison avenue.
Homer Ramsdell,	Newburgh, N. Y.
Jacob H. Scheff,	85 West Fifty-seventh street.
William L. Strong,	25 West Thirtieth street.
J. Lowber Welsh,	Philadelphia, Pa.

CHARACTERISTICS OF ROAD.

	Length in this State.*	Length out of this State.*	Total length.
† Main line of road from Jersey City, N. J., to Dunkirk, New York,	387.792	72.237	460.029
Main line laid,	387.792	72.237	460.029
Branches owned, (built),	96.648		96.648
Lines leased, (built) or operated,	398.132	649.219	1,042.351
Total main line (laid,) branches owned, and lines leased or operated,	877.472	721.466	1,598.928
Second track on main line,	260.889	69.975	330.864
Second track on branches owned or lines leased or operated,	95.858	11.441	106.794
Total second track,	356.242	81.416	437.658
Third rail on main line and branches reduced to single track,	151.667	55.222	206.889
Third rail on sidings,	37.664	45.492	83.156
Total rail and sidings,	189.331	100.714	290.045
Sidings and turnouts on main line,	194.508	97.598	292.101
Sidings and turnouts on branches owned and on lines leased or operated,	203.947	249.741	453.688
Total sidings,	398.450	347.339	745.789
Aggregate of all tracks on main line, branches owned and lines leased or operated, including all sidings and turnouts,	1,821.495	1,250.925	3,072.420

* New York.

† The main line of road of the New York and Erie Railroad Company, as designated in its charter, extended from Piermont to Dunkirk. Subsequently, by lease of the Union railroad, the Paterson and Ramapo railroad, the Paterson and Hudson River railroad, and the Long Dock Company, the New York and Erie Railroad Company acquired a line of road from Suffern, a point on its original main line, to Long Dock, Jersey City, opposite the city of New York, a distance of 30.885 miles.

The Erie Railway Company, the successor of the New York and Erie Railroad Company, operated as its main line the road from Dunkirk, by way of Suffern, to Jersey City, and has at all times so reported in its annual reports to the State Engineer and Surveyor since 1863.

The same conditions obtain in the use and operation of the road by the present company as the successor of the Erie Railway Company, and the main line of road is stated as extending from Jersey City to Dunkirk, accordingly; the portion of the original main line from Suffern to Piermont, a distance of 17.97 miles, being reported as a branch.

CONDENSED BALANCE SHEET SEPTEMBER 30, 1882, AND SEPTEMBER 30, 1883.

DR.

ACCOUNTS.	1882.		1883.		Increase.		Decrease.	
Construction, main line,	\$3,290,819	52						
Special fund :								
Second track,	1,067,141	14						
Third track,	2,942	40						
Grading,	1,507	55	\$4,787,102	46	\$194,380	66		
Right of way,	2,250	00						
Improvements at Buffalo,	141,504	60						
Engine-house at Bergen,	36,556	59						
Third rail :								
General account,	217,036	70						
Special fund,	1,207,429	20	1,178,448	89			\$246,017	01
Equipment,	1,184,441	59						
Special fund,	896,316	00	2,315,190	29	784,482	70		
Real estate,	444,806	64						
Buffalo,	121,428	04	612,499	12	82,248	44		
Special fund,	14,716	00						
Construction, branch lines,	398,862	20						
Special fund, Erie Int'l railway,	2,683	50	443,258	48	41,712	78		
New York, Pennsylvania and Ohio railroad, construction,			46,749	05	46,749	05		
Elevator at Buffalo, general account,	7,394	00						
Special fund,	203,973	16	211,367	16				
Ship basin and docks at Jersey City, general account,	115,600	22						
Special fund,	98,938	55	214,538	77				
Lehigh Docks, Buffalo,	126,713	72	126,713	72				
Weehawken docks, construction,	87,113	11	40,503	19	3,590	08		
Erie coal docks, Buffalo,	134,545	09	153,344	52	18,799	48		
New York and Fort Lee railroad,	25,346	45	25,346	45				
Improvements at Union stock-yards, Fortieth street, New York city,	31,565	92	31,565	92				
Flagg's railway gate,	3,500	00	3,500	00				
Amounts paid on account of equipment,	2,602,501	29	3,800,306	17	1,197,804	88		
Stocks of other companies,	3,269,107	16	2,909,652	16			359,455	00
Bonds of other companies,	273,819	60	293,819	60	20,000	00		
Amounts due by agents, other companies, and individuals on current accounts,	3,158,479	00	4,298,851	77	1,140,372	77		
New York, Lake Erie and Western Coal and Railroad Company, advances,	1,220,615	42	1,724,547	48	503,932	08		

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REPORTS OF COMPANIES.

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CONDENSED BALANCE SHEET—Continued.

DR.

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REPORTS OF COMPANIES

[No. 6,

ACCOUNTS.	1882.		1883.		Increase.		Decrease.	
New York, Lake Erie and Western Docks and Improvement Company, advances.	\$270,694	02	\$427,628	59	\$156,929	57		
Material and supplies on hand at shops and on road,	976,094	84	1,596,228	93	620,134	09		
Cash on hand,	508,617	53	322,459	57			\$186,157	96
Cash in London to pay coupons,	14,126	83	10,900	20			3,226	18
Bills receivable,	34,666	69	34,666	69				
Discount on common stock,	269,675	00	269,675	00				
Discount on bonds,	29,788	16	476,163	10	446,374	94		
Chicago and Atlantic Railway Company, advances,			1,254,249	78	1,254,249	76		
The estate of the Erie Railway Company,	150,629,794	71	150,311,888	15			347,861	55
Special fund, miscellaneous,	29,999	99						
Commissions and expenses extending New York and Erie railroad, third mortgage bonds,			218,340	00	218,340	00		
Totals,	\$172,602,351	63	\$178,089,495	19	\$6,629,851	21	\$1,142,707	65
			172,602,351	63	1,142,707	65		
Net increase,			\$5,487,143	56	\$5,487,143	56		

CONDENSED BALANCE SHEET—Continued.

CR.

ACCOUNTS.	1882.		1883.		Increase.		Decrease.	
Common stock issued at this date,	\$77,087,600	00	\$77,150,600	00	\$63,000	00		
Preferred stock issued at this date,	7,987,500	00	8,184,800	00	147,800	00		
Funded debt, as per statement,	70,287,187	65	75,287,196	99	4,999,999	25		
Loans payable,	650,000	00	584,000	00			\$116,000	00
Bills payable,	49,500	00	173,634	22	124,134	22		
Interest on funded debt, (due and accrued,)	1,157,874	55	1,292,002	17	184,127	62		
Preferred stock, dividend No. 1,	4,380	00	4,308	00			72	00
Preferred stock, dividend No. 2,			216	00	216	00		
Rental of leased lines, etc.,	341,051	16	409,850	60	68,799	44		
New York, Pennsylvania and Ohio Railroad Company, rent,			632,165	99	632,165	99		
Amounts due to other companies and individuals on current account :								
Pay-rolls for September, payable in October,	684,825	66	939,588	85	254,768	19		
Audited vouchers for supplies, etc., including September vouchers,	1,652,440	92	1,810,304	18	157,863	26		
Traffic balances, etc.,	593,066	83	1,018,520	49	420,454	16		
Sundries,	180,479	47	217,567	02	87,087	55		
Assessments on the common stock of the Erie Railway Company, (\$4 per share.)	2,791,224	00	2,791,224	00				
Assessments on the preferred stock of the Erie Railway Company, (\$2 per share.)	116,490	00	116,490	00				
Interest on assessments received on stock of the Erie Railway Company, and interest and profits on investments, sterling exchange, etc.,	876,737	47	876,737	47				
Advances to construct New York, Lake Erie and Western Coal and railroad, and other improvements,	2,236,666	66					2,236,666	66
Sinking fund, re-organization first lien bonds,			100,000	00	100,000	00		
Profit and loss,	6,470,377	76	7,120,354	30	649,976	54		
Total,	\$172,602,351	63	\$178,089,495	19	\$7,839,882	22	\$2,852,738	66
					172,602,351	63		
Net increase,			\$5,487,143	56	\$5,487,143	56		

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REPORTS OF COMPANIES.

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New York, Lake Erie and Western Coal.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
President, vacant	
Robert Harris, Vice President	New York city, N. Y.
Augustus R. Macdonough, Secretary	New York city, N. Y.
Erd W. Spencer, Treasurer	New York city, N. Y.
General Offices at Bradford, Pa.	
<i>Directors.</i>	<i>Residences.</i>
J. Lowber Weist	Philadelphia, Pa.
Henry G. Clay	Philadelphia, Pa.
Elisha K. Kane	Kane, Pa.
Robert Harris	New York city, N. Y.
Augustus R. Macdonough	New York city, N. Y.
Charles G. Barber	New York city, N. Y.
(One vacancy.)	

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line from Crawford Junction to Johnsonburg	29.92	29.92
Length of single main track	29.92	29.92
Branches.		
Aiton loop branch, from Aiton to Rider- ville	1.12	1.12
Bockale branch, from Russels to Bock- tail mines	2.38	2.38
Dagus branch, from Dagus mines to Daguscononia	5.9	5.9

ASSETS.

Cost of road	\$1,558,311	52
Real estate	513,645	56
Roberts' box spur	14,033	45
New York, Lake Erie and Western Railroad Company advances	171,394	58
New York, Lake Erie and Western Railroad Company general account	74,698	14
North Western Mining and Exchange Company	62,508	96
Cash on hand December 31, 1883	694	86
Rochester and Puttsburgh Railroad Company	24,900	60
	\$2,718,977	67

LIABILITIES.

Capital stock	\$500,000	60
Mortgage bonds	1,900,000	60
Mortgages on real estate	89,213	58
Vouchers audited	60,284	58
Pay-rolls	7,285	37
Unclaimed wages	666	62
Accrued interest on funded debt	133,000	60
Accrued interest on mortgages on real estate	11,873	60
Pennsylvania Railroad Company	175	60
Profit and loss, (surplus)	16,378	75
	\$2,718,977	67

New York, Pennsylvania and Ohio.

Year ending September 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
Jarvis M. Adams, President,	Cleveland, O.
James F. Clark, Vice President,	Cleveland, O.
Thomas Warnock, Secretary,	Cleveland, O.
F. E. Rittman, Treasurer,	Cleveland, O.
Adams and Russell, General Solicitors,	Cleveland, O.
*Charles Latimer, Chief Engineer,	Cleveland, O.
*J. M. Ferris, General Manager,	Cleveland, O.
*A. L. Dunbar, Division Superintendent,	Meadville, Pa.
*J. W. Alsop, Division Superintendent,	Gallon, O.
*N. F. Wood, Division Superintendent,	Cleveland, O.
General offices at Cleveland, O.	

<i>Directors.</i>	<i>Residences.</i>
Jarvis M. Adams,	Cleveland, O.
James F. Clark,	Cleveland, O.
John Tod,	Cleveland, O.
S. L. Mather,	Cleveland, O.
J. M. Ferris,	Cleveland, O.
W. J. McKinnie,	Cleveland, O.
H. B. Perkins,	Warren, O.
W. H. Upson,	Akron, O.
C. C. Walte,	Cincinnati, O.
W. W. Scarborough,	Cincinnati, O.
George Boyce,	Sharon, Pa.
Robert Harris,	New York city.
W. W. McFarland,	New York city.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Salamanca, N. Y., to Dayton, O.,	388.036	92.420
Length of single main track,	388.036	92.420
Branches.		
Franklin branch, from Junction near Meadville, Pa., to Oil City, Pa., length of single track,	33.780	33.780
Silver Creek Branch, from near Wadsworth, O., to Silver Creek, O., length of single track,	2.650	
Leased Roads.		
Cleveland and Mahoning railroad, from Cleveland, O., to Pennsylvania State line, length of single track,	80.810	
Niles and New Lisbon railroad, from Niles, O., to ore mines south of New Lisbon, O., length of single track,	36.053	
Liberty and Vienna railroad, from Junction near Girard to Vienna, length of single track,	8.033	
Westerman railroad, from Pennsylvania State line to Sharon, Pa., length of single track,	2.092	2.092
Sharon railway, from Middlesex, Pa., to New York, Pennsylvania and Ohio main line, length of single track,	14.578	14.578
Youngstown and Austintown railroad, from Youngstown, O., to Leadville coal mines, length of single track,	3.870	

*Held office until 1st May, 1883, when the N. Y., L. E. & W. R. R. Co. commenced to operate the road under the lease.

ASSETS.

Cost of property purchased,	\$137,875,368	64
New construction,	220,470	18
Additions in 1880,	98,344	67
Additions in 1881,	51,954	67
Additions in 1882,	107,465	67
Additions in 1883,	27,852	15
Stock of Sharon railway,	339,095	00
Capital in Mansfield stock-yards,	400	00
Cash on hand,	23,374	17
Due by station agents,	241	21
Due by other railroads,	1,007,710	95
Sundry open accounts,	295,545	32
	\$140,045,822	51
LIABILITIES.		
Common stock,	\$31,999,350	00
Preferred stock,	10,000,000	00
Prior lien bonds,	8,000,000	00
First mortgage bonds,	39,342,000	00
Second mortgage bonds,	14,500,000	00
Third mortgage bonds,	80,000,000	00
Deferred warrants,	1,607,047	50
Special fund for additions in 1880,	96,344	67
Special fund for additions in 1881,	51,954	67
Special fund for additions in 1882,	107,465	67
Special fund for additions in 1883,	85,000	00
Unfunded debt,	1,264,958	99
Surplus,	41,702	01
	\$140,045,822	51

New York, Ridgway and Pittsburgh.

Year ending December 31, 1883.

Officers.

C. R. Earley, President,	Ridgway, Pa.
L. Rogers, Secretary,	Harrisburg, Pa.
J. H. Kershaw, Treasurer,	Philadelphia, Pa.
Lucore & Earley, General Solicitors,	Ridgway, Pa.

General offices at 58 South Third street, Philadelphia, Pa.

*Directors.**Residences.*

Charles R. Earley,	Ridgway, Pa.
A. G. Curtin,	Bellefonte, Pa.
L. Rogers,	Harrisburg, Pa.
B. K. Jamison,	Philadelphia, Pa.
William M. Stewart,	Philadelphia, Pa.
J. H. Kershaw,	Philadelphia, Pa.
George Bull,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from State line to connections with low grade division of Allegheny Valley railroad,	80	80
Branches.		
Length of branch,	20	20

Nesquehoning.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
J. B. Moorhead, President,	Philadelphia.
C. F. Howell, Secretary and Treasurer,	Philadelphia.

General offices at Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
F. R. Cope,	Philadelphia.
W. G. Moorhead,	Philadelphia.
W. P. Cresson,	Philadelphia.
I. V. Williamson,	Philadelphia.
W. C. Ludwig,	Philadelphia.
George Whitney,	Philadelphia.
Joseph S. Harris,	Philadelphia.
E. W. Clark,	Philadelphia.
P. C. Garrett,	Philadelphia.
T. C. Henry,	Philadelphia.
F. C. Yarnall,	Overbrook, Pa.
Edward Lewis,	Philadelphia.

ASSETS.

Construction account,	\$1,401,045	32
Cash,	1,059	61
	\$1,402,104	93
LIABILITIES.		
Capital stock, 26,000 shares,	\$1,800,000	00
Due the Lehigh Coal and Navigation Company,	100,915	43
Dividends unpaid,	1,189	60
	\$1,402,104	93

Nittany Valley and Southern.

Year ending December 31, 1883.

<i>Officers.</i>		<i>Residences.</i>
William A. Wallace, President,		Clearfield, Pa.
Thomas Yardley, Secretary <i>pro tem.</i> ,		Lock Haven, Pa.
S. R. Peale, Treasurer,		Lock Haven, Pa.
W. C. Wetherill, Chief Engineer,		Lock Haven, Pa.
<i>Directors.</i>		<i>Residences.</i>
S. R. Peale,		Lock Haven, Pa.
Frank McLaughlin,		Philadelphia, Pa.
John Hickey,		Philadelphia, Pa.
R. R. Peale,		Lock Haven, Pa.
W. H. Brown,		Lock Haven, Pa.
Thomas Yardley,		Lock Haven, Pa.
Justin J. Pie,		Lock Haven, Pa.
W. W. Morrison,		Lock Haven, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Beech Creek to Bellefonte,	17	

North Pennsylvania.

Year ending October 31, 1883.

<i>Officers.</i>		<i>Residences.</i>
Franklin A. Comly, President,		Philadelphia, Pa.
John S. Wise, Secretary and Treasurer,		Philadelphia, Pa.
William Rotch Wister, General Solicitor,		Philadelphia, Pa.
General offices at No. 407 Walnut street, Philadelphia, Pa.		
<i>Directors.</i>		<i>Residences.</i>
John Jordan, junior,		Philadelphia, Pa.
William C. Ludwig,		Philadelphia, Pa.
Edward C. Knight,		Philadelphia, Pa.
Alfred Hunt,		Bethlehem, Pa.
Ario Pardee,		Hazleton, Pa.
James H. Stevenson,		Philadelphia, Pa.
Richard J. Dobbins,		Philadelphia, Pa.
Charles A. Sparks,		Philadelphia, Pa.
Edwin H. Fittler,		Philadelphia, Pa.

Thomas P. Stotesbury, Philadelphia, Pa.
 Thomas Cochran, Philadelphia, Pa.
 Thomas McKean, Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Philadelphia (Willow street) to Bethlehem, Pa.,	55.6	55.6
Length of single main track,	29.3	29.3
Length of second main track,	26.3	26.3
Branches.		
Delaware River branch, from Jenkintown to middle of Delaware river,	20.5	20.5
Doylestown branch, from Lansdale to Doylestown,	10.3	10.3
Shimersville branch, (out of use,) length of road,	1.8	1.8

Northern Central.

Year ending December 31, 1883.

Officers.

George B. Roberts, President,	Philadelphia, Pa.
Frank Thomson, Vice President,	Philadelphia, Pa.
Stephen W. White, Secretary,	Philadelphia, Pa.
John S. Leib, Treasurer,	Baltimore, Md.
John Scott, General Solicitor,	Philadelphia, Pa.
William H. Brown, Chief Engineer,	Philadelphia, Pa.
Charles E. Pugh, General Manager,	Philadelphia, Pa.
Robert Nellson, General Superintendent,	Williamsport, Pa.
H. W. Kapp, Division Superintendent,	Baltimore, Md.
E. B. Westfall, Division Superintendent,	Williamsport, Pa.
Alfred Walter, Division Superintendent,	Sunbury, Pa.
Spencer Meade, Division Superintendent,	Elmira, N. Y.

Residences.

Directors.

A. J. Cassatt,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Samuel C. Huey,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
George Small,	Baltimore, Md.
B. F. Newcomer,	Baltimore, Md.
S. M. Shoemaker,	Baltimore, Md.
J. N. Hutchinson,	Philadelphia, Pa.
Dell Noblitt,	Philadelphia, Pa.
Harry Walters,	Baltimore, Md.
Henry Gilbert,	Harrisburg, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Baltimore, Md., to Sunbury, Pa., . . .	137.66	102.04
Length of single main track,	137.66	102.04
Length of second main track,	82.49	46.87
Branches.		
Green Spring branch, from Hollin's, } Length of road,	8.59	
Md., to Green Spring Junction, Md., } Length of single track,	8.59	
Canton sidings, length of road,	9.52	
Leased Roads.		
Elmira and Williamsport railroad, from } Length of road,	75.50	69.00
Williamsport, Pa., to Elmira, N. Y., } Length of single track,	75.50	69.00
Shamokin Valley and Pottsville railroad, } Length of road,	27.30	27.30
from Sunbury, Pa., to Mt. Carmel, Pa., } Length of single track,	27.30	27.30
Rockville Branch railroad, from Dau- } Length of road,	2.83	2.83
phin, Pa., to Rockville, } Length of single track,	.94	.94
	1.89	1.89
Operated Roads.		
Summit Branch railroad, from Millers- } Length of road,	19.70	19.70
burg, Pa., to Williamstown, Pa., . . . } Length of single track,	19.70	19.70
Chemung railroad, from Elmira, N. Y., } Length of road,	17.40	
to Watkins, N. Y., } Length of single track,	17.40	
Elmira, Jefferson and Canandaigua rail- } Length of road,	46.60	
road, from Watkins, N. Y., to Canan- } Length of single track,	46.60	
daigua, N. Y., }		
Aggregate length of operated roads	88.70	19.70
Aggregate length of sidings and other tracks on above,	19.13	

ASSETS.

Railway and appurtenances,	\$12,180,504	99
Real estate,	1,642,452	64
Equipment,	4,196,107	35
Mortgages and ground rents receivable,	9,752	33
Stock of Chemung and Elmira, Jefferson and Canandaigua Railroad Companies, at cost,	3,048,680	82
Materials and supplies on hand,	331,192	16
Cash deposited in banks,	727,822	71
Due from agents,	43,586	95
Due from connecting roads, &c.,	586,174	99
Bonds and stocks,	1,835,838	96
Trustees of sinking fund,	521,752	26
Depreciation fund for coal lands of Shamokin Valley and Pottsville Railroad Company,	147,600	00
	\$24,771,466	16
LIABILITIES.		
Capital stock, 130,000 shares,	\$6,500,000	00
Mortgage to State of Maryland to secure annuity of \$90,000 irredeemable,	1,500,000	00
Mortgage sinking fund 6 per cent. coupon bonds due July 1, 1885,	1,490,000	00
Mortgage 6 per cent. coupon bonds, due April 1, 1900,	1,126,000	00
Mortgage 6 per cent. gold bonds, due July 1, 1900: Coupon bonds, \$2,599,000; registered, \$205,000,	2,804,000	00
Consolidated general mortgage 6 per cent. gold bonds, due July 1, 1904:		
Series A and B (dollar or sterling) sinking fund coupon bonds,	\$2,568,000	
Series B dollar coupon bonds,	1,000,000	
Million loan dollar coupon bonds,	987,000	
	4,555,000	00

Second general mortgage 5 per cent. coupon bonds, due January 1, 1926:			
Series A,	\$2,871,000		
Series B,	1,000,000		
		\$3,871,000	00
Mortgages and ground rents payable,		432,937	34
Dividend payable January 15, 1884,		260,000	00
Interest and rentals accrued,		423,046	25
Vouchers and pay-rolls for December,		557,927	39
Other liabilities,		179,315	86
Depreciation fund for coal lands of Shamokin Valley and Pottsville Railroad Company,		146,620	56
Profit and loss account, (surplus,)		925,528	76
		\$24,771,466	18

North-East Pennsylvania.

Year ending October 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Joshua Comly, President,	—
John S. Wise, Secretary and Treasurer,	—
General offices at 407 Walnut street, Philadelphia.	
<i>Directors.</i>	<i>Residences.</i>
John Jordan, junior,	Philadelphia.
William C. Ludwig,	Philadelphia.
Edward C. Knight,	Philadelphia.
Alfred Hunt,	Bethlehem, Pa.
James H. Stevenson,	Philadelphia.
Richard J. Dobbins,	Philadelphia.
Charles A. Sparks,	Philadelphia.
Franklin A. Comly,	Philadelphia.
Thomas P. Stotesbury,	Philadelphia.
G. J. Mitchell,	Hatboro', Montgomery co., Pa.
Isaac Warner, junior,	Hatboro', Montgomery co., Pa.
I. Newton Evans,	Hatboro', Montgomery co., Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Abington to Hartsville,	9.8	9.8
Length of single main track,	9.8	9.8

North and West Branch.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
D. J. Waller, President,	Bloomsburg, Pa.
J. N. DuBarry, Vice President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.
General offices at 233 South Fourth street, Philadelphia.	

<i>Directors.</i>	<i>Residences.</i>
C. R. Buckalew,	Bloomsburg, Pa.
J. N. DuBarry,	Philadelphia.
John P. Green,	Philadelphia.
Strickland Kneass,	Philadelphia.
Wistar Morris,	Philadelphia.
William Neal,	Bloomsburg, Pa.
Henry W. Palmer,	Wilkes-Barre, Pa.
Charles Parrish,	Wilkes-Barre, Pa.
G. B. Roberts,	Philadelphia.
N. Parker Shortridge,	Philadelphia.
Edmund Smith,	Philadelphia.
Henry D. Welsh,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Catawissa to South Wilkes-Barre, . .	42	42
Length of single main track,	42	42

Oil City and Ridgway.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
J. W. Jones, President,	Philadelphia, Pa.
J. R. Trimble, Secretary and Treasurer,	Philadelphia, Pa.
Ensign Bennett, General Manager,	Buffalo, N. Y.

General offices at 242 South Third street, Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
C. H. Clark,	Philadelphia, Pa.
G. F. Tyler,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
E. A. Rollins,	Philadelphia, Pa.
H. M. Sill,	Philadelphia, Pa.
A. N. Martin,	New York city.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from South Oil City to Cranberry mines, . .	6	6
Length of single main track,	6	6

Olean, Bradford and Warren.

Year ending September 30, 1883.

<i>Officers.</i>		<i>Residences.</i>
J. W. Jones, President,	.....	Philadelphia, Pa.
Franklin S. Buell, Secretary and Treasurer,	.....	Buffalo, N. Y.
C. E. Kimball, Assistant Secretary,	.....	New York city.
<i>Directors.</i>		<i>Residences.</i>
J. W. Jones,	.....	Philadelphia, Pa.
Isaac V. Seligman,	.....	New York city.
T. W. Seligman,	.....	New York city.
O. H. Clark,	.....	Philadelphia, Pa.
H. B. Tyler,	.....	Philadelphia, Pa.
B. K. Jamison,	.....	Philadelphia, Pa.
C. S. Cary,	.....	Olean, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from New York State line to Bradford, Pa.,	10.43	10.43

Pennsylvania.

Year ending December 31, 1883.

<i>Officers.</i>		<i>Residences.</i>
George B. Roberts, President,	.....	Philadelphia, Pa.
Edmund Smith, First Vice President,	.....	Philadelphia, Pa.
Frank Thomson, Second Vice President,	.....	Philadelphia, Pa.
J. N. DuBarry, Third Vice President,	.....	Philadelphia, Pa.
John P. Green, Fourth Vice President,	.....	Philadelphia, Pa.
John C. Sims, Jr., Secretary,	.....	Philadelphia, Pa.
John D. Taylor, Treasurer,	.....	Philadelphia, Pa.
John Scott, General Solicitor,	.....	Philadelphia, Pa.
William H. Brown, Chief Engineer,	.....	Philadelphia, Pa.
Charles E. Pugh, General Manager,	.....	Philadelphia, Pa.
S. M. Prevost, General Superintendent,	.....	Altoona, Pa.
Thomas Guoker, Division Superintendent,	.....	Philadelphia, Pa.
O. E. McClellan, Division Superintendent,	.....	Harrisburg, Pa.
Robert Pitcairn, Division Superintendent,	.....	Pittsburgh, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

<i>Directors.</i>		<i>Residences.</i>
George B. Roberts,	..... 233 South Fourth st.,	Philadelphia, Pa.
Wistar Morris,	..... 209 South Third st.,	Philadelphia, Pa.
Alexander M. Fox,	..... 1415 North Broad st.,	Philadelphia, Pa.
Alexander Biddle,	..... 1307 Walnut street,	Philadelphia, Pa.
N. Parker Shortridge,	..... Wynnewood,	Montgomery co., Pa.
Henry M. Phillips,	..... 128 South Sixth st.,	Philadelphia, Pa.
D. B. Cummins,	..... Girard National Bank,	Philadelphia, Pa.
Henry D. Welsh,	..... 524 Marshall street,	Philadelphia, Pa.

John Price Wetherill,	430 Walnut street, Philadelphia, Pa.
William L. Elkins,	125 Arch street, Philadelphia, Pa.
William Thaw,	Pittsburgh, Pa.
H. H. Houston,	308 Walnut street, Philadelphia, Pa.
A. J. Cassatt,	Haverford College, Montgomery co., Pa.
Edmund Smith,	233 S. Fourth st., Philadelphia, Pa.
Frank Thomson,	233 S. Fourth st., Philadelphia, Pa.
J. N. DuBarry,	233 S. Fourth st., Philadelphia, Pa.
John P. Green,	233 S. Fourth st., Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
* Length of main line, from Harrisburg to Pittsburgh,	248.26	248.26
Length of second main track,	248.26	248.26
Length of third main track,	67.74	67.74
Branches Owned.		
<i>Operated as part of Philadelphia division, Pennsylvania railroad.</i>		
Delaware Extension branch, from Dook street, Philadelphia, to West Philadelphia,	Length of road, 7.84 Length of single track,41 Length of double track, 7.43	7.84 .41 7.43
Girard Point Extension branch, from Hamburg Junction to Girard Point and Point Breeze,	Length of road, 2.06 Length of single track, 2.06	2.06 2.06
Schuykill River branch, from Arsenal bridge to Haverford street, West Philadelphia,	Length of road, 1.70 Length of single track,04 Length of double track, 1.66	1.70 .04 1.66
Filbert Street Extension branch, from Broad street station to west side Thirtieth street,	Length of road, 1.00 Length of double track, 1.00	1.00 1.00
Philadelphia and Columbia railroad branch, from West Philadelphia to Columbia, Pa.,	Length of road, 80.17 Length of double track, 80.17	80.17 80.17
Fifty-second Street branch, from Fifty-second street station to south side Monticello street,	Length of road,14 Length of double track,14	.14 .14
<i>Operated as part of Frederick division, Pennsylvania railroad.</i>		
Frazer branch, from Frazer to near Woodlands,	Length of road, 1.80 Length of single track, 1.80	1.80 1.80
Columbia bridge, from Columbia, over Susquehanna river, to Wrightsville,	Length of road, 1.20 Length of single track, 1.20	1.20 1.20
York branch, from Wrightsville to York,	Length of road, 12.00 Length of single track, 12.00	12.00 12.00
<i>Operated as part of Tyrone division, Pennsylvania railroad.</i>		
Tyrone branch, from Tyrone to Vail,	Length of road, 3.15 Length of single track, 1.84 Length of double track, 1.81	3.15 1.84 1.81
<i>Operated as part of Altoona division, Pennsylvania railroad.</i>		
Holidaysburg branch, from Altoona to Holidaysburg and "Y" switches at junction of New Portage railroad,	Length of road, 9.60 Length of single track, 9.60	9.60 9.60
Morrison's Cove branch, from Williamsburg Junction to Henrietta,	Length of road, 18.90 Length of single track, 18.90	18.90 18.90
Martinsburg branch, from Martinsburg Junction to Martinsburg,	Length of road,70 Length of single track,70	.70 .70
Bloomfield branch from Roaring Spring to Ore Hill,	Length of road, 3.00 Length of single track, 3.00	3.00 3.00

* From division post Harrisburg to east end Altoona yard (130.2 miles double track) is operated as part of middle division, Pennsylvania railroad; from east end to west end Altoona yard (1.9 miles double track) is operated as part of Altoona division, Pennsylvania railroad; and from west end of Altoona yard to Pittsburgh (116.34 miles double track) is operated as part of Pittsburgh division, Pennsylvania railroad.

Williamsburg branch, from Williamsburg Junction to Williamsburg,	Length of road,	13.30	18.30
Springfield branch, from Springfield Junction to ore mines,	Length of single track,	13.30	13.30
	Length of road,	8.20	8.20
	Length of single track,	8.20	8.20
<i>Operated as part of Western Pennsylvania division, P. R. R.</i>			
Indians branch, from Blairsville Intersection, to Indiana,	Length of road,	18.91	18.91
	Length of single track,	18.91	18.91
<i>Operated as part of Monongahela division, P. R. R.</i>			
Port Perry branch, from Brintons to Thomson,	Length of road,	1.57	1.57
	Length of single track, . . . . .	.60	.60
	Length of double track, . . . . .	.97	.97
<i>Operated as part of Susquehanna division, N. C. Ry.</i>			
Rockville branch, from Dauphin to Rockville,	Length of road,	2.88	2.88
	Length of single track, . . . . .	.94	.94
	Length of double track,	1.89	1.89
Operated, Leased, and Controlled Roads.			
<i>Operated as the New York division of the united roads of the New Jersey division.</i>			
New Jersey railroad, from Hudson River, J. C., to 8½ miles west of New Brunswick, N. J.,	Length of road,	33.64	
	Length of double track,	33.64	
Harsimus branch, from Harsimus Junction to Pier No. 3, Harsimus, N. J.,	Length of road,	1.55	
	Length of single track, . . . . .	.10	
	Length of double track,	1.45	
National Docks railway, from Communipaw Junction to Communipaw, N. J.,	Length of road,	1.92	
	Length of single track, . . . . .	.22	
	Length of double track,	1.70	
Centre Street branch, from East Newark to Marketstreet, Jersey City, N. J.,	Length of road,	1.36	
	Length of single track, . . . . .	.39	
	Length of double track, . . . . .	.97	
Bonhampton branch, from Metuchen to Bonhampton, N. J.,	Length of road,	1.89	
	Length of single track,	1.89	
Perth Amboy and Woodbridge railroad, from Rahway to Perth Amboy, N. J.,	Length of road,	6.40	
	Length of single track,	6.26	
	Length of double track, . . . . .	.14	
Millstone and New Brunswick railroad, from New Brunswick to East Millstone, N. J.,	Length of road,	6.65	
	Length of single track,	6.65	
Trenton branch, (U. N. J. R. R. & C. Co.) from 8½ miles west of New Brunswick, to east end Delaware Bridge, N. J.,	Length of road,	23.02	
	Length of double track,	23.02	
Kingston branch, from Monmouth Junction to Kingston, N. J.,	Length of road,	4.16	
	Length of single track,	4.16	
Rocky Hill and Kingston railroad, from Kingston to Rocky Hill, N. J.,	Length of road,	2.38	
	Length of single track,	2.38	
Princeton branch, from Princeton Junction to Princeton, N. J.,	Length of road,	3.13	
	Length of single track,	3.13	
Trenton-Delaware bridge, from Trenton, N. J., to Morrisville, Pa.,	Length of bridge, . . . . .	.19	
	Length of double track, . . . . .	.19	
Philadelphia and Trenton railroad, from Morrisville to Kensington,	Length of road,	26.42	26.42
	Length of double track,	26.42	26.42
Toga Street branch, from Philadelphia and Trenton railroad in Kensington to Delaware river,	Length of road,	1.23	1.23
	Length of single track,	1.23	1.23
Frankford and Holmesburg railroad, from Holmesburg Junction to Bustleton,	Length of road,	4.16	4.16
	Length of single track,	4.16	4.16
*River Front railroad, from Lehigh avenue, Philadelphia, to Dock street, Philadelphia,	Length of road,	3.62	3.62
	Length of single track,	1.35	1.35
	Length of double track,	2.27	2.27
Connecting railway, from Frankford Junction to Mantua,	Length of road,	6.75	6.75
	Length of double track,	6.75	6.75

* From Callowhill street to Dock street (.85 miles single track) is operated as part of Philadelphia division P. R. R.

<i>Amboy division of the united railroads of New Jersey division.</i>		
Camden and Amboy railroad, from Camden to South Amboy, N. J.,	Length of road,	61.14
	Length of single track,	34.73
	Length of double track,	28.41
Jamesburg branch, from Jamesburg to Monmouth Junction, N. J.,	Length of road,	5.52
	Length of single track,	3.40
	Length of double track,	2.12
Freehold and Jamesburg Agr. railroad, from Jamesburg to Sea Girt, N. J.,	Length of road,	27.54
	Length of single track,	27.29
	Length of double track,	.25
Pemberton and Hightstown railroad, from Pemberton to Hightstown, N. J.,	Length of road,	24.47
	Length of single track,	24.47
	Length of road,	6.08
Bordentown branch, from Trenton to Bordentown, N. J.,	Length of single track,	5.00
	Length of double track,	1.08
	Columbus, Kinkora and Springfield railroad, from Kinkora to New Lis- bon, N. J.,	Length of road,	14.18
Length of single track,		14.18
Florence branch, from Florence to Wood's Iron Works, N. J.,	Length of road,	2.14
	Length of single track,	2.14
Burlington and Mt. Holly railroad, from Burlington to Mt. Holly, N. J.,	Length of road,	7.15
	Length of single track,	7.15
Camden and Burlington County rail- road, from Camden and Burlington County Junction to Pemberton, N. J.,	Length of road,	22.46
	Length of single track,	22.46
Vincentown branch, from Evansville to Vincentown, N. J.,	Length of road,	2.84
	Length of single track,	2.84
Mt. Holly, Lumberton and Medford railroad, from Mt. Holly to Medford, N. J.,	Length of road,	6.19
	Length of single track,	6.19
Philadelphia and Long Branch railroad, from Birmingham to Bay Head Junc- tion, N. J.,	Length of road,	46.13
	Length of single track,	46.18
<i>Operated as the Belvidere division of the united railroads of New Jersey division.</i>		
Belvidere-Delaware railroad, from Trenton to Manunka Chunk, N. J.,	Length of road,	67.49
	Length of single track,	67.49
Millham Cut-off (Belvidere-Delaware railroad,) from Coalport to Millham Junction N. J.,	Length of road,	1.11
	Length of double track,	1.11
Flemington railroad, from Lambert- ville to Flemington, N. J.,	Length of road,	11.67
	Length of single track,	11.67
<i>Operated as West Jersey railroad lines.</i>		
West Jersey railroad, from Camden to Cape May, N. J.,	Length of road,	81.47
	Length of single track,	61.51
	Length of double track,	19.96
Swedesboro' branch, from Woodbury to Swedesboro', N. J.,	Length of road,	10.80
	Length of single track,	10.80
Woodstown and Swedesboro' railroad, from Swedesboro' to Riddleton, N. J.,	Length of road,	11.24
	Length of single track,	11.24
Bridgeton branch, from Glassboro' to Bridgeton, N. J.,	Length of road,	19.60
	Length of single track,	19.60
Salem branch, from Elmer to Salem, N. J.,	Length of road,	17.12
	Length of single track,	17.12
Sea Isle City branch, from Sea Isle Junction to Sea Isle City, N. J.,	Length of road,	4.80
	Length of single track,	4.80
Pleasure railroad, (extension of Sea Isle City branch, to Townsends Inlet, N. J.,	Length of road,	2.31
	Length of single track,	2.31
<i>Operated as Camden and Atlantic railroad lines.</i>		
West Jersey and Atlantic railroad, from Newfield to Atlantic City, N. J.,	Length of road,	34.46
	Length of single track,	32.68
	Length of double track,	1.88
Pleasantville and Ocean City branch, (West Jersey and Atlantic railroad,) from Pleasantville to Somer's Point, N. J.,	Length of road,	7.00
	Length of single track,	7.00

Camden and Atlantic railroad, from Camden to Atlantic City, N. J., . . .	Length of road,	58.71	
	Length of single track,	51.76	
South Atlantic City branch, (Camden and Atlantic railroad,) from Atlantic City to South Atlantic City, N. J., . . .	Length of road,	5.71	
	Length of single track,	4.54	
Philadelphia, Marlton and Medford railroad, from Haddonfield to Med- ford, N. J.,	Length of road,	11.51	
	Length of single track,	11.51	
<i>Operated as part of the Philadelphia division, Pennsylvania railroad.</i>			
West Chester railroad, from Woodland to West Chester,	Length of road,	5.00	5.00
	Length of single track,	5.00	5.00
Pomeroy and Newark railroad, from Pomeroy, Pa., to P., W. and B. rail- road, Newark, Del.,	Length of road,	28.70	21.66
	Length of single track,	28.70	21.66
East Brandywine and Waynesburg rail- road, from Downingtown to New Hol- land,	Length of road,	28.11	28.11
	Length of single track,	28.11	28.11
*Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad, from Dillerville Junction to Harrisburg,	Length of road,	35.75	35.75
	Length of single track,	25.59	25.59
	Length of double track,	10.16	10.16
Columbia branch, (H., P., Mt. J. and L. R. R.) from branch intersection to Columbia,	Length of road,	18.15	18.15
	Length of double track,	18.15	18.15
Pennsylvania Schuylkill Valley rail- road, from Frazer to Phoenixville,	Length of road,	10.65	10.65
	Length of single track,	9.31	9.31
	Length of double track,	1.34	1.34
<i>Operated as part of the Pittsburgh division, Pennsylvania railroad.</i>			
Ebensburg and Cresson railroad, from Cresson to Ebensburg,	Length of road,	11.50	11.50
	Length of single track,	11.50	11.50
South-West Pennsylvania railway, from South-West Pennsylvania Junction to Fairchance,	Length of road,	44.10	44.10
	Length of single track,	44.10	44.10
Sewickley branch, from junction South- West Pennsylvania railway to Tranger Junction,	Length of road,	6.90	6.90
	Length of single track,	6.90	6.90
Stonerville branch, from junction with South-West Pennsylvania railway to end of track,	Length of road,	1.51	1.51
	Length of single track,	1.51	1.51
Boyer Run branch, from junction with Sewickley branch to end of track,	Length of road,	1.82	1.82
	Length of single track,	1.82	1.82
Brinker Run branch, from junction with Sewickley branch to end of track,	Length of road,	2.02	2.02
	Length of single track,	2.02	2.02
Scottdale branch, from junction with South-West Pennsylvania railway to June Bug and Texas branch,	Length of road,	1.87	1.87
	Length of single track,	1.87	1.87
Overton branch, from junction with Scottdale branch to end of track,	Length of road,	1.24	1.24
	Length of single track,	1.24	1.24
June Bug branch, from junction Scott- dale branch to end of track,	Length of road,	1.20	1.20
	Length of single track,	1.20	1.20
Schoonmaker branch, from June Bug branch to end of track,	Length of road, . . . . .	.46	.46
	Length of single track, . . . . .	.46	.46
Morewood branch, from north end of June Bug branch to Morewood,	Length of road,	1.25	1.25
	Length of single track,	1.25	1.25
Texas branch, from junction with June Bug branch to end of line,	Length of road,	3.74	3.74
	Length of single track,	3.74	3.74
Everson and Broad Ford branch, from junction with South-West Pennsylva- nia railway to junction with Youghio- gheny Northern railway,	Length of road,	1.90	1.90
	Length of single track,	1.90	1.90
Opossum Run branch, from junction with South-West railway to end of track,	Length of road,	3.90	3.90
	Length of single track,	3.90	3.90
Morrell branch, from South-West Penn- sylvania railway to end of track,	Length of road,	1.18	1.18
	Length of single track,	1.18	1.18
Fairchance branch, from junction with South-West Pennsylvania railway to end of tracks at Kyle cooke works,	Length of road,	1.68	1.68
	Length of single track,	1.68	1.68

*From division post to Market street, Harrisburg (73 mile double track) is operated as part of middle division, P. R. R.

<i>Operated as part of Monongahela division, Pennsylvania railroad.</i>			
Pittsburgh, Virginia and Charleston railway, from junction with P., C. and St. L. railway, south side, Pittsburgh, to West Brownsville,	Length of road,	53.23	53.23
	Length of single track,	51.17	51.17
	Length of double track,	2.06	2.06
Vance's Mill branch, from Vance's Mill Junction to Connellsville Coke and Iron Company's shaft No. 2.	Length of road,	2.91	2.91
	Length of single track,	2.91	2.91
Redstone branch, from West Brownsville Junction, Pittsburgh, Virginia and Charleston railway, to Redstone Junction, south-West Pennsylvania railway,	Length of road,	16.51	16.51
	Length of single track,	16.51	16.51
Brownsville branch, from junction with Redstone branch to Brownsville, . . .	Length of road,	1.00	1.00
	Length of single track,	1.00	1.00
<i>Operated as part of Western Pennsylvania division, Pennsylvania railroad.</i>			
Western Pennsylvania railroad, from Bolivar to Butler,	Length of road,	69.02	69.02
	Length of single track,	69.02	69.02
Western Pennsylvania railroad branch, from Butler Junction to Allegheny City,	Length of road,	27.60	27.60
	Length of single track,	22.40	22.40
	Length of double track,	5.20	5.20
<i>Operated as part of Altoona division, Pennsylvania railroad.</i>			
Newry railroad, from junction New Portage railroad to Newry,	Length of road,	1.00	1.00
	Length of single track,	1.00	1.00
<i>Operated as part of Tyrone division, Pennsylvania railroad.</i>			
Bald Eagle Valley railroad, from Vail to Look Haven.	Length of road,	51.20	51.20
	Length of single track,	51.20	51.20
Bellefonte branch, from Milesburg to Bellefonte,	Length of road,	2.91	2.91
	Length of single track,	2.91	2.91
Snow Shoe branch, from Snow Shoe intersection to Per se,	Length of road,	22.30	22.30
	Length of single track,	22.30	22.30
Sugar Camp branch, from Sugar Camp Junction to Sugar Camp mine.	Length of road,	3.96	3.96
	Length of single track,	3.96	3.96
Tyrone and Clearfield railroad, from Vail to Curwensville,	Length of road,	44.04	44.04
	Length of single track,	44.04	44.04
Moshannon branch, from Osceola Junction to Ramey,	Length of road,	8.88	8.88
	Length of single track,	4.28	4.28
Coal Run branch from Coal Run Junction to terminus,	Length of double track,	4.68	4.68
	Length of road,	3.52	3.52
Goss Run No. 1 branch, from Goss Run junction to terminus,	Length of single track,	3.52	3.52
	Length of road,	1.91	1.91
Goss Run No. 2 branch, from Goss Run junction No. 2 to terminus,	Length of single track,	1.91	1.91
	Length of road,	1.63	1.63
Goss Run No. 3 branch, from Goss Run junction No. 3 to terminus,	Length of single track,	1.63	1.63
	Length of road,	1.42	1.42
Houtzdale branch, from Houtzdale junction to terminus,	Length of single track,	1.42	1.42
	Length of road, . . . . .	.74	.74
Mapleton branch No. 1, from Mapleton junction to terminus,	Length of single track, . . . . .	.74	.74
	Length of road,	2.21	2.21
Crowell or Mapleton No. 2 branch, from Mapleton junction No. 2 to terminus,	Length of single track,	2.21	2.21
	Length of road,	2.24	2.24
Philipsburg branch, from Philipsburg junction to Morrisdale,	Length of single track,	2.24	2.24
	Length of road,	3.73	3.73
Moshannon and Clearfield railroad, from Moshannon and Clearfield junction to near Whiteside's summit,	Length of single track,	3.73	3.73
	Length of road,	7.20	7.20
Leskie branch, from Leskie junction to Leskie colliery,	Length of single track,	7.20	7.20
	Length of road,	1.31	1.31
Lewisburg and Tyrone railroad, (west end,) from Tyrone to Fairbrook,	Length of single track,	1.31	1.31
	Length of road,	19.90	19.90
Scotia branch, from Fairbrook to Scotia,	Length of single track,	19.90	19.90
	Length of road,	5.26	5.26
Juniata branch, from Juniata junction to Juniata,	Length of single track,	5.26	5.26
	Length of road,	2.06	2.06
	Length of single track,	2.06	2.06

<i>Operated as Bedford division, Pennsylvania railroad.</i>			
Bedford and Bridgeport railroad, from Mt. Dallas to State line,	Length of road,	88.70	88.70
Dunning's Creek branch, from Bedford to Holderbaum,	Length of single track,	88.70	38.70
	Length of road,	10.50	10.50
	Length of single track,	10.50	10.50
<i>Operated as part of Lewistown division, Pennsylvania railroad.</i>			
Mifflin and Centre County railroad, from Lewistown junction to Milroy,	Length of road	12.81	12.81
Lewistown and Tuscarora bridge over the Juniata river at Lewistown,	Length of single track,	12.81	12.81
Sunbury and Lewistown railway, from Lewistown to Sellnagrove junction,	Length of bridge, . . . . .	.12	.12
	Length of single track, . . . . .	.12	.12
	Length of road,	43.81	43.81
	Length of single track,	43.81	43.81
<i>Operated as part of Frederick division, Pennsylvania railroad.</i>			
Port Deposit branch, P. W. & B. R. R., from Port Deposit, Md., to Perryville, Md.,	Length of road,	3.87	
	Length of single track,	3.87	
Columbia and Port Deposit railroad, from Columbia, Pa., to Port Deposit, Md.,	Length of road,	40.00	28.36
	Length of single track,	40.00	28.36
Hanover and York railroad, from York to Hanover,	Length of road,	18.35	18.35
	Length of single track,	18.35	18.35
Littlestown railroad, from Hanover to Maryland State line,	Length of road,	9.30	9.30
	Length of single track,	9.30	9.30
Frederick and Pennsylvania State Line railroad, from Maryland State line to Frederick, Md.,	Length of road,	28.00	
	Length of single track,	28.00	
<i>Operated as the Philadelphia and Erie railroad division.</i>			
Philadelphia and Erie railroad, from Erie to Sunbury,	Length of road,	287.56	287.56
	Length of single track,	252.24	252.24
	Length of double track,	35.32	35.32
Ridgway and Clearfield railroad, from Ridgway to Brookwayville,	Length of road,	19.59	19.59
	Length of single track,	19.39	19.39
	Length of double track, . . . . .	.20	.20
Lewisburg and Tyrone railroad, (east end,) from (west end) Lewisburg bridge at Montandon to Spring Mills,	Length of road,	43.18	43.18
	Length of single track,	43.18	43.18
Lewisburg bridge, across Susquehanna river, at Lewisburg,	Length of bridge, . . . . .	.24	.24
	Length of single track, . . . . .	.24	.24
Sunbury, Hazleton and Wilkes-Barre railroad, from Sunbury to Tomhicken,	Length of road,	43.44	43.44
	Length of single track,	43.44	43.44
North and West-Branch railway, from Catawissa to Wilkes-Barre,	Length of road,	43.00	43.00
	Length of single track,	43.00	43.00
<i>Operated as Northern Central Railway lines.</i>			
Elmira, Jefferson and Canandaigua railroad, from Watkins, N. Y., to Canandaigua, N. Y.,	Length of road,	46.60	
	Length of single track,	46.60	
Chemung railroad, from Chemung junction, N. Y., to Watkins, N. Y.,	Length of road,	17.40	
	Length of single track,	17.40	
Elmira and Williamsport railroad, from Erie junction, N. Y., to Philadelphia and Erie railroad junction,	Length of road,	75.50	69.00
	Length of single track,	75.50	69.00
Shamokin Valley and Pottsville railroad, from Sunbury to Mt. Carmel,	Length of road,	27.30	27.30
	Length of single track,	27.30	27.30
Lancaster Branch railroad, from Connection to Hickory Ridge colliery,	Length of road,	2.48	2.48
	Length of single track,	2.48	2.48
Summit Branch railroad, from Millersburg to Williamstown,	Length of road,	19.70	19.70
	Length of single track,	19.70	19.70
	Length of road,	187.66	102.04
	Length of single track,	55.17	55.17
	Length of double track,	82.49	46.87
Northern Central railway, from Sunbury to Baltimore,	Length of road,	8.59	
	Length of single track,	8.59	
Green Spring branch, from Hollins to Green Spring Junction,	Length of road,	8.64	8.64
Union railroad, from center North street, Baltimore, to Bayview and Canton,	Length of double track,	8.64	8.64

<i>Operated as Maryland division Philadelphia, Wilmington and Baltimore railroad.</i>			
Southwark railroad, from Broad and Prime streets, Philadelphia, to Dock street, Philadelphia,	Length of road,	1.87	1.87
	Length of double track,	1.87	1.87
Philadelphia, Wilmington and Baltimore, from Broad and Prime street station, Phila., to Baltimore, Md..	Length of road,	94.99	17.50
	Length of single track,	3.24	.23
	Length of double track,	91.75	17.27
Newark and Delaware City branch, from junction with Philadelphia, Wilmington and Baltimore railroad to Delaware City, Del., near Newark, Del..	Length of road,	11.79	
	Length of single track,	11.79	
Brandywine branch, from junction with Philadelphia, Wilmington and Baltimore railroad to Augustine Mill,	Length of road,	2.16	2.16
	Length of single track,	2.16	2.16
Baltimore and Potomac railroad from Baltimore to Pope's Creek, Md.,	Length of road,	74.40	
	Length of single track,	48.70	
	Length of double track,	25.70	
Baltimore and Potomac railroad extension, from Bowie to south end Long Bridge, Washington, D. C.,	Length of road,	17.66	
	Length of single track,	1.44	
	Length of double track,	16.22	
Alexandria and Washington railroad, from south end Long Bridge, Washington, D. C., to Alexandria, Va.,	Length of road,	4.96	
	Length of single track,	1.83	
	Length of double track,	3.63	
Alexandria and Fredericksburg railway, from St. Asaph's junction to Quantico, Va.,	Length of road,	28.64	
	Length of single track,	28.64	
<i>Operated as Delaware division Philadelphia, Wilmington and Baltimore railroad.</i>			
New Castle and Wilmington branch, from junction Philadelphia, Wilmington and Baltimore railroad to junction New Castle and Frenchtown railroad,	Length of road,	5.39	
	Length of single track,	5.39	
New Castle and Frenchtown branch, from junction N. C. and W. R. R. to junction Delaware railroad, near Porter,	Length of road,	6.77	
	Length of single track,	6.77	
Delaware railroad, from junction with New Castle and Frenchtown railroad, near Porter, to Delmar, Delaware,	Length of road,	88.88	
	Length of single track,	88.88	
Townsend branch, from Townsend, Delaware, to Massey's, Maryland,	Length of road,	9.15	
	Length of single track,	9.15	
Queen Anne and Kent Railroad, from Massey's, Md., to Centerville, Md.,	Length of road,	25.86	
	Length of single track,	25.86	
Smyrna branch, from Clayton, Del., to Smyrna, Del.,	Length of road,	1.27	
	Length of single track,	1.27	
Delaware and Chesapeake railroad, from Clayton, Del., to Oxford, Md.,	Length of road,	54.60	
	Length of single track,	54.60	
Cambridge and Seaford railroad, from Seaford, Del. to Cambridge, Md.,	Length of road,	82.97	
	Length of single track,	82.97	
<i>Operated as Central division Philadelphia, Wilmington and Baltimore railroad.</i>			
Philadelphia and Baltimore Central railroad, from West Philadelphia to junction with C. and P. D. R. R. at Octorora, Md.,	Length of road,	62.57	53.25
	Length of single track,	59.37	50.06
	Length of double track,	3.20	3.20
West Chester branch, from Wawa to West Chester,	Length of road,	9.35	9.35
	Length of single track,	9.35	9.35
Chester Creek branch, from junction with Philadelphia, Wilmington and Baltimore railroad to Wawa, at Lamokin,	Length of road,	7.14	7.14
	Length of single track,	7.14	7.14
*Junction railroad, from Belmont, West Philadelphia to Gray's Ferry,	Length of road,	3.56	3.56
	Length of double track,	3.56	3.56

*Operated as the Junction railroad.

Pennsylvania Coal.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
* George A. Hoyt, President,	Stamford, Conn.
* William E. Street, Secretary,	Darien, Conn.
* Edwin H. Mead, Treasurer,	South Orange, N. J.
John B. Smith, General Superintendent,	Dunmore, Pa.
<i>Directors.</i>	<i>Residences.</i>
George A. Hoyt,	Stamford, Conn.
George L. Brown,	Washington, Conn.
John R. Platt,	New York city.
Samuel Thorne,	New York city.
George W. Quintard,	New York city.
William H. Webb,	New York city.
Joseph Ogden,	New York city.
A. S. Hurlbutt,	Westport, Conn.
Edwin H. Mead,	South Orange, N. J.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Hawley to Port Griffith,	47	47
Length of single main track,	47	47
Branches.		
† Hawley branch, from Hawley, Pa., to Lackawaxen, Pa.,	Length of road,	15.87
	15.87	15.87

Pennsylvania Company.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
George B. Roberts, President,	Philadelphia, Pa.
J. N. McCullough, First Vice President,	Pittsburgh, Pa.
William Thaw, Second Vice President,	Pittsburgh, Pa.
Thomas D. Messler, Third Vice President and Comptroller,	Pittsburgh, Pa.
John W. Renner, Assistant Comptroller,	Pittsburgh, Pa.

* Post-office address, New York city, New York.

† Leased and operated by the New York, Lake Erie and Western Railroad Company.

S. B. Liggett, Secretary,	Pittsburgh, Pa.
John E. Davidson, Treasurer,	Pittsburgh, Pa.
J. T. Brooks, General Solicitor,	Pittsburgh, Pa.
Felician Slataper, Chief Engineer,	Pittsburgh, Pa.
William A. Baldwin, Manager,	Pittsburgh, Pa.

General offices at corner Penn and Tenth streets, Pittsburgh, Pa.

<i>Directors.</i>	<i>Residences.</i>
George B. Roberts,	Philadelphia, Pa.
J. N. McCullough,	Pittsburgh, Pa.
William Thaw,	Pittsburgh, Pa.
Thomas D. Messler,	Pittsburgh, Pa.
Henry H. Houston,	Philadelphia, Pa.
Samuel M. Felton,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
Joseph N. DuBarry,	Philadelphia, Pa.
John Price Wetherill,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
William H. Barnes,	Pittsburgh, Pa.

Pennsylvania Schuylkill Valley.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
John P. Green,	Philadelphia.
Wistar Morris,	Philadelphia.
N. Parker Shortridge,	Philadelphia.
Edmund Smith,	Philadelphia.
Henry D. Welsh,	Philadelphia.
J. P. Wetherill,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Frazer (1,896 feet west of Division 4) to Phoenixville,	10.65	10.65
Length of single main track,	9.31	9.31
Length of second main track,	1.34	1.34

Pennsylvania and New York.

Year ending November 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
Elisha P. Wilbur, President,	Bethlehem, Pa.
Charles Hartshorne, Vice President,	228 South Third street, Phila.
John R. Fanshawe, Secretary,	228 South Third street, Phila.
William C. Alderson, Treasurer,	228 South Third street, Phila.
William Stevenson, General Superintendent,	Sayre, Pa.

<i>Directors.</i>	<i>Residences.</i>
Robert H. Sayre,	Bethlehem, Pa.
Charles Hartshorne,	228 South Third street, Phila.
Victor E. Piolet,	Wysox, Pa.
Garrett B. Linderman,	Bethlehem, Pa.
Harry E. Packer,	Mauch Chunk, Pa.
Robert Lockart,	Bethlehem, Pa.
William H. Sayre,	Bethlehem, Pa.
James I. Blakslee,	Mauch Chunk, Pa.
Howard Elmer,	Waverly, N. Y.
Elisha A. Hancock,	Philadelphia, Pa.
Frederic Merour,	Wilkes-Barre, Pa.
William Stevenson,	Sayre, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Wilkes-Barre, Pa., to Erie railway junction, of which 9.6 miles are leased to Lehigh Valley Railroad Company,	104.80	104.80
Length of single main track,	31.51	31.51
Length of double main track,	72.79	72.79
Branches.		
Waverly and State Line branch, . . . . .	.25	.25
Geneva, Ithaca and Sayre Connection branch, . . . . .	.25	.25
Southern Central Connection Branch,	1.43	1.43
Barclay Railway Connection branch,	2.12	2.12
Pleasant Valley branch,	2.12	2.12
West Pittston branch,	1.52	1.52
Newry, Lackawanna and Western Connection branch,	1.52	1.52
Branches to coal breakers,	4.85	4.85
Branches to coal breakers,	4.85	4.85
Branches to coal breakers,	3.32	3.32
Branches to coal breakers,	3.32	3.32
Branches to coal breakers,	6.71	6.71
Branches to coal breakers,	6.71	6.71
Branches to coal breakers, . . . . .	.27	.27
Branches to coal breakers, . . . . .	.27	.27

Pennsylvania, Slatington and New England.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
John F. Ward, President,	Jersey City, N. J.
Samuel M. Shanck, Vice President and Treasurer,	Hightstown, N. J.
J. C. Stanton, junior, Secretary,	New York city.
A. B. Paine, Chief Engineer,	New York city.
General offices at 97 and 99 Nassau street, New York city.	

<i>Directors.</i>	<i>Residences.</i>
John F. Ward,	Jersey City, N. J.
S. M. Shanck,	Hightstown, N. J.
F. Q. R. Applegate,	Hightstown, N. J.
John Loomis,	Deckertown, N. J.
George M. Wright,	Bordentown, N. J.
F. M. Ward,	Newton, N. J.
N. S. Rue,	Cream Ridge, N. J.
George W. Mackey,	Bangor, Pa.
John Linn,	Jersey City, N. J.
Dr. C. V. Moore,	Stillwater, N. J.
J. W. Rutherford,	Jersey City, N. J.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Slatington, Pa., to Pine Island, N. Y.,	76	31

ASSETS.

Railroad property and real estate,	\$2,399,000	00
Available securities,	551,000	00
Available securities, New York division,	125,000	00
	\$3,075,000	00
LIABILITIES.		
Bonds,	\$1,200,000	00
Stock,	1,750,000	00
Contract in New York,	125,000	00
	\$3,075,000	00

Pennsylvania and Western.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Augustus Rapelye, President,	Brooklyn, N. Y.
Francois A. Marden, Secretary,	Connecticut.
Cornellus Kiel, junior, Treasurer,	New Jersey.

<i>Directors.</i>	<i>Residences.</i>
Augustus Rapelye,	Brooklyn, N. Y.
Cornelius Kiel, junior,	New Jersey.
Herman Sudhaus,	New York.
Federick Stromeyer,	New York.
Francis A. Marden,	Connecticut.
Edward A. Quintard,	New York.
A. V. R. Baker,	Brooklyn, N. Y.
J. B. Day,	New York.
(One vacancy.)	

ASSETS.

Materials on hand, as per inventory, such as iron, supplies, etc.,	\$200,000	00
	\$200,000	00
LIABILITIES.		
Unfunded debt incurred for construction, equipment, or purchase of property,	\$200,000	00
	\$200,000	00

People's.

Year ending October 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Charles Baber, President,	Pottsville, Pa.
William D. Pollard, Secretary and Treasurer,	Pottsville, Pa.

General offices at Pottsville, Pa.

<i>Directors.</i>	<i>Residences.</i>
Charles Baber,	Pottsville, Pa.
Milton Boone,	Pottsville, Pa.
R. F. Lee,	Pottsville, Pa.
Levi Mattson,	Philadelphia.
M. R. Nichols,	Pottsville, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pottsville, Pa., to Minersville, Pa.,	4.58	4.58

ASSETS.

Construction,	\$88,141	34
Equipment,	30,285	29
Real estate,	3,263	00
Balances collectible and cash,	10,886	86
Deficit,	750	85
	\$133,257	34
LIABILITIES.		
Capital stock,	\$100,000	00
Bonds,	15,000	00
Bills payable,	18,257	34
	\$133,257	34

Perkiomen.

Year ending November 30, 1883.

Officers.

A. H. Seigt, President,	Skippackville, Pa.
James Boyd, Assistant President and Solicitor,	Norristown, Pa.
Phillip Super, Secretary,	Pennsburg, Pa.
Howard Boyd, Treasurer,	Norristown, Pa.
George B. Boggs, Chief Engineer and Comptroller,	Norristown, Pa.
D. B. Clack, Superintendent,	Perkiomen Junction.

General offices at No. 33 East Main street, Norristown, Pa.

Residences.

Directors.

James Boyd,	Norristown, Pa.
John Slingluff,	Norristown, Pa.
Charles T. Waage,	Pennsburg, Pa.
George Graber,	Pennsburg, Pa.
Jonathan P. Hillegass,	Pennsburg, Pa.
Charles Schoenly,	Shinersville, Pa.
Thomas B. Hillegass,	Pennsburg, Pa.
Noah D. Frank,	Red Hill, Pa.
John S. Rahn,	Perkiomenville, Pa.
Jesse Ziegler,	Salford, Pa.
D. Morgan Casselberry,	Lower Providence, Pa.
William H. Seipt,	packville, Pa.

Residences.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, single track, from Perkiomen Junction to Emaus Junction,	38.5	38.5

ASSETS.

Railroad,	\$1,943,344	89
Depots and offices,	50,915	84
Real estate,	19,611	91
Land damages,	48,689	50
Materials,	9,515	75
Montgomery National Bank coupon account,	511	00
Philadelphia and Reading Railroad Company account,	11,574	28
Philadelphia and Reading Coal and Iron Company account,	2,796	91
Cash,	60,786	30
Sundry debtors and amount due on account of November business,	13,091	23
Bonds received in payment of freight,	2,889	62
Perkiomen Railroad Company funded coupons, convenience account,	270	00
Income account,	728,675	62
	\$2,882,622	80
LIABILITIES.		
Stock subscription,	\$38,040	00
Mortgage bonds	799,600	00
Consolidated mortgage bonds,	1,125,000	00
Philadelphia and Reading Railroad Company loan account,	680,140	42
Philadelphia and Reading Railroad Company loan account, scrip,	100,980	00
Consolidated mortgage bonds, 1873-1913, coupons payable one half in scrip,	270	00
Bills payable and wages for November,	9,087	68
Coupons due and unpaid,	12,758	70
Coupons due December 1, 1883, accrued,	83,750	00
Coupons due April 1, 1884, accrued,	7,996	00
Sinking fund bonds purchased and canceled,	75,000	00
	\$2,882,622	80

Pickering Valley.

Year ending November 30, 1883.

Officers, elected January 14, 1884.

George DeB. Keim, President,	Philadelphia.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

Directors.

John Oberholtzer,	—
Daniel Keeley,	—
H. K. Brownback,	—
Jacob Beerbrower,	—
Samuel Butler,	—
Joseph J. Tustin,	—
Samuel Holman,	—
James Boyd,	—
Levi B. Kaler,	—
Francois Hallman,	—
Levi Oberholtzer,	—
Morris Fussell,	—
Jacob B. Latslaw,	—

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Phoenixville, Pa., to Byers, Pa., . . .	11.3	
Length of single main track,	11.3	

ASSETS.

Construction,	\$479,492	47
Real estate,	800	00
Cash,	1,586	69
Sundry debits,	2,589	42
Profit and loss income account,	327,797	15
	\$812,265	73
LIABILITIES.		
Capital stock,	\$95,655	00
First mortgage bonds,	382,800	00
Unfunded debt,	376,002	89
Sundry coupon accounts,	4,431	00
Coupons due April 1, 1884, (accrued,)	3,876	84
	\$812,265	73

Pittsburgh, Cincinnati and St. Louis.

Year ending December 31, 1883.

<i>Directors.</i>	<i>Residences.</i>
George B. Roberts, President,	Philadelphia, Pa.
J. N. McCullough, First Vice President,	Pittsburgh, Pa.
William Thaw, Second Vice President,	Pittsburgh, Pa.
Thomas D. Messler, Third Vice President and Comptroller,	Pittsburgh, Pa.
John E. Davidson, Treasurer,	Pittsburgh, Pa.
John W. Renner, Assistant Comptroller,	Pittsburgh, Pa.
A. McEvevey, Auditor,	Pittsburgh, Pa.
M. C. Spencer, Assistant Treasurer,	Pittsburgh, Pa.
J. T. Brooks, General Counsel,	Pittsburgh, Pa.
M. J. Becker, Chief Engineer,	Columbus, O.
James McCrea, Manager,	Columbus, O.
S. B. Liggett, Secretary,	Pittsburgh, Pa.
S. W. White, Assistant Secretary,	Philadelphia, Pa.
William Stewart, General Freight Agent,	Pittsburgh, Pa.
E. A. Ford, General Passenger and Ticket Agent,	Pittsburgh, Pa.
General offices at Pittsburgh, Pa.	

<i>Officers.</i>	<i>Residences.</i>
George B. Roberts,	Philadelphia, Pa.
J. N. McCullough,	Pittsburgh, Pa.
William Thaw,	Pittsburgh, Pa.
Thomas D. Messler,	Pittsburgh, Pa.

Wistar Morris,	Philadelphia, Pa.
H. H. Houston,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
J. P. Wetherill,	Philadelphia, Pa.
W. H. Barnes,	Pittsburgh, Pa.
D. S. Gray,	Columbus, O.
Robert Sherrard, junior,	Steubenville, O.
George W. McCook,	Steubenville, Pa.
John P. Green,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to Columbus, Ohio, including 1.8 miles leased between Pittsburgh and Washington pike,	192.3	35.1
Length of single main track,	168.61	11.41
Length of second main track,	23.69	23.69
Branches.		
Cadiz branch,	8.1	
} Length of road,	8.1	
} Length of single track,	8.1	
Leased and Operated Roads.		
Chartiers railway, from Mansfield, Pa., to Washington, Pa.,	22.8	22.8
} Length of single track,	22.8	22.8
Pittsburgh, Wheeling and Kentucky railroad, from Wheeling junction, W. Va., to Wheeling, W. Va.,	24.2	
} Length of single track,	24.2	
Cincinnati and Muskingum Valley railway, from Dresden junction, Ohio, to Morrow, Ohio,	148.4	
} Length of single track,	148.4	
Little Miami railroad,	194.9	
} Length of road,	194.9	
} Length of single track,	119.3	
From Xenia, O., to Springfield, O.,	18.4	
} Length of single track,	18.4	
From Xenia, O., to Richmond, Ind.,	56.2	
} Length of single track,	56.2	

Pittsburgh, Fort Wayne and Chicago.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Louis H. Meyer, President,	New York.
John J. Haley, Secretary and Treasurer,	Pittsburgh, Pa.
General offices at Pittsburgh, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Louis H. Meyer,	New York.
George W. Cass,	New York.
S. J. Tilden,	New York.
Charles Lanier,	New York.
George B. Roberts,	Philadelphia, Pa.
J. N. Hutchinson,	Philadelphia, Pa.
J. N. McCullough,	Pittsburgh, Pa.

17 RAILROADS.

Charles E. Speer,	Pittsburgh, Pa.
L. B. Harrison,	Cincinnati, O.
William Hooper,	Cincinnati, O.
J. L. Williams,	Fort Wayne, Ind.
L. Z. Leiter,	Chicago, Ill.
John Sherman,	Washington city, D. C.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to Chicago, Ill.,	467.97	48.8
Length of single main track,	379.40	11.88
Length of second main track,	88.57	36.92
Leased Roads.		
New Castle and Beaver Valley railroad, } Length of road,	14.982	14.982
from Homewood to New Castle, } Length of single track,	14.982	14.982
Lawrence railroad, from Lawrence Junc- } Length of road,	17.98	9.363
tion, Pa., to Youngstown, O., } Length of single track,	17.98	9.363
Lawrence railroad, Canfield branch, from } Length of road,	4.06	
Canfield Junction to Foster coal bank, } Length of single track,	4.06	

ASSETS.

Cost of railway, equipment, &c.,	\$40,688,421	15
Sinking-fund,	3,689,212	11
Trustees of sinking-fund—cash to purchase bonds,	358,830	31
Winslow, Lanier & Co.,—cash to pay interest and dividends,	639,359	12
Materials transferred to lessee company, July 1, 1869,	468,724	84
Miscellaneous securities,	240,189	13
Cash in hands of treasurer,	10,537	09
	\$46,095,273	75
LIABILITIES.		
Capital stock,	\$28,114,285	71
Funded debt,	13,510,000	00
Interest on funded debt—coupons not presented,	21,990	91
Dividends on stock not called for,	555,959	13
Balance,	3,893,038	00
	\$46,095,273	75

Pittsburgh and Connellsville.

Year ending September 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
Robert Garrett, President,	Baltimore, Md.
J. B. Washington, Secretary, Treasurer, and Auditor,	Pittsburgh, Pa.
General offices at Pittsburgh, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Robert Garrett,	Baltimore, Md.
Mendes Cohen,	Baltimore, Md.
Hugh Sisson,	Baltimore, Md.
Charles Webb,	Baltimore, Md.
W. S. Bissell,	Pittsburgh, Pa.

J. D. Scully,	Pittsburgh, Pa.
C. L. Fitzhugh,	Pittsburgh, Pa.
George A. Berry,	Pittsburgh, Pa.
William Baldwin,	Connellsville, Pa.
W. H. Markle,	Greensburg, Pa.
W. H. Koontz,	Somerset, Pa.
C. C. Markle,	West Newton, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh to Mt. Savage Junction,	146.5	148.8
Length of single main track,	87.8	85.1
Length of second main track,	58.7	58.7
Branches.		
Brinton branch, from Port Perry to Brinton, . . . . .	.9	.9
Hickman branch, from Hickman to Cora mines,	2.8	2.8
Leased Roads.		
Mt. Pleasant and Broad Ford railroad, from Broad Ford to Standard,	10.0	10.0
Fayette County branch, from Gibson to Uniontown,	11.7	11.7

ASSETS.

Trustees' stock subscription fund,	\$435	71
Construction,	12,933,416	44
Equipment,	470,698	49
Sinking fund consolidated mortgage,	172,267	32
Due from other corporations, &c.,	108,016	53
Profit and loss,	2,878,175	60
	\$16,613,010	09

LIABILITIES.

Capital stock,	\$1,944,400	00
Scrip stock,	252	50
Stock partly paid,	11,438	55
Consolidated mortgage, gold,	6,292,000	00
Turtle Creek division bonds,	326,600	00
First mortgage bonds,	4,000,000	00
Real estate bonds,	100,000	00
Baltimore and Ohio Railroad Company, general account,	3,938,319	04
	\$16,613,010	09

Pittsburgh and Lake Erie.

Year ending December 31, 1883.

Officers.

Jacob Henriol, President,	Economy, Pa.
David Hostetter, Vice President,	Pittsburgh, Pa.
James I. Bennett, Vice President,	Pittsburgh, Pa.
John G. Robinson, Secretary and Treasurer,	Pittsburgh, Pa.
D. T. Watson, General Solicitor,	Pittsburgh, Pa.
W. C. Quincy, General Manager,	Pittsburgh, Pa.

Residences.

General offices at No. 77 Fourth avenue, Pittsburgh, Pa.

<i>Directors.</i>	<i>Residences.</i>
David Hostetter,	Pittsburgh, Pa.
James I. Bennett,	Pittsburgh, Pa.
M. W. Watson,	Pittsburgh, Pa.
James M. Bailey,	Pittsburgh, Pa.
H. DuPuy,	Pittsburgh, Pa.
Ralph Bagaley,	Pittsburgh, Pa.
John Reeves,	Beaver Falls, Pa.
J. N. Schoonmaker,	Pittsburgh, Pa.
A. E. W. Painter,	Pittsburgh, Pa.
J. H. Devereux,	Cleveland, O.
John Newel,	Cleveland, O.
D. Leet Wilson,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to Youngstown, O.,	68	58.8
Length of single main track,	68	58.8
Length of second main track,	6.536	
Branches.		
New Castle branch, from New Castle } Length of road,	2.35	2.35
Junction to New Castle, } Length of single track,	2.35	2.35

ASSETS.

Construction,	\$3,910,756	39
Locomotive equipment,	\$237,858 56	
Passenger car equipment,	92,381 61	
Freight car equipment,	786,078 02	
	1,116,318	19
Right of way,	485,356	62
Real estate,	365,590	65
Material on hand—machinery department,	\$17,960 16	
Material on hand—road department,	18,423 90	
	36,384	06
Cash on hand,	46,892	96
Credit balance,	48,734	31
	\$6,010,033	18
LIABILITIES.		
Capital stock,	\$3,050,000	00
First mortgage bonds,	2,000,000	00
Scrip certificates,	615,000	00
Real estate mortgages,	193,063	12
Equipment notes,	50,014	84
Temporary loans,	290,419	50
December pay-rolls and supplies,	61,028	25
Surplus, 1879,	\$23,154 77	
Surplus, 1880,	\$298,877 21	
Less scrip dividend,	205,000 00	
	93,877 21	
Surplus, 1881,	\$291,663 43	
Less scrip dividend,	205,000 00	
	86,663 43	
Surplus 1882,	\$344,671 37	
Less scrip dividend,	205,000 00	
	139,671 37	
Surplus, 1883,	407,150 69	
	750,517	47
	\$6,010,033	18

Pittsburgh, Virginia and Charleston.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia, Pa.
D. P. Corwin, Secretary and Treasurer,	Pittsburgh, Pa.
General offices at Philadelphia, Pa.	

<i>Directors.</i>	<i>Residences.</i>
George B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Strickland Kneass,	Philadelphia, Pa.
D. A. Stewart,	Pittsburgh, Pa.
Charles E. Speer,	Pittsburgh, Pa.
W. J. Howard,	Philadelphia, Pa.
George V. Lawrence,	Monongahela City, Pa.
John Scott,	Pittsburgh, Pa.
Thomas L. Daly,	Gibsonton.
Joseph Walton,	Pittsburgh, Pa.

Pittsburgh and Castle Shannon.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
John H. Ortman, President,	Pittsburgh, Pa.
John Jahn, Secretary and Treasurer,	Castle Shannon, Pa.
Sol. Schoyer, junior, General Solicitor,	Pittsburgh, Pa.
James S. Devlin, Chief Engineer,	Pittsburgh, Pa.
James M. Bailey, General Superintendent,	Pittsburgh, Pa.
General offices at Pittsburgh, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Ernst Rohrkaste,	Pittsburgh, Pa.
Charles Kohlmeyer,	Pittsburgh, Pa.
S. Kaufman,	Allegheny City, Pa.
S. Gallinger,	Allegheny City, Pa.
M. D. Hays,	Pittsburgh, Pa.
P. F. Schuchman,	Pittsburgh, Pa.
F. N. Stuckey,	Pittsburgh, Pa.
Walter Chess,	Pittsburgh, Pa.
B. J. Stenger,	Pittsburgh, Pa.
William Loeffler,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh to Castle Shannon,	6	
Length of single main track,	6	

ASSETS.

Railroad franchises,	\$185,000	00
Equipment,	31,427	50
Coal lands,	45,016	84
Live stock, &c.,	5,252	00
Real estate,	40,860	00
Office furniture,	260	00
Bills receivable, notes,	16,545	92
Mortgages receivable,	1,971	60
Book accounts,	12,576	05
Cash,	2,661	69
Profit and loss,	226,835	07
	\$568,408	65
LIABILITIES.		
Capital stock,	\$481,400	00
First mortgage bonds,	59,900	00
Mortgages payable, (coal lands,)	2,000	38
Bills payable,	5,000	00
Balances due on coal land per agreement,	15,026	82
Coupons unpaid,	371	00
Book accounts,	4,708	45
	\$568,408	65

Pittsburgh, Buffalo and Rochester.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
C. R. Earley, President,	Ridgway, Pa.
Frederick Schoening, Secretary,	Ridgway, Pa.
George R. Woodward, Treasurer,	Ridgway, Pa.
Rufus Lucore, General Solicitor,	Ridgway, Pa.
E. E. Willard, Chief Engineer,	Ridgway, Pa.
<i>Directors.</i>	<i>Residences.</i>
C. R. Earley,	Ridgway, Pa.
George R. Woodward,	Ridgway, Pa.
A. A. McKinney,	New York, N. Y.
L. K. McKinney,	New York, N. Y.
C. B. Earley,	Ridgway, Pa.
Frederick Schoening,	Ridgway, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Elk county line to New York State line,	82	82
Branches.		
Trout Run branch, from St. Mary's to Benezetze, length of road,	27	27

Pittsburgh Southern.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Thomas M. King, President,	Pittsburgh, Pa.
J. B. Washington, Secretary,	Pittsburgh, Pa.
W. H. Ijams, Treasurer,	Baltimore, Md.
Thomas M. King, General Superintendent,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

<i>Directors.</i>	<i>Residences.</i>
Thomas M. King,	Pittsburgh, Pa.
J. B. Washington,	Pittsburgh, Pa.
H. S. Burgessser,	Pittsburgh, Pa.
John McCleave,	Pittsburgh, Pa.
John K. Cowen,	Baltimore, Md.
Robert Garrett,	Baltimore, Md.
Samuel Spencer,	Baltimore, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pittsburgh to Washington, Pa., . . .	36.2	36.2
Length of single main track,	36.2	36.2
Branches.		
From Harding junction to Coal works, length of double track, .	1.7	1.7
Street's Run branch, from Glenwood to Finleyville, length of double track,	15.66	15.66

ASSETS.

Construction,	\$1,667,952	57
Equipment,	53,255	00
	\$1,721,207	57

LIABILITIES.

Stock,	\$700,000	00
Bonds,	250,000	00
Balance due other corporations, &c.,	763,484	32
Profit and loss,	7,723	25
	\$1,721,207	57

Pittsburgh and Western.

Year ending November 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
James Callery, President,	—
Solon Humphreys, Vice President,	—
Thomas M. King, Vice President,	—
H. D. Campbell, Secretary,	—
J. P. Curtis, Treasurer,	—
George Shiras, Jr., General Solicitor,	—
H. A. Schwanecke, Chief Engineer,	—
Thomas M. King, General Manager,	—
J. T. Johnson, Division Superintendent,	—

General offices at Allegheny, Pa.

<i>Directors.</i>	<i>Residences.</i>
James Callery,	Allegheny, Pa.
Solon Humphreys,	64 Exchange Place, New York.
John W. Chalfant,	Allegheny, Pa.
M. K. Moorhead,	Pittsburgh, Pa.
A. M. Marshall,	Pittsburgh, Pa.
John E. Dowing,	Allegheny, Pa.
Jacob Painter,	Allegheny, Pa.
H. W. Oliver, Jr.,	Allegheny, Pa.
John T. Terry,	New York.
Charles W. Mackey,	Franklin, Pa.
P. F. Kribs,	Knox Post-Office, Pa.
William Temple,	Allegheny, Pa.
J. H. McKelvey,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.	
Length of main line, from Allegheny to New Castle,	62.5	62.5	
Length of single main track, from Callery Junction to within one mile of Mount Jewett,	136.4	136.4	
Branches.			
Duck Run branch, from Duck run to Crowthers,	} Length of road, . . .	3.075	
Clarion branch, from Clarion Junction to Clarion,			} Length of road, . . .
Kane branch, from Kane Junction to Philadelphia and Erie depot,			
	.7	.7	

ASSETS.

Cost of property,	\$6,905,646	93
Construction,	6,460,757	21
Equipment,	740,216	11
Materials on hand,	89,268	01
	\$14,145,888	26
LIABILITIES.		
Capital stock,	\$7,250,000	00
First mortgage bonds,	4,095,000	00
P., N. C. and L. E. first mortgage bonds,	219,000	00
Pittsburgh and Western first mortgage bonds,	81,000	00
Real estate mortgage,	5,500	00
Consolidated mortgage,	275,500	00
Pittsburgh, Bradford and Buffalo first mortgage,	800,000	00
Real estate mortgage,	114,000	00
Profit and loss,	153,323	42
Open accounts,	1,152,559	84
	\$14,145,888	26

Pittsburgh, McKeesport and Youghiogheny.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
W. C. Quincy, President,	Pittsburgh, Pa.
J. H. Devereux, Vice President,	Cleveland, Ohio.
John G. Robinson, Secretary and Treasurer,	Pittsburgh, Pa.
D. T. Watson, General Solicitor,	Pittsburgh, Pa.
J. Wainwright, Chief Engineer,	Pittsburgh, Pa.
W. C. Quincy, General Manager,	Pittsburgh, Pa.

<i>Directors.</i>	<i>Residences.</i>
Jacob Henrich,	Economy, Pa.
D. Hostetter,	Allegheny, Pa.
James I. Bennett,	Allegheny, Pa.
M. W. Watson,	Allegheny, Pa.
Henry Hick,	Beaver, Pa.
J. H. Devereux,	Cleveland, Ohio.
W. H. Vanderbilt,	New York, N. Y.
Cornelius Vanderbilt,	New York, N. Y.
James Tillinghast,	Buffalo, N. Y.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Twenty-first street, Pittsburgh, to New Haven,	56.955	56.955
Length of single main track,	56.955	56.955
Length of second main track,	8.510	8.510
Branches.		
Dickerson Run branch, from Dickerson run to Clarion mines,	4.577	4.577
Broadford branch, from Broadford Junction to Broadford, . . . . .	.322	.322
Leased Roads.		
Youghiogheny Northern railway, from Broadford to Summit station,	2	2
	2	2

Philadelphia and Baltimore Central.

Year ending October 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Isaac Hinckley, President,	Philadelphia, Pa.
Robert Craven, Secretary and Treasurer,	Philadelphia, Pa.
General offices at 233 South Fourth street, Philadelphia, Pa.	
<i>Directors.</i>	<i>Residences.</i>
Isaac Hinckley,	Philadelphia, Pa.
David Woelpper,	Chadd's Ford, Pa.
Samuel Dickey,	Oxford, Pa.
M. B. Hickman,	West Chester, Pa.
Edmund Smith,	Philadelphia, Pa.
N. Parker Shortridge,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from West Philadelphia to Octorara junction,	62.57	53.25
Length of single main track,	59.37	50.05
Length of second main track,	3.20	3.20
Branches.		
West Chester branch, from Wawa to West Chester,	9.35	9.35
	9.35	9.35
Leased Roads.		
Chester Creek branch, from Wawa to Lamokin,	7.14	7.14
	7.14	7.14

ASSETS.

Construction,	\$3,756,918	44
Equipment,	447,287	64
Real estate,	304,072	37
Loans and accounts receivable,	141,516	96
Profit and loss,	39,800	28
	\$4,689,543	54
LIABILITIES.		
Capital stock,	\$2,495,650	00
Mortgage bonds,	2,100,000	00
Ground rents, mortgages, &c.,	62,512	50
Outstanding stock of original companies, value per merger,	3,858	04
Interest on bonds,	27,528	00
	\$4,689,543	54

Philadelphia and Erie.

Year ending December 31, 1883.

Officers.

J. N. DuBarry, President, Philadelphia, Pa.
 J. S. Vanzandt, Secretary and Treasurer, Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Residences.

Directors.

*J. N. DuBarry, Philadelphia, Pa.
 *Wistar Morris, Philadelphia, Pa.
 *Strickland Kneass, Philadelphia, Pa.
 *Samuel Gustine Thompson, Philadelphia, Pa.
 *John P. Wetherill, Philadelphia, Pa.
 *N. Parker Shortridge, Philadelphia, Pa.
 *Henry M. Phillips, Philadelphia, Pa.
 *Henry D. Welsh, Philadelphia, Pa.
 *William J. Howard, Philadelphia, Pa.
 *William L. Elkins, Philadelphia, Pa.
 †Joseph B. Wilson, Philadelphia, Pa.
 †J. Bayard Henry, Philadelphia, Pa.
 †Dennis F. Dealy, Philadelphia, Pa.

Residences.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Erie to Sunbury,	237.56	237.56
Length of single main track,	252.24	252.24
Length of second main track,	35.32	35.32

*Elected by the stockholders.

†Elected by Philadelphia city councils.

Philadelphia and Chester County.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Thomas S. Cox, President,	Sugartown, Chester co., Pa.
W. Wayne Vogdes, Secretary and Treasurer,	Philadelphia, Pa.
J. Levering Jones, General Solicitor,	Philadelphia, Pa.
J. Clemson Sharpless, Chief Engineer,	West Chester, Pa.
General offices at 119 South Fourth street, Philadelphia, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Levi Lukens,	Upper Darby, Delaware co., Pa.
Charles W. Roberts,	West Chester, Pa.
Samuel Wilson,	Philadelphia, Pa.
J. C. McNaughton,	Philadelphia, Pa.
Joseph N. Dougherty,	Philadelphia, Pa.
D. H. Garrett,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of proposed main line, from Philadelphia to Downingtown, via West Chester,	35	35

Philadelphia, Germantown and Norristown.

Year ending September 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
Winfield S. Wilson, President,	Chester county, Pa.
Alexander E. Dougherty, Secretary and Treasurer,	Philadelphia, Pa.
General offices at No. 12 Philadelphia Exchange, Philadelphia, Pa.	

<i>Managers.</i>	<i>Residences.</i>
Winfield S. Wilson,	Chester county, Pa.
I. V. Williamson,	Philadelphia, Pa.
Richard Dale,	Philadelphia, Pa.
John F. Gilpin,	Philadelphia, Pa.
John A. Brown, junior,	Philadelphia, Pa.
Edwin N. Benson,	Philadelphia, Pa.
Lewis Elkin,	Philadelphia, Pa.

John Slingluff,	Norristown, Pa.
Christopher Heebner,	Norristown, Pa.
Joseph W. Johnson, junior,	Philadelphia, Pa.
Thomas W. Walker,	Philadelphia, Pa.
George H. Colket,	Philadelphia, Pa.

ASSETS.

Road account,	} Old account, (Plymouth railroad,) &c.,	\$1,139,078	84
Real estate account,		500,798	49
Equipment account,		867,988	09
Miscellaneous and general account,		288,705	19
Rent account,		27	96
Cash account,		20,815	97
		\$2,312,409	53
LIABILITIES.			
Capital stock account,	} Old account,	\$2,246,900	00
Contingent account,		47,535	44
Miscellaneous and general expense account,		87	00
Organization account,		7,557	14
Interest account,		2,851	45
Dividends unpaid,		7,528	50
		\$2,312,409	53

Philadelphia and Reading.

Year ending November 30, 1883.

Officers, elected January 11, 1884.

Residences.

George de B. Keim, President,	Philadelphia, Pa.
Albert Foster, Secretary,	Philadelphia, Pa.
W. A. Church, Treasurer,	Philadelphia, Pa.
George R. Kaercher, General Solicitor,	Philadelphia, Pa.
William Lorenz, Chief Engineer,	Philadelphia, Pa.
J. E. Wootten, General Manager,	Philadelphia, Pa.
J. Lowrie Bell, General Traffic Manager,	Philadelphia, Pa.
H. K. Nichols, Chief Road Master,	Philadelphia, Pa.
George Eltz, Superintendent of Transportation,	Reading, Pa.
J. A. Sweigard, Division Superintendent,	Philadelphia, Pa.
J. H. Olhausen, Division Superintendent,	Pottsville, Pa.
H. W. Tracy, Division Superintendent,	Pine Grove, Pa.
W. S. Polhemus, Division Superintendent,	Mauch Chunk, Pa.
W. W. Stearns, Division Superintendent,	Elizabeth, N. J.
Rufus Blodgett, Division Superintendent,	Manchester, N. J.

General offices at 227 South Fourth street, Philadelphia, Pa.

Directors, elected January 11, 1884.

Residences.

J. B. Lippincott,	Philadelphia, Pa.
Henry Lewis,	Philadelphia, Pa.
I. V. Williamson,	Philadelphia, Pa.
Edward C. Knight,	Philadelphia, Pa.
Joseph B. Altemus,	Philadelphia, Pa.
Loring A. Robertson,	Middle Valley, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Philadelphia to Mount Carbon, . . .	98.4	98.4
Length of double main track,	98.4	98.4
Branches.		
Northern Liberties and Penn Township branch, from Broad street, Philadel- phia, to Delaware river, Philadelphia,	Length of road, 1.4 Length of double track, 1.4	1.4 1.4
Port Kennedy branch, from Port Ken- nedey, Pa., to Lime Kilns, Pa., . . .	Length of road, 1.2 Length of single track, 1.2	1.2 1.2
Lebanon Valley branch, from Reading, Pa., to Harrisburg, Pa.,	Length of road, 53.7 Length of single track, 9.2 Length of double track, 44.5	53.7 9.2 44.5
Lebanon and Tremont branch, from Lebanon, Pa., to Brookside, Pa., . . .	Length of road, 42.2 Length of single track, 42.2	42.2 42.2
Schuylkill and Susquehanna branch, from Auburn, Pa., to Rockville, Pa., . . .	Length of road, 53.4 Length of single track, 53.4	53.4 53.4
Mount Carbon branch, from Mount Carbon, Pa., to Mt. Laffee and Wades- ville,	Length of road, 8.5 Length of single track, 8.5	8.5 8.5
Mahanoy and Shamokin branch, from Mahanoy City and New Castle, Pa., to Port Trevorton, Pa.,	Length of road, 64.6 Length of single track, 52.2 Length of double track, 12.4	64.6 52.2 12.4
Moselem branch, from Leesport, Pa., to Quarry, Pa.,	Length of road, 1.7 Length of single track, 1.7	1.7 1.7
West Reading branch, from Lebanon Valley railroad junction, Reading, to foot of Sixth street, Reading,	Length of road, 1.9 Length of single track, 1.9	1.9 1.9
Leased Roads.		
Chester Valley railroad, from Bridge- port, Pa., to Downingtown, Pa., . . .	Length of road, 21.5 Length of single track, 21.5	21.5 21.5
Colebrookdale railroad, from Potts- town, Pa., to Barto, Pa.,	Length of road, 12.8 Length of single track, 12.8	12.8 12.8
Pickering Valley railroad, from Phoe- nixville, Pa., to Byers, Pa.,	Length of road, 11.3 Length of single track, 11.3	11.3 11.3
East Pennsylvania railroad, from Read- ing, Pa., to Allentown, Pa.,	Length of road, 36.0 Length of single track, 17.5 Length of double track, 18.5	36.0 17.5 18.5
Allentown railroad, from Topton, Pa., to Kutzown, Pa.,	Length of road, 4.5 Length of single track, 4.5	4.5 4.5
Little Schuylkill railroad, from Port Clinton, Pa., to Tamanend, Pa.,	Length of road, 28.1 Length of single track, 28.1	28.1 28.1
Mine Hill railroad, from Schuylkill Haven, Pa., to Locust Gap, Pa.,	Length of road, 53.1 Length of single track, 31.3 Length of double track, 21.8	53.1 31.3 21.8
Mount Carbon and Port Carbon rail- road, from Mount Carbon, Pa., to Palo Alto, Pa.,	Length of road, 2.5 Length of double track, 2.5	2.5 2.5
Mill Creek railroad, from Palo Alto, Pa., to New Castle, Pa.,	Length of road, 3.8 Length of double track, 3.8	3.8 3.8
Schuylkill Valley railroad, from Palo Alto, Pa., to Reevesdale, Pa.,	Length of road, 11.0 Length of single track, 5.7 Length of double track, 5.3	11.0 5.7 5.3
East Mahanoy railroad, from East Ma- hanoy junction, Pa., to Waste-House Run, Pa.,	Length of road, 10.7 Length of single track, 10.7	10.7 10.7
Shamokin, Sunbury and Lewisburg railroad, from Shamokin Pa., to West Milton Junction, Pa.,	Length of road, 31.1 Length of single track, 31.1	31.1 31.1
Philadelphia, Germantown and Norris- town railroad, from Philadelphia, Pa., to Norristown, Chestnut Hill, and Oreland, Pa.,	Length of road, 33.5 Length of single track, 13.1 Length of double track, 20.4	33.5 13.1 20.4
Catawissa railroad, from Tamanend, Pa., to Newberry Junction, Pa.,	Length of road, 96.5 Length of single track, 96.5	96.5 96.5

Philadelphia and Chester branch, from Philadelphia, Pa., to Chester, Pa., . .	Length of road,	14.2	14.2
	Length of single track,	9.3	9.3
	Length of double track,	4.9	4.9
North Pennsylvania railroad, from Philadelphia, Pa., to Bethlehem and center of Delaware river at Yardley, Pa.,	Length of road,	86.4	86.4
	Length of single track,	36.5	36.5
	Length of double track,	49.9	49.9
Delaware and Bound Brook railroad, from center of Delaware river at Yardley, Pa., to Bound Brook Junction and Trenton, N. J.,	Length of road,	30.7	
	Length of single track,	3.7	
	Length of double track,	27	
Norristown Junction railroad, from Mill street, Norristown, Pa., to Main street, Norristown, Pa.,	Length of road, . . . .	.4	.4
	Length of double track, . . . .	.4	.4
Schuylkill and Lehigh railroad, from High's farm, below Reading, to Slatington Pa.,	Length of road,	44	44
	Length of single track,	44	44
Central Railroad of New Jersey, from Jersey City, N. J., to Phillipsburg, N. J.,	Length of road,	98.7	
	Length of single track,	16.2	
	Length of double track,	82.5	
Constables Hook railroad, from Centerville, N. J., to Constables Hook, N. J.,	Length of road,	2	
	Length of single track,	2	
South Branch railroad, from Somerville, N. J., to Flemington, N. J.,	Length of road,	15.8	
	Length of single track,	15.8	
Manufacturers' railroad, from Brills, N. J., to Passaic river, N. J.,	Length of road,	1.5	
	Length of single track,	1.5	
High Bridge railroad, from High Bridge, N. J., to Chester, N. J.,	Length of road,	15.8	
	Length of single track,	15.8	
Longwood Valley railroad, from German Valley, N. J., to Port Oram, N. J.,	Length of road,	13.8	
	Length of single track,	13.8	
Dover and Rockaway railroad, from Port Oram, N. J., to Rockaway, N. J.,	Length of road,	4.7	
	Length of single track,	4.7	
Lake Hopatcong railroad, from Kenvil, N. J., to Nolan's Point, N. J.,	Length of road,	5.6	
	Length of single track,	5.6	
Ogden Mine railroad, from Nolan's Point, N. J., to Ogden, N. J.,	Length of road,	10	
	Length of single track,	10	
Ogden Mine Branch railroad, from Ogden Mine R. R., N. J., to Ogden Mine, N. J.,	Length of road,	2.7	
	Length of single track,	2.7	
Long Branch and Sea Shore railroad, from Sandy Hook, N. J., to East Long Branch, N. J.,	Length of road,	10.6	
	Length of single track,	10.6	
New Jersey Southern railroad, from Pt. Monmouth, N. J., to Atco, N. J.,	Length of road,	78	
	Length of single track,	78	
West End railroad, from East Long Branch, N. J., to West End, N. J.,	Length of road,	1.4	
	Length of single track,	1.4	
Toms River railroad, from Manchester, N. J., to Toms River, N. J.,	Length of road,	7.5	
	Length of single track,	7.5	
Toms River and Waretown railroad, from Toms River, N. J., to Barnegat, N. J.,	Length of road,	14.8	
	Length of single track,	14.8	
Vineland railway, from Atsion, N. J., to Bayside, N. J.,	Length of road,	46.8	
	Length of single track,	46.8	
New York and Atlantic Highlands railroad, from Atlantic Highlands, N. J., to Hopping Station, N. J.,	Length of road,	2.8	
	Length of single track,	2.8	
Lehigh and Susquehanna railroad, from Phillipsburg, N. J., to Union Junction, Pa.,	Length of road,	162.8	162.8
	Length of single track,	95.5	95.5
	Length of double track,	67.3	67.3
Nesquehoning Valley railroad, from Nesquehoning Junction, Pa., to Tam-anend, Pa.,	Length of road,	16.6	16.6
	Length of single track,	9.3	9.3
	Length of double track,	7.3	7.3
Trescow railroad, from Silver Brook, Pa., to Audenreid, Pa.,	Length of road,	7.5	7.5
	Length of single track,	7.5	7.5
Summit Hill railroad, from Mauch Chunk, Pa., to Summit Hill, Pa.,	Length of road,	18.4	18.4
	Length of single track,	18.4	18.4
New York and Long Branch railroad, from Perth Amboy, N. J., to Bay Head Junction, N. J.,	Length of road,	38	
	Length of double track,	38	
Smyrna and Delaware Bay railroad, from Pearson's Cove, Del., to Massey's Junction, Md.,	Length of road,	20	
	Length of single track,	20	

Kent County railroad, from Massey's Junction, Md., to Chestertown, Md.,	Length of road,	21
		Length of single track, . . . .	21
Kent County railroad extension, from Worton Junction, Md., to Nicholson, Md.,	Length of road,	4
		Length of single track, . . . .	4

Capital Accounts.

		DURING YEAR 1883.	
		Increase.	Decrease.
Railroad,	\$27,859,976 48	\$27,320 82	
Depots,	4,724,687 64	167,241 87	
Locomotive engines and cars,	10,368,067 40		
Locomotive engines and cars in car trust,	2,276,784 87	235,873 60	
Real estate,	8,207,108 04		\$6,182 75
Philadelphia, Reading and Pottsville Telegraph Company stock,	20,730 00		
East Pennsylvania Railroad Company stock,	949,258 13		
Reading and Columbia Railroad Company stock,	232,480 00		
Allentown Railroad Company stock,	320,582 99		
East Mahanoy Railroad Company stock,	247,296 61		
Mine Hill and Schuylkill Haven Railroad Company stock,	159,469 75		
Philadelphia and Reading Coal and Iron Company stock,	8,000,000 00		
Philadelphia and Reading Coal and Iron Company bond and mortgage, July 1, 1874,	\$29,737,965 53		
Philadelphia and Reading Coal and Iron Company bond and mortgage, December 28, 1876,	10,000,000 00		
	39,737,965 53		
Steam colliers,	2,561,245 24		
Susquehanna canal coal barges,	15,263 20		1,365 00
Schuylkill canal coal barges,	473,002 21	282 55	
Schuylkill Navigation Company works and franchises,	1,000,000 00		
	\$106,664 128 59		
ASSETS.			
Cash on hand,	\$618,800 31		77,562 44
Bills receivable,	453,075 11	25,442 57	
Freight and toll bills,	1,183,363 10	139,395 08	
	\$2,256,238 52		
Stocks and bonds held by the company,	16,687,064 58	5,086,047 41	
Materials on hand,	1,679,936 57	32,227 13	
Debts due to the company—			
Due by sundry branch roads, \$4,574,073 90		1,618,468 68	
Due by Philadelphia and Reading Coal and Iron Company, 14,238,152 93		7,438,361 32	
Due by connecting railroad companies, 559,181 37		216,580 04	
Due on account current business, 1,086,433 10		664,975 42	
Sundry debits,	454,911 59		525,639 33
	20,899,732 89		
	41,412,082 56		
Coupons and interest of other companies purchased,			1,269,366 50
Funded coupons not yet matured,	662,727 00	662,727 00	
Expenses account deferred income bonds and 5 per cent. consols,	298,320 50	85,250 99	
Discount, commission, and expenses of general mortgage loan, 1874-1908, issue of \$10,000,000 in January, 1876,	500,000 00		
INCOME ACCOUNTS.			
Loss, per report November 30, 1880,	2,613,240 41	976,370 06	
	\$152,200,457 06	\$20,418,575 56	\$1,880,726 01
Less amount of decrease,		1,880,726 01	
Total amount of increase,		\$18,537,849 55	

Capital Accounts.

			DURING YEAR 1883.	
			Increase.	Decrease.
Prior mortgage loans,		\$5,246,700 00		
Consolidated mortgage loan, 1871-1911,		†13,811,000 00		
Improvement mortgage loan, 1873-97,		19,864,000 00		
		\$33,421,700 00		
General mortgage loan, 1874-1908,		24,688,000 00	\$5,000,000 00	
General mortgage, gold § or £, scrip,	\$1,604,250 00			\$18,450 00
Perkiomen mortgage guar., gold § or £, scrip,	97,290 00			3,690 00
		1,791,540 00		
		2,454,000 00		
Income mortgage loan, 1876-98,				
5 per cent. consols, mortgage loan, 1882-1922, 1st series,		3,133,064 10	2,415,444 87	
5 per cent. consols, mortgage loan, 1883-1933, 2d series,				
		1,689,587 53	1,689,587 53	
		\$7,175,891 63		
Bonds and mortgages on real estate,		2,049,080 95	84,988 94	
		\$9,224,822 58		
Total mortgage loans,				
Convertible adjustment scrip, 1883-88,		2,991,360 00	2,991,360 00	
Car trust certificates, issue of February 15, 1883,		2,000,000 00	2,000,000 00	
Debenture loans,	\$670,500 00			561,800 00
Debenture convertible loans,	10,418,900 00			6,000 00
		11,087,400 00		
Debenture and guarantee scrip,		813,144 10		2,651,400 00
Loans of Schuylkill Navigation Company,		2,978,250 00		
Loans of East Pennsylvania Railroad Company,				
maturing, 1883,		466,900 00		
Common stock,	\$63,182,876 28		351,500 00	
Preferred stock,	1,551,900 00			
		24,734,676 83		
Deferred income bonds, nom. par, \$25,501,030 00		†7,650,308 94	44,813 50	
		\$131,376,960 90		
LIABILITIES.				
Bills payable and loans,	\$5,825,150 00		226,967 97	
Due on account of purchases of stocks and bonds	3,329,002 18		3,329,002 18	
Receivers' certificates for interest due June 1, 1880, on C. M. loan,				300,000 00
Receivers' certificates for materials and supplies				1,203,211 63
Floating debt,	\$9,154,152 15			
Debts due by the company:				
Due to leased roads and canals, account rental,	\$1,643,491 83		341,672 90	
Due to connecting railroad companies,	547,455 04		154,088 86	
Due on account current business, 1,020,149 20			770,466 87	
Due for wages, materials, drawbacks, &c.,	1,537,503 11		418,477 99	
Unpaid interest and dividends,	1,155,288 64			808,578 90
State tax on capital stock and gross receipts,	545,354 65		102,717 91	
Sundry credits,	514,472 19		123,426 34	
		6,963,594 65		
Insurance funds,		493,991 77	18,637 12	
Sinking fund, loan, 1836-82,		166,070 45		
Sinking fund, Schuylkill Navigation Company				
Improvement bonds, due November 1, 1880,	228,000 00			
Materials received through lease of Central New Jersey lines,		595,156 83	595,156 83	
		17,601,065 37		
INCOME ACCOUNTS.				
Profit of Philadelphia and Reading R. R. Co.:				
Year ending November 30, 1881,	\$142,588 65			
Year ending November 30, 1882,	535,781 43			
		\$678,370 08		
Year ending November 30, 1883,	2,362,403 97			
		\$3,340,774 05		
Less loss P. & R. C. & I. Co. for year ending November 30, 1881, 1882, and 1883,	117,243 25	3,223,430 79	3,223,430 79	
		\$152,200,467 06	\$23,800,780 08	\$5,362,930 53
Less amount of decrease,			5,362,930 53	
Total amount of increase,			\$18,537,849 55	

*\$5,578,000 of consolidated mortgage loan held to meet the above. †\$23,990,000 of general mortgage loan held to meet the above. ‡ This represents issue price.

Philadelphia and Trenton.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Strickland Kneass, President,	Philadelphia, Pa.
James R. McClure, Secretary,	Philadelphia, Pa.
William Taylor, Treasurer,	Cambridge, N. J.

General offices at 233 South Fourth street, Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
G. M. Dorrance,	Bristol, Pa.
G. B. Roberts,	Philadelphia, Pa.
Strickland Kneass,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Alexander Biddle,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.
J. N. DuBarry,	Philadelphia, Pa.
J. P. Wetherill,	Philadelphia, Pa.
A. M. Fox,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Morrisville to Kensington,	26.42	26.42
Length of second main track,	26.42	26.42
Length of third main track,	13.95	13.95
Branches.		
Tioga Street branch, from main line P. and T. R. R. in Kensington to gas-works on Delaware river,	1.23	1.23
	1.23	1.23
Leased Roads.		
Trenton Delaware bridge, from Morrisville, Pa., to Trenton, N. J., . . . . .	.19	.19
Connecting railway, from Frankford Junction to Mantua,	6.75	6.75
	.19	.19
	6.75	6.75
	6.75	6.75

Philadelphia, Newtown and New York.

Year ending November 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
James Boyd, President and General Solicitor,	Norristown, Pa.
Howard Boyd, Secretary and Treasurer,	Norristown, Pa.
G. W. Yost, General Agent,	Norristown, Pa.
William M. Geary, Superintendent,	Philadelphia, Pa.

General offices at Norristown, Pa.

<i>Directors.</i>	<i>Residences.</i>
A. D. Campbell,	Philadelphia.
George DeB. Keim,	Philadelphia.
John Hutchinson,	Philadelphia.
Charles H. Stinson,	Norristown, Pa.
A. H. Seipt,	Skippack, Pa.
John Slingluff,	Norristown, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Philadelphia to Newtown,	20.9	20.9
Length of single main track,	20.9	20.9

ASSETS.

Cost of road, real estate, &c.,	\$1,900,000	00
Materials,	2,965	45
Sundry accounts,	304	24
Cash,	19,118	17
Deficit,	128,141	88
	\$2,048,524	74
LIABILITIES.		
Stock,	\$1,200,000	00
Funded debt,	700,000	00
Sundry accounts,	148,524	74
	\$2,048,524	74

Philadelphia, Wilmington and Baltimore.

Year ending October 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Isaac Hinckley, President,	Philadelphia, Pa.
Frank Thomson, Vice President,	Philadelphia, Pa.
Robert Craven, Secretary and Treasurer,	Philadelphia, Pa.
John Scott, General Solicitor,	Philadelphia, Pa.
W. H. Brown, Chief Engineer,	Philadelphia, Pa.
Charles E. Pugh, General Manager,	Philadelphia, Pa.
H. F. Kenney, General Superintendent,	Ridley Park, Pa.
H. H. Carter, Division Superintendent,	Wilmington, Del.

General offices at 233 South Fourth street, Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
Isaac Hinckley,	Philadelphia, Pa.
S. M. Felton,	Philadelphia, Pa.
S. M. Shoemaker,	Baltimore, Md.
Jacob Toine,	Port Deposit, Md.
Charles Warner,	Wilmington, Del.
William Sellers,	Philadelphia, Pa.
Christian Febiger,	Wilmington, Del.
George B. Roberts,	Philadelphia, Pa.
Frank Thomson,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
Benjamin F. Newcomer,	Baltimore, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Philadelphia to Baltimore, Md., . . .	96.36	18.87
Length of single main track,	3.24	.23
Length of second main track,	93.12	18.64
Branches.		
Newark and Delaware City railroad branch, from P. W. and B. railroad junction, near Newark, Del., to Delaware City,	Length of road, Length of single track,	11.79 11.79
Brandywine branch, from P. W. and B. railroad junction to Augustine Mill,	Length of road, Length of single track,	2.16 2.16
New Castle and Wilmington railroad branch, from Delaware Junction to New Castle, Del.,	Length of road, Length of single track,	5.39 5.39
New Castle and Frenchtown railroad branch, from New Castle to junction with Delaware railroad,	Length of road, Length of single track,	6.77 6.77
*Port Deposit branch, from Perrysville, Md., to Port Deposit, Md.,	Length of road, Length of single track,	3.78 3.78

Leased Roads.			
Philadelphia and Baltimore Central railroad, from West Philadelphia to Octorara Junction,	Length of road,	62.57	53.25
	Length of single track,	59.87	50.05
	Length of double track,	9.20	3.20
West Chester branch, (P. and B. C. railroad,) from Wawa to West Chester	Length of road,	9.35	9.35
	Length of single track,	9.35	9.35
Chester Creek branch, from Wawa to Lamokin,	Length of road,	7.14	7.14
	Length of single track,	7.14	7.14
Delaware railroad, from junction with N., C. and F. railroad to Delmar, Del.,	Length of road,	83.83	
	Length of single track,	83.83	
Townsend branch, from Townsend, Del., to Masseys, Md.,	Length of road,	9.15	
	Length of single track,	9.15	
Queen Ann and Kent railroad, from Masseys, Md., to Centerville, Md.,	Length of road,	25.86	
	Length of single track,	25.86	
Smyrna branch, from Clayton, Del., to Smyrna, Del.,	Length of road,	1.27	
	Length of single track,	1.27	
Delaware and Chesapeake railroad, from Clayton, Del., to Oxford, Md.,	Length of road,	54.60	
	Length of single track,	54.60	
Cambridge and Seaford railroad, from Seaford, Del., to Cambridge, Md.,	Length of road,	32.97	
	Length of single track,	32.97	

*Operated by Pennsylvania Railroad Company as part of Frederick Division.

ASSETS.

Construction,	\$13,745,256	25
Steamer Canton, half interest,	41,259	60
Real estate,	377,849	82
Stocks and bonds,	1,990,320	82
Fuel and materials,	323,805	79
Trustees of sinking funds,	188,000	00
Accounts receivable,	370,087	01
Cash,	619,796	11
	\$17,656,375	40
LIABILITIES.		
Capital stock,	\$11,794,850	00
Mortgage bonds,	81,500	00
Registered bonds,	3,500,000	00
Mortgage and ground rents,	134,918	66
Ten-year notes due 1887,	60,000	00
Pay-rolls and vouchers,	\$413,774 63	
Interest and dividends,	6,789 00	
Sundry accounts,	207,842 46	
Profit and loss,	628,406	09
	1,506,702	65
	\$17,656,375	40

Plymouth.

Year ending December 10, 1883.

Officers.

Winfield S. Wilson, President, Chester county, Pa.
 Alexander E. Dougherty, Secretary and Treasurer, Philadelphia, Pa.
 General offices at No. 12 Philadelphia Exchange, Philadelphia, Pa.

Managers.

James Boyd, Norristown, Pa.

Residences.

Residences.

John Slingsluff,	Norristown, Pa.
Christopher Heebner,	Norristown, Pa.
I. V. Williamson,	Philadelphia, Pa.
Edwin Swift,	Philadelphia, Pa.
Richard Dale,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Conshohocken to Oreland,	9.25	All.

ASSETS.

Plymouth Railroad Company,	\$286,545	19
LIABILITIES.		
Capital stock,	\$12,050	00
Philadelphia, Germantown and Norristown railroad,	274,495	19
	\$286,545	19

Point Breeze.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
William G. Warden, President,	Philadelphia, Pa.
Henry L. Davis, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 307 Walnut street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
Norris W. Harkness,	Philadelphia, Pa.
Henry L. Davis,	Philadelphia, Pa.
Edward P. Cooper,	Philadelphia, Pa.
Charles H. Quarles,	Philadelphia, Pa.
William G. Brown,	Philadelphia, Pa.
Thornton Pike,	Lower Mayfield township, Bucks co., Pa.

ASSETS.

Land account,	\$4,552	84
Expense account,	573	10
Cash account,	897	40
Profit and loss account,	1,176	66
	\$7,200	00
LIABILITIES.		
Capital stock account psld up,	\$7,200	00
	\$7,200	00

Pomeroy and Newark.

Year ending December 31, 1883.

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

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

<i>Directors.</i>	<i>Residences.</i>
Strickland Kneass,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John P. Wetherill,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
S. M. Felton,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pomeroy to P., W. & B. R. R. connections at Newark, Delaware,	26.70	21.66
Length of single main track,	26.70	21.66

Reading and Columbia.

Year ending November 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
G. A. Nicolls, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.
Alexander M. Wilson, Superintendent,	Columbia, Pa.

General offices at 227 South Fourth street, Philadelphia.

<i>Directors, elected January 14, 1884.</i>	<i>Residences.</i>
J. B. Lippincott,	Philadelphia.
Henry Lewis,	Philadelphia.
I. V. Williamson,	Philadelphia.
George deB. Kelm,	Philadelphia.
Edward C. Knight,	Philadelphia.
Joseph B. Altemus,	Philadelphia.
John N. Hutchinson,	Philadelphia.
Thomas Baumgardner,	Lancaster.
William Latimer Small,	York.
Paris Haldeman,	Chickies, Lancaster county.
Benjamin F. Hiestand,	Marietta, Lancaster county.
Adam R. Royer,	Denver, Lancaster county.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Columbia, Pa., to Sinking Spring, Pa.,	40	
Length of single main track,	40	
Branches.		
Lancaster branch, from Lancaster Junction to Lancaster,	} Length of road,	8
	} Length of single track,	8
Lebanon branch, from Manheim to Mt. Hope, (under construction,) length of road,		2
Haldeman branch,	} Length of road, . . . . .	.84
	} Length of single track, . . . . .	.84
Cabeens branch,	} Length of road,	1.33
	} Length of single track,	1.33
Controlled and Operated Roads.		
Reading, Marietta and Hanover, from	} Length of road,	6.5
Marietta Junction to Chickies furnace, } Length of single track,		6.5

ASSETS.

Construction,	\$2,061,379	06
Equipment,	245,241	18
Real estate,	65,306	22
Material,	18,286	64
Cash,	12,864	50
Sundry debits,	236,803	43
Profit and loss income account,	810,006	52
	\$3,449,887	55

LIABILITIES.

Capital stock,	\$957,200	00
Capital stock, fractional shares,	1,068	09
Scrip,	105	00
First mortgage bonds, 1883-1912,	650,000	00
Second mortgage bonds, 1904-1884,	350,000	00
Debenture bonds, 1877-1917,	1,000,000	00
Bonds and mortgages, real estate,	14,166	67
Coupons due December 1, 1883, (accrued,)	42,350	00
Coupons due March 1, 1884, (accrued,)	8,125	00
Sundry credits,	426,972	79
	\$3,449,887	55

Rew City and Eldred.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Col. John J. Carter, President,	Titusville, Pa.
Richard G. Taylor, Vice President,	Buffalo, N. Y.
John E. Ransom, Secretary,	Buffalo, N. Y.
Bird W. Spencer, Treasurer,	Pennsac, N. J.

General offices at room 21 Oil Exchange, Bradford, Pa.

<i>Directors.</i>	<i>Residences.</i>
Royal C. Vilas,	New York city.
Bird W. Spencer,	Passaic, N. J.
Edward N. Clymer,	Reading, Pa.
Richard G. Taylor,	Buffalo, N. Y.
Hiram G. Nalton,	Buffalo, N. Y.
Col. John J. Carter,	Titusville, Pa.
Alonzo I. Wilcox,	Bradford, Pa.
Hon. W. W. Brown,	Bradford, Pa.
George A. Eckbert,	Bradford, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Rew City, Pa., to Eldred, Pa.,	12.16	12.16
Length of single main track,	12.16	12.16

Ridgway and Clearfield.

Year ending December 31, 1883.

<i>Officers, elected January 8, 1883.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia, Pa.
Albert Howson, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
John P. Green,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. Parker Shortridge,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
J. Price Wetherill,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Ridgway to Brookwayville,	19.59	19.59
Length of single main track,	19.39	19.39
Length of second main track, . . . . .	.20	.20

Ridgway and Oil City.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
E. E. Willard, President,	Ridgway, Pa.
Frank Settelle, Secretary,	Ridgway, Pa.
J. H. Hagerty, Treasurer,	Ridgway, Pa.

<i>Directors.</i>	<i>Residences.</i>
E. E. Willard,	Ridgway, Pa.
E. M. Rogers,	Arroyo, Pa.
John Morgan,	Ridgway, Pa.
Dan F. Farrand,	Ridgway, Pa.
Frank Settelle,	Ridgway, Pa.
J. H. Hagerty,	Ridgway, Pa.
S. A. Rote,	Ridgway, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Ridgway, Elk county, Pa., to Oil City, Venango county, Pa.,	60	60

River Front.

Year ending December 31, 1883.

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

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

<i>Directors.</i>	<i>Residences.</i>
G. B. Roberts,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
S. M. Felton,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
Frank Thomson,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Philadelphia and Trenton railroad to Dock street, Philadelphia,	3.62	3.62
Length of single main track,	1.85	1.85
Length of second main track,	2.27	2.27

ASSETS.

Construction account,		\$21,447,780	05
Equipment account,		1,581,587	05
<i>Investment Account.</i>			
Perry railroad stock,	\$20,000 00		
Brookwayville and Punxsutawney railroad stock,	250,000 00		
Rochester and Pittsburgh Coal and Iron Company stock,	3,920,000 00		
		4,190,000	00
<i>Redemption Fund.</i>			
Consolidated first mortgage bonds, to redeem income bonds,	\$985,000 00		
Rochester and Pittsburgh railroad stock, to redeem outstanding Rochester and Pittsburgh Coal and Iron Company stock,	80,000 00		
		1,015,000	00
Cash on hand,		57,280	60
Consolidated first mortgage owned by the company,		7,000	00
Material on hand,		57,128	28
Due from other railroad companies,		3,008	44
Due from individuals,		48,229	78
Due from agents and conductors,		40,655	87
Profit and loss account:			
Deficit September 30, 1882,	\$88,985 34		
Deficit September 30, 1883,	50,491 57		
		89,476	91
		\$28,537,144	98
LIABILITIES.			
Capital stock,		\$20,000,000	00
Funded debt,		8,898,000	00
Unfunded debt,		189,144	98
		\$28,537,144	98

Salisbury.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
W. S. Bissell, President,	Pittsburgh, Pa.
J. B. Washington, Secretary and Treasurer,	Pittsburgh, Pa.
General offices at Pittsburgh, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Robert Garrett,	Baltimore, Md.
S. Spencer,	Baltimore, Md.
W. M. Clements,	Baltimore, Md.
H. S. Burgess,	Pittsburgh, Pa.
John McCleave,	Pittsburgh, Pa.
John B. Jackson,	Pittsburgh, Pa.
Thomas M. King,	Pittsburgh, Pa.
J. B. Caven,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Salisbury junction to W. Salisbury, .	8.70	8.70
Length of single main track,	8.70	8.70
Branches.		
Grassy Run branch, from Boynton Mills to Salisbury Coal Company's mines, length of double track,	1.25	1.25
West Salisbury branch, from West Salisbury to Salisbury Coal Company's mines, length of single track, . . . . .	.75	.75
Tub Mill Run branch, from West Salisbury to W. J. Smith & Co.'s mines, length of single track, . . . . .	.50	.50

ASSETS.

Construction and equipment,	\$243,648	07
Due from other corporations, individuals, and cash,	8,985	82
Profit and loss,	15,395	61
	\$268,029	50
LIABILITIES.		
Capital stock,	\$117,800	00
Scrip stock,	229	50
First mortgage bonds,	150,000	00
	\$268,029	50

Schuylkill Valley.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
George DeB. Keim, President,	Philadelphia.
P. C. Hollis, Secretary and Treasurer,	Philadelphia.

General offices at 407 Library street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
J. B. Lippincott,	Philadelphia.
Henry Lewis,	Philadelphia.
A. Hewson,	Philadelphia.
E. C. Knight,	Philadelphia.
J. B. Altemus,	Philadelphia.
I. V. Williamson,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Port Carbon to Reevesdale,	11	11
Length of single main track,	5.7	5.7
Length of second main track,	5.3	5.3
Branches.		
Port Carbon branch, from Port Carbon } Length of road, . . . . .	.2	.2
valley scales to Allison's shops, } Length of single track, . . . . .	.2	.2
Eagle Hill branch, from Eagle Hill to } Length of road,	1.34	1.34
Five Points, } Length of single track,	1.34	1.34
Novelty branch, from Huebner's out to } Length of road, . . . . .	.5	.5
breaker, } Length of single track, . . . . .	.5	.5
Silver Creek branch, from New Phila- } Length of road,	2.4	2.4
delphia to Silver Creek, } Length of single track,	2.4	2.4
Big Vein branch, from Middleport to } Length of road,	1.95	1.95
colliery, } Length of single track,	1.95	1.95
Coal Hill branch, from Middleport to } Length of road, . . . . .	.2	.2
breaker, } Length of single track, . . . . .	.2	.2
Brockville branch, from Brookville } Length of road, . . . . .	.6	.6
station to Brookville, } Length of single track, . . . . .	.6	.6

ASSETS.

Railroad,	\$576,840	94
Philadelphia and Reading Railroad Company, (rental),	16,165	12
Cash,	1,181	85
	\$594,187	41
LIABILITIES.		
Capital stock,	\$576,050	00
Dividends unpaid,	338	55
Revenue account, six months' rental, due December 1, 1883,	16,358	74
State tax,	1,440	12
	\$594,187	41

Selin's Grove and North Branch.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
E. B. McCrum, President,	Mifflintown, Pa.
Miles Wetzel, Secretary,	Selin's Grove, Pa.
W. F. Eckbert, Treasurer,	Curwensville, Pa.
E. B. McCrum, Receiver,	Mifflintown, Pa.

*Shamokin, Sunbury and Lewisburg.**Year ending November 30, 1883.*

<i>Officers.</i>	<i>Residences.</i>
S. P. Wolverton, President,	Sunbury, Pa.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
A. H. Dill,	Lewisburg, Union co., Pa.
John C. Smith,	Lewisburg, Union co., Pa.
Levi Rooke,	Winfield, Union co., Pa.
H. E. Davis,	Sunbury, Northumberland co., Pa.
Ira T. Clement,	Sunbury, Northumberland co., Pa.
John Haas,	Sunbury, Northumberland co., Pa.
L. H. Kase,	Sunbury, Northumberland co., Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from West Milton, Pa., to Shamokin, Pa.,	31.1	
Length of single main track,	31.1	

ASSETS.

Construction,	\$2,475,558	48
Real estate,	13,550	00
Cash,	4,874	06
Sundry debits,	562	13
	\$2,494,544	67
LIABILITIES.		
Capital stock,	\$1,000,000	00
First mortgage bonds,	1,000,000	00
Unfunded debt,	486,958	15
Sundry credits,	7,586	52
	\$2,494,544	67

*Sharon.**Year ending December 31, 1883.*

<i>Officers.</i>	<i>Residences.</i>
George Boyce, President,	Sharon, Pa.
John H. Dynes, Secretary,	Cleveland, Ohio.
Charles Hall, Treasurer,	Sharon, Pa.

General offices at Sharon, Mercer county, Pa.

<i>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, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Sharon to Sharon Junction,	9	9
Length of single main track,	9	9
Branches.		
Sharpsville, Wheatland, Sharon and Greenfield branch, from Sharon to coal mines,	4	4
Middlesex Extension branch, from Sharon to Middlesex,	5	5
	4	4
	5	5

ASSETS.

Construction account,	\$525,082	54
Cash,	11,705	98
	\$536,788	52
LIABILITIES.		
Bonds payable,	\$156,000	00
Capital stock,	367,650	00
Profit and loss,	18,188	52
	\$536,788	52

Sharpsville.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
William L. Scott, President,	Erie, Pa.
Walter Pierce, Vice President and General Manager,	Sharpsville, Pa.
Frank Pierce, Secretary,	Sharpsville, Pa.
C. E. Agnew, Treasurer,	Sharpsville, Pa.
General offices at Sharpsville, Pa.	

<i>Directors.</i>	<i>Residences.</i>
Wallace Pierce,	Sharpsville, Pa.
James B. Pierce,	Sharpsville, Pa.
Frank Pierce,	Sharpsville, Pa.
James L. Deeter,	Sharpsville, Pa.
E. W. Bailey,	Sharpsville, Pa.
W. W. Kitch,	Sharpsville, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Sharpsville to Wilmington Junction,	17	17
Length of single main track,	17	17
Branches.		
Neshannock branch, from Summit to Neshannock,	Length of road, 1.06	1.06
	Length of single track, 1.06	1.06
Bethel branch, from Bethel to Bethel mine,	Length of road, .28	.28
	Length of single track, .28	.28
Lackawannock branch, from Lackawannock Junction to Lack. mine,	Length of road, .80	.80
	Length of single track, .80	.80
Furnace branch, in borough of Sharpsville,	Length of road, .92	.92
	Length of single track, .92	.92
Sidings and yard tracks, from Sharpsville and on line of road,	Length of road, 2.00	2.00
	Length of single track, 2.00	2.00

Sherrick Run.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
H. C. Frick, President,	Pittsburgh, Pa.
Charles H. Spencer, Secretary,	Pittsburgh, Pa.
G. B. Bosworth, Treasurer,	Pittsburgh, Pa.
W. F. McCook, General Solicitor,	Pittsburgh, Pa.
Benjamin P. Howell, Chief Engineer,	Scottdale, Pa.
General offices at 104 Fifth avenue, Pittsburgh, Pa.	

<i>Directors.</i>	<i>Residences.</i>
H. C. Frick,	Pittsburgh, Pa.
Thomas M. Carnegie,	Pittsburgh, Pa.
D. A. Stewart,	Pittsburgh, Pa.
John Walker,	Allegheny, Pa.
W. F. McCook,	Pittsburgh, Pa.
C. H. Spencer,	Pittsburgh, Pa.
G. B. Bosworth,	Pittsburgh, Pa.

Sinnemahoning and Sheffield.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Charles R. Earley, President,	Ridgway, Pa.
A. J. Applebee, Vice President,	Bradford, Pa.

R. E. Whiteley, Secretary, Bradford, Pa.
 T. L. Minier, Treasurer, Elmira, N. Y.
 Lucore & Earley, General Solicitors, Ridgway, Pa.
 E. E. Willard, Chief Engineer, Ridgway, Pa.
 Charles B. Earley, Assistant Treasurer, Ridgway, Pa.

<i>Directors.</i>	<i>Residences.</i>
Charles R. Earley,	Ridgway, Pa.
Theodore L. Minier,	Elmira, N. Y.
Alonzo I. Wilcox,	Bradford, Pa.
Lucius Rogers,	Harrisburg, Pa.
William C. Alberger,	New York, N. Y.
Ashel N. Cole,	Wellsville, N. Y.
Samuel C. Taber,	Elmira, N. Y.
Edwin C. Bradley,	Bradford, Pa.
A. J. Applebee,	Bradford, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Elk and Cameron county line, on Bennett's branch, Sinnemahoning Creek, Pa., to Sheffield, Pa., . .	65	65

Slate Ridge and Delta.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Foulk Jones, President,	Slate Hill, Pa.
John Macomber, Secretary,	Delta, Pa.
S. G. Boyd, Treasurer,	Baltimore, Md.
Horace Keeseey, General Solicitor,	York, Pa.

General offices at Slate Hill, Pa.

<i>Directors.</i>	<i>Residences.</i>
John Macomber,	Delta, Pa.
Robert S. Parke,	Delta, Pa.
Edgar Mobley,	Bryansville, Pa.
John S. McElwain,	Fawn Grove, Pa.
John S. Murphy,	Woodbine, Pa.
H. W. Ramsay,	Delta, Pa.
W. J. McCurdy,	Slate Hill, Pa.
S. G. Boyd,	Baltimore, Md.
A. C. McCurdy,	Delta, Pa.
Asa Jones,	Fawn Grove, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Maryland and Pennsylvania State line to Delta station on York and Peach Bottom railway,	1
Length of single main track, All single track.		

Somerset and Cambria.

Year ending September 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
J. B. Washington, President,	Pittsburgh, Pa.
Welty McCullogh, Secretary,	Greensburg, Pa.
W. H. Ijams, Treasurer,	Baltimore, Md.
J. L. Randolph, Chief Engineer,	Martinsburg, W. Va.
Thomas M. King, General Superintendent,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

<i>Directors.</i>	<i>Residences.</i>
W. H. Koontz,	Somerset, Pa.
C. C. Musselman,	Somerset, Pa.
Welty McCullogh,	Greensburg, Pa.
D. J. Morrell,	Johnstown, Pa.
Robert Garrett,	Baltimore, Md.
Joshua G. Harvey,	Baltimore, Md.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Rockwood to Johnstown,	45.1	45.1
Length of single main track,	45.1	45.1

ASSETS.

Construction and equipment,	\$1,802,403	84
LIABILITIES.		
Capital stock,	\$500,000	00
First mortgage bonds,	75,000	00
Traffic bonds,	400,000	00
Due other corporations,	254,278	72
Profit and loss,	73,125	22
	\$1,802,403	84

South Mountain.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
J. C. Fuller, President,	Philadelphia.
William H. Woodward, Sec'y, Treas., and Gen'l Supt.,	Pine Grove Furnace, Pa.

General offices at Pine Grove Furnace, Pa.

<i>Directors.</i>	<i>Residences.</i>
J. C. Fuller,	Philadelphia.
Jay Cooke,	Philadelphia.
Jay Cooke, Jr.,	Philadelphia.
Charles D. Barney,	Philadelphia.
Spencer Erwin,	Philadelphia.
B. J. Woodward,	Philadelphia.
John M. Butler,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from South Mountain Junction (Carlisle, Pa.) to Pine Grove Furnace, Pa.,	17.78	

Southern Pennsylvania.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Thomas B. Kennedy, President,	Chambersburg.
<i>Directors.</i>	<i>Residences.</i>
George B. Roberts,	Philadelphia.
Wister Morris,	Philadelphia.
Strickland Kneass,	Philadelphia.
J. N. DuBarry,	Philadelphia.
Henry M. Phillips,	Philadelphia.
Henry D. Welsh,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from South Penn Junction to Richmond,	21	21
Length of single main track,	21	21
Branches.		
Richmond to ore banks,	2	2
{ Length of road,	2	2
{ Length of single track,	2	2

South Pennsylvania.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Robert H. Sayre, President,	Bethlehem, Pa.
Frederick J. Grotevent, Secretary and Treasurer,	Harrisburg, Pa.
General offices at Harrisburg, Pa., (corner Fifth and Market streets.)	

<i>Directors.</i>	<i>Residences.</i>
William H. Vanderbilt,	New York city.
William K. Vanderbilt,	New York city.
H. F. Dimock,	New York city.
H. McK. Twombly,	New York city.
Reon Barnes,	New York city.
George J. McGee,	Corning, N. Y.
F. B. Gowen,	Philadelphia, Pa.
R. K. Sheldon,	Philadelphia, Pa.
James Duffy,	Marietta, Pa.
D. Hometter,	Pittsburgh, Pa.
Jacob Bixler,	Centre, Pa.
W. T. Sanger,	Harrisburg, Pa.

South-West Pennsylvania.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
D. R. Davidson,	Pittsburgh.
John K. Ewing,	Uniontown, Pa.
Robert Hogsett,	Uniontown, Pa.
William J. Howard,	Philadelphia.
George F. Huff,	Greensburg, Pa.
Strickland Kneass,	Philadelphia.
G. B. Roberts,	Philadelphia.
B. F. Ruff,	Pittsburgh.
N. Parker Shortridge,	Philadelphia.
Edmund Smith,	Philadelphia.
George A. Torrence,	New Haven, Pa.
J. F. Wentling,	Greensburg, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from South-West Junction to Fairchance,	44.10	44.10
Length of single main track,	44.10	44.10
Branches.		
Sewickley branch, from junction to Tranger,	6.90	6.90
Stonerville branch from junction South-West Pennsylvania railway to terminus,	1.51	1.51
	6.90	6.90
	1.51	1.51

Boyer Run branch, from junction South-West Pennsylvania railway to terminus,	Length of road,	1.82	1.82
	Length of single track,	1.82	1.82
Brinker Run branch, from junction with Sewickley branch to terminus,	Length of road,	2.02	2.02
	Length of single track,	2.02	2.02
Scottdale branch, from junction with South-West Pennsylvania railway to June Bug and Texas branch,	Length of road,	1.87	1.87
	Length of single track,	1.87	1.87
Overton branch, from junction with Scottdale branch to terminus,	Length of road,	1.24	1.24
	Length of single track,	1.24	1.24
June Bug branch, from junction Scottdale branch to terminus,	Length of road,	1.20	1.20
	Length of single track,	1.20	1.20
Schoonmaker branch, from June Bug branch to terminus,	Length of road, . . . . .	.46	.46
	Length of single track,	.46	.46
Morewood branch, from north end June Bug branch to Morewood,	Length of road,	1.25	1.25
	Length of single track,	1.25	1.25
Texas branch, from junction June Bug branch to terminus,	Length of road,	3.74	3.74
	Length of single track,	3.74	3.74
Everson and Broad Ford branch, from junction with South-West Pennsylvania railway to Youghiogheny Northern railway,	Length of road,	1.90	1.90
	Length of single track,	1.90	1.90
Opposum Run branch, from junction with South-West Pennsylvania railway to terminus,	Length of road,	3.90	3.90
	Length of single track,	3.90	3.90
Morrell branch, from South-West Pennsylvania railway to terminus,	Length of road,	1.18	1.18
	Length of single track,	1.18	1.18
Fairchance branch, from South-West Pennsylvania railway to Kyle coke works,	Length of road,	1.68	1.68
	Length of single track,	1.68	1.68

State Line and Sullivan.

Year ending December 31, 1883.

Officers.

Residences.

J. Raymond Claghorn, President,	Philadelphia, Pa.
O. A. Baldwin, Secretary,	Towanda, Pa.
H. C. Davis, Treasurer,	Philadelphia, Pa.
I. O. Blight, General Manager,	Towanda, Pa.

Directors.

Residences.

E. M. Davis,	Philadelphia, Pa.
Edward Lewis,	Philadelphia, Pa.
J. T. Audenreid,	Philadelphia, Pa.
C. M. Foulke,	Philadelphia, Pa.
Edward Hoopes,	Philadelphia, Pa.
N. N. Betts,	Towanda, Pa.
W. I. Grant,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Monroe to Bernice,	24	24
Length of single main track,	24	24

ASSETS.

Equipment,	\$25,300 00
LIABILITIES.	
Capital stock,	\$1,000,000 00
Funded debt,	200,000 00
Unfunded debt,	20,635 75
	\$ 1,220,635 75

Stony Creek.

Year ending October 31, 1883.

<i>Officers.</i>	<i>Residence.</i>
James Boyd, President and Solicitor,	Norrisown, Pa.
Howard Boyd, Secretary and Treasurer,	Norrisown, Pa.
George B. Boggs, Superintendent and Engineer,	Norrisown, Pa.

General offices at No. 33 East Main street, Norrisown, Pa.

<i>Directors.</i>	<i>Residence.</i>
A. R. Cox,	Norrisown, Pa.
F. D. Sower,	Norrisown, Pa.
Oliver G. Morris,	Line Lexington, Pa.
Samuel Dressler,	Norrisown, Pa.
Daniel S. Hoehner,	Lansdale, Pa.
Joshua Ownby,	Philadelph., Pa.
John Singstaff,	Norrisown, Pa.
Henry A. Derr,	Norrisown, Pa.
Daniel C. Gray,	Norrisown, Pa.
E. Channing Potts,	Norrisown, Pa.
J. P. Hale Jenkins,	Norrisown, Pa.
John S. Hoehner,	Lansdale, Pa.

Main Line.	Whole length in miles.	Length in Feet.
Length of main line single track, from Norrisown to Lansdale,	21.3	20.3
Branches.		
Any line branch from Anytown, ending at State Street, . . . . .	.5	.5

ASSETS.

Construction,	\$224,000 00
Real estate,	25,200 00
Right of way,	25,200 00
Stocks of the Agricultural Improvement Company,	300 00
Materials,	1,200 00
Total cost of assets of October, 1883, including cash,	276,000 00
Less:	53,265 00
	\$222,735 00

LIABILITIES.

Capital stock,	\$176,100	00
Instalments on stock,	884	84
Mortgage bonds,	850,000	00
Liabilities and debts due on account of October business,	857,119	51
Mortgages and ground rents,	5,500	00
Coupon mortgage bonds due October 1, 1883, unpaid,	1,067	50
Coupon mortgage bonds due April 1, 1883, accrued,	2,041	66
	\$892,718	31

Sunbury, Hazleton and Wilkes-Barre.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.
General offices at 233 South Fourth street, Philadelphia.	

<i>Directors.</i>	<i>Residences.</i>
D. B. Cummins,	Philadelphia.
Wistar Morris,	Philadelphia.
Henry M. Phillips,	Philadelphia.
G. B. Roberts,	Philadelphia.
Edmund Smith,	Philadelphia.
J. Price Wetherill,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Sunbury to Tomhicken,	43.44	43.44
Length of single main track,	43.44	43.44

Sunbury and Lewistown.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Aaron Fries, President,	Philadelphia, Pa.
Frank S. Lewis, Secretary and Treasurer,	Philadelphia, Pa.
James H. Campbell, General Solicitor,	Philadelphia, Pa.
W. M. Phillips, Division Superintendent,	Lewistown, Pa.

<i>Directors.</i>	<i>Residences.</i>
James H. Campbell,	Philadelphia, Pa.
Stephen Greene,	Philadelphia, Pa.

Josiah Hart,	Doylestown, Pa.
Samuel G. Lewis,	Philadelphia, Pa.
John W. Moffley,	Philadelphia, Pa.
George Shannon,	Norristown, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Lewistown to Selinsgrove Junction,	48.31	48.31
Length of single main track,	48.31	48.31

Susquehanna and Clearfield.

Year ending December, 1883.

<i>Officers.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
John P. Green,	Philadelphia.
Strickland Kneass,	Philadelphia.
Wistar Morris,	Philadelphia.
G. B. Roberts,	Philadelphia.
N. Parker Shortridge,	Philadelphia.
Edmund Smith,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Keating to Karthaus,	22.78	22.78
Length of single main track, now laid,	22.00	22.00

Susquehanna and Delaware River.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Damon Y. Kilgore, President,	Philadelphia, Pa.
David Hanley Stone, Secretary,	Philadelphia, Pa.
James W. Masters, Treasurer,	Philadelphia, Pa.
Richard B. Osborne, Chief Engineer,	Philadelphia, Pa.

General offices at 605 Walnut street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
Franklin M. Hower,	Cherryville, Pa.
Napoleon Desh,	Jonestown, Pa.
James W. Masters,	Philadelphia, Pa.
Damon Y. Kilgore,	Philadelphia, Pa.
D. H. Stone,	Philadelphia, Pa.
John R. McFetridge,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, as located from Harrisburg to Delaware river, south of Water Gap,	107	All.
Length of single main track completed,	1 $\frac{1}{2}$	
Length of main line graded and partially constructed,	42	
Branch.		
Bernville branch, from Straustown to city of Reading,	{ Length of road, 20 { Length of graded, 8 { Length of laid in track, None.	

Tioga.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
H. J. Jewett, President,	New York city.
J. C. Guthrie, Vice President,	Elmira, N. Y.
C. C. Drake, Secretary,	Elmira, N. Y.
D. S. Drake, Treasurer,	Elmira, N. Y.
Raymond DuPuy, Chief Engineer and General Superintendent,	Blossburg, Pa.

General offices at Elmira, New York.

<i>Directors.</i>	<i>Residences.</i>
Hugh J. Jewett,	New York city.
F. N. Drake,	Corning, N. Y.
J. C. Guthrie,	Elmira, N. Y.
C. C. Drake,	Elmira, N. Y.
H. W. Rathbone,	Elmira, N. Y.
S. T. Arnot,	Elmira, N. Y.
S. T. Reynolds,	Elmira, N. Y.
Robert Harris,	New York city.
D. S. Drake,	Elmira, N. Y.
L. H. Shattuck,	Blossburg, Pa.
H. D. V. Pratt,	Elmira N. Y.
H. H. Cook,	New York city.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from State Line Junction, N. Y., to Hoytville, Pa.,	62.6	56
Branches.		
Morris Run branch, from Blossburg, Pa., to Morris Run, Pa.,	4	4
Length of road,		
Leased Roads.		
Arnot and Pine Creek railway, from Arnot, Pa., to Hoytville, Pa.,	12	12
Length of road,		
Elmira State Line railroad, from junction Northern Central railroad, near city of Elmira, to Pennsylvania State line,	6.6	
Length of double track,		

ASSETS.

Construction account,	\$1,480,815	41
Materials on hand,	55,441	84
Accounts due from other corporations,	852,257	55
Bills receivable,	1,014,000	00
	\$3,402,514	80
LIABILITIES.		
Capital stock,	\$580,900	00
Funded debt,	818,700	00
Accounts due other corporations,	1,507	18
Profit and loss,	2,001,407	62
	\$3,402,514	80

Tresckow.

Year ending December 31, 1883.

Officers.

F. C. Yarnall, President,	Overbrook, Pa.
S. Shepherd, Secretary and Treasurer,	Philadelphia, Pa.
General offices at Philadelphia, Pa.	

Residences.

<i>Directors.</i>	<i>Residences.</i>
J. S. Harris,	Philadelphia, Pa.
E. W. Clark,	Philadelphia, Pa.
George Whitney,	Philadelphia, Pa.
Edward Lewis,	Philadelphia, Pa.
E. Hill,	Philadelphia, Pa.
C. F. Howell,	Philadelphia, Pa.

ASSETS.

Construction account,	\$232,623	93
	<u>\$232,623</u>	<u>93</u>
LIABILITIES.		
Capital stock, 2,600 shares,	\$130,000	00
Due the Lehigh Coal and Navigation Company,	102,623	93
	<u>\$232,623</u>	<u>93</u>

Tyrone and Clearfield.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.
General offices at 233 South Fourth street, Philadelphia.	

<i>Directors.</i>	<i>Residences.</i>
Strickland Kneass,	Philadelphia.
Wistar Morris,	Philadelphia.
Henry M. Phillips,	Philadelphia.
G. B. Roberts,	Philadelphia.
N. Parker Shortridge,	Philadelphia.
Edmund Smith,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Vail to Curwensville,	44.04	44.04
Length of single main track,	44.04	44.04
Branches.		
Moshannon branch, from Osceola Junction to Ramey,	8.86	8.86
	4.28	4.28
	4.58	4.58
Coal Run branch, from Coal Run Junction to terminus,	3.52	3.52
	3.52	3.52
Goss Run, No. 1, branch, from Goss Run Junction to terminus,	1.91	1.91
	1.91	1.91
Goss Run, No. 2, branch, from Goss Run Junction No. 2 to terminus,	1.63	1.63
	1.63	1.63
Goss Run, No. 3, branch, from Goss Run Junction No. 3 to terminus,	1.12	1.12
	1.42	1.42
Houtzdale branch, from Houtzdale Junction to terminus, . . . . .	.74	.74
	.74	.74
Mapleton, No. 1, branch, from Mapleton Junction to terminus,	2.21	2.21
	2.21	2.21
Crowell or Mapleton, No. 2, branch, from Mapleton Junction No. 2 to terminus,	2.24	2.24
	2.24	2.24
Phillipsburg branch, from Phillipsburg Junction to Morrisdale,	3.73	3.73
	3.73	3.73

Warren and Farnsworth Valley.

Year ending December 31, 1883.

<i>Officers.</i>		<i>Residences.</i>
M. Waters, President,		Warren, Pa.
M. B. Dunham, Vice President,		Warren, Pa.
J. P. Jefferson, Secretary,		Warren, Pa.
A. D. Wood, Treasurer and General Manager,		Warren, Pa.
Wetmore, Noyes & Hinckley, General Solicitors,		Warren, Pa.
 <i>Directors.</i>		 <i>Residences.</i>
T. Struthers,		Warren, Pa.
L. D. Wetmore,		Warren, Pa.
J. H. Eddy,		Warren, Pa.
C. W. Stone,		Warren, Pa.
A. J. Hazletine,		Warren, Pa.
M. Beecher,		Warren, Pa.
F. Henry,		Warren, Pa.
F. H. Rockwell,		Warren, Pa.
M. B. Dunham,		Warren, Pa.
J. A. Cadwallader,		Titusville, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Clarendon to Vandergrift,	10.05	10.05
Length of single main track,	10.05	10.05
Branches.		
Garfield branch, from Junction to Garfield,	1.12	1.12
} Length of road,	1.12	1.12
} Length of single track,	1.12	1.12
Dunham's Mill branch, from Junction to Dunham's Mill,	4.09	4.09
} Length of road,	4.09	4.09
} Length of single track,	4.09	4.09

ASSETS.

Construction,	\$123,481	71
Equipment,	44,917	77
	\$168,349	48
LIABILITIES.		
Capital stock,	\$75,000	00
Funded debt,	64,000	00
Unfunded debt,	18,378	98
	\$157,378	98

Waynesburg and Washington.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
General J. F. Temple, President,	Waynesburg, Pa.
J. A. J. Buchanan, Vice President,	Waynesburg, Pa.
James E. Sayers, Vice President,	Waynesburg, Pa.
W. Inghram, Vice President,	Waynesburg, Pa.
Thomas Hook, Vice President,	Waynesburg, Pa.
R. F. Downey, Secretary,	Waynesburg, Pa.
L. J. Braden, Treasurer,	Waynesburg, Pa.
P. A. Knox, General Solicitor,	Waynesburg, Pa.
C. E. Bower, General Superintendent,	Waynesburg, Pa.

General offices at Waynesburg, Greene county, Pa.

<i>Directors.</i>	<i>Residences.</i>
Julius Le Moyne,	Washington, Pa.
Bazel Gordon,	Waynesburg, Pa.
W. T. Lantz,	Waynesburg, Pa.
Aaron Day,	Waynesburg, Pa.
Jacob Swart,	Hopkins' Mills, Pa.
Demas McCollum,	Amity, Pa.
R. A. McConnell,	Waynesburg, Pa.
Samuel Luce,	Waynesburg, Pa.
T. W. Sayers,	Waynesburg, Pa.
D. A. Spragg,	Waynesburg, Pa.
J. G. Ritchie,	Waynesburg, Pa.
A. J. Brant,	Spragg's, Pa.

Main Line.	Whole length in feet.	Length in Penn'a.
Length of main line, from Waynesburg to Washington,	28.3	All.
Length of single main track,	28.3	All.

ASSETS.

Construction,	\$158,495	39
Equipment,	38,429	79
Real estate,	4,800	00
Bills receivable,	555	00
Material on hand,	572	00
Cash in hands of treasurer,	2,234	96
Profit and loss,	5,677	83
	\$205,264	97

LIABILITIES.

Capital stock paid in,	\$101,364	97
Funded debt,	98,900	00
Unfunded debt,	4,000	00
Bills payable,	1,000	00
	\$205,264	97

Western Maryland.

Year ending September 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
J. M. Hood, President,	Baltimore, Md.
Alexander Rieman, Vice President,	Baltimore, Md.
John S. Hardin, Secretary and Treasurer,	Baltimore, Md.
Marshall & Hall, General Solicitors,	Baltimore, Md.
J. M. Hood, Chief Engineer and General Manager,	Baltimore, Md.

General offices at Baltimore.

<i>Directors.</i>	<i>Residences.</i>
Joshua Biggs,	Frederick county.
Christian Devries,	Baltimore.
Daniel J. Foley,	Baltimore.
William H. Graham,	Baltimore.
George W. Harris,	Washington county.
F. G. Hipsley,	Baltimore.
C. W. Humrichouse,	Washington county.
Germon H. Hunt,	Baltimore.
John K. Longwell,	Carroll county.
J. W. McElroy,	Baltimore.
J. I. Middleton,	Baltimore.
Alexander Rieman,	Baltimore.
Samuel H. Tagart,	Baltimore.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Baltimore to Williamsport, Md.,	90	1
Length of single main track,	90	
Leased Roads.		
Baltimore and Cumberland Valley rail- way, from Edgemont, Md., to Mary- land State line,	} Length of road, } Length of single track,	} 3.03
Baltimore and Cumberland Valley rail- road, from Maryland State line to Waynesboro', Pa.,	} Length of road, } Length of single track,	} 4.55 4.55
Baltimore and Cumberland Valley rail- road extension, from Waynesboro', Pa., to Shippensburg,	} Length of road, } Length of single track,	} 26.02 26.02

ASSETS.

To cost of old road and appurtenances,	\$2,418,118	46
To cost of new road and appurtenances paid out of con- struction fund, \$1,875,000 00		
To cost of new road and appurtenances paid out of gen- eral revenue, 8,580 58		
To equipments and betterments,	1,833,580	53
To sinking fund, second mortgage,	506,350	79
To balance due by other roads,	30,000	00
To material on hand,	7,281	16
To cash on hand,	30,648	85
	33,655	69
	\$4,904,635	48

LIABILITIES.

By first mortgage, undorsed,	\$400,000 00		
By first mortgage, indorsed by city,	200,000 00		
		\$600,000	00
By preferred second mortgage,		600,000	00
By second mortgage, indorsed by city,	\$300,000 00		
By second mortgage, indorsed by Washington county,	300,000 00		
		600,000	00
By third mortgage, indorsed by city,		875,000	00
By fourth mortgage, city stock received, (no bonds issued,)		1,000,000	00
By bills payable, (equipment notes,)		148,577	20
By stock subscriptions,		682,050	00
By improvement loan,		52,289	61
By improvement account, from sale of old rails,		25,753	17
By loan account, (for car sheds,)		5,000	00
By general revenue,		316,015	50
		\$4,904,635	48

Western Pennsylvania.

Year ending December 31, 1883.

Officers.

Residences.

J. N. DuBarry, President, Philadelphia.
 Albert Hewson, Secretary, Philadelphia.
 Taber Ashton, Treasurer, Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

Directors.

Residences.

Strickland Kneass, Philadelphia.
 Wistar Morris, Philadelphia.
 G. B. Roberts, Philadelphia.
 Edmund Smith, Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Bolivar to Allegheny City,	75.57	75.57
Length of single main track,	70.37	70.37
Length of second main track,	5.20	5.20
Branches.		
Butler branch, from Butler Junction to { Length of road,	21.05	21.05
Butler, { Length of single track,	21.05	21.05

Wheeling, Pittsburgh and Baltimore.

Year ending September 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
J. B. Washington, President,	Pittsburgh, Pa.
W. W. Smith, Secretary,	Washington, Pa.
W. H. Ijams, Treasurer,	Baltimore, Md.
J. L. Randolph, Chief Engineer,	Martinsburg, W. Va.

General offices at Washington, Pa.

<i>Directors.</i>	<i>Residences.</i>
S. Spencer,	Baltimore, Md.
Johns McCleave,	Pittsburgh, Pa.
H. S. Burgess,	Pittsburgh, Pa.
William Workman,	Washington, Pa.
W. W. Smith,	Washington, Pa.
W. C. King,	Washington, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Wheeling, W. Va., to Washington, Pa.,	32	17
Length of single main track,	32	17

ASSETS.

Cost of road,	\$846,485	74
LIABILITIES.		
Capital stock,	\$500,000	00
Balance due other corporations,	283,007	75
Profit and loss,	63,477	99
	\$846,485	74

Williamsport and North Branch.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Benjamin G. Welsh, President and General Manager,	Hughesville, Pa.
Dewitt Bodine, Vice President,	Hughesville, Pa.
C. William Woddrop, Secretary and Treasurer,	Hughesville, Pa.

General offices at Hughesville, Lycoming county, Pa.

<i>Directors.</i>	<i>Residences.</i>
John H. Dye,	Philadelphia, Pa.
Robert England,	Philadelphia, Pa.
Nathaniel Barr,	Philadelphia, Pa.
Thomas B. Reeves,	Philadelphia, Pa.
William J. Paul,	Philadelphia, Pa.
T. Nelson Davis,	Philadelphia, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Halls to Bernice,	40	40

Wilmington and Northern.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Col. H. A. DuPont, President,	Near Wilmington, Del.
P. S. Ermold, Secretary and Treasurer,	Reading, Pa.
J. H. Thompson, Chief Engineer,	Wilmington, Del.
A. G. McCausland, Superintendent,	Wilmington, Del.

General offices at Wilmington, Del., and Reading, Pa.

<i>Directors.</i>	<i>Residences.</i>
Col. H. A. Dupont,	Near Wilmington, Del.
George Brooke,	Birdsboro', Pa.
Dr. Charles Huston,	Coatesville, Pa.
A. L. Foster,	Near Wilmington, Del.
Richard Elias Ely,	New Hope, Bucks co., Pa.
John S. Gerhard,	Philadelphia, Pa.
William DuPont,	Near Wilmington, Del.

Main Line.	Whole length in miles.	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
Branches.		
Reading branch, from Birdsboro' to "Highs,"	6.9	6.9
French Creek branch, from Springfield to St. Peters,	5.9	5.9
Rockland Mill branch, from Dupont, Del., to Rockland, Del.,	1	1
Delaware River Extension branch, from Wilmington, Del., to Delaware river,	3.5	3.5
Christiana Avenue branch, from junction with Delaware River Extension to Third street bridge, Wilmington, Del.,	1.87	1.87

South Water Street branch, from junction with Delaware River Extension to Market street bridge, Wilmington, Del.,	Length of road, Length of single track,	1.7	
		1.7	
Water Street branch, from West Wilmington to Front street, Wilmington, Del.,	Length of road, Length of single track,	1	
		1	
Kentmere branch, from junction with main line, near Silver Brook, to Kentmere,	Length of road, Length of single track,	2.27	
		2.27	

ASSETS.

Railroad,	\$1,109,178	93
Delaware River Extension branch,	95,538	25
Reading branch,	68,776	37
French Creek branch,	50,010	03
Rockland Mill branch,	22,157	90
Christiana Avenue branch,	21,005	97
Kentmere branch,	61,323	65
Water Street branch,	10,168	00
South Walnut Street branch,	12,082	53
Equipment—rolling stock,	155,893	31
Equipment—office and station furniture,	2,599	86
Real estate,	36,468	82
Depots and buildings,	33,784	90
Engine houses and turn-tables,	9,974	39
Stationary machinery,	4,534	58
Telegraph line,	3,765	50
Water stations,	3,419	43
Materials on hand,	9,094	16
Tools on hand,	6,732	35
Cash on hand,	23,608	88
SUNDRY ASSETS.		
Amount due by station agents,	\$25,540 09	
Amount due by telegraph operators,	53 00	
Amount due by United States post-office department,	781 04	
Amount due by sundry railroads,	3,280 33	
	29,654	46
	\$1,769,772	27
LIABILITIES.		
Capital stock, 25,561 shares,	\$1,278,050	00
Bonds—French Creek branch coupon bonds,	32,000	00
Bonds—Rockland Mill branch coupon bonds,	12,500	00
Bonds—Delaware River Extension registered bonds,	100,000	00
Bonds—Kentmere branch,	62,500	00
Bond and mortgage account,	9,500	00
Profit and loss account,	227,804	82
Amount due sundry railroads on December account,	\$9,615 53	
Amount due on sundry vouchers on December account,	34,756 14	
Amount due to sundry railroads for C. service account,	1,089 39	
Amount due Kentmere branch bonds, interest account,	350 00	
Amount due sundry vouchers for December bills,	684 40	
	47,417	45
	\$1,769,772	27

Wind Gap and Delaware.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
F. C. Yarnall, President,	Overbrook, Pa.
S. Shepherd, Secretary and Treasurer,	Philadelphia.

General offices at Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
J. S. Harris,	Philadelphia.
George Whitney,	Philadelphia.
S. Shepherd,	Philadelphia.
E. Hill,	Philadelphia.
E. W. Clark, Jr.,	Philadelphia.
C. F. Howell,	Philadelphia.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Pen Argyl to Stroudsburg,	17	17
Length of single main track laid,	1½	1½
Branches.		
Bangor branch, from Pen Argyl to Bangor,	5	5
} Length of branch,	5	5
} Length of single track,	5	5

ASSETS.

Construction account,	\$59,280	13
LIABILITIES.		
Capital stock, 2,000 shares,	\$50,000	00
Due the Lehigh Coal and Navigation Company,	9,280	13
	\$59,280	13

York and Peach Bottom.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Charles R. McConkey, President,	Peach Bottom, Pa.
Frank G. Metzgar, Secretary,	York, Pa.
E. G. Smyser, Treasurer,	York, Pa.
W. F. Bay Stewart, General Solicitor,	York, Pa.
S. M. Manifold, General Superintendent,	York, Pa.

General offices at York, Pa.

<i>Directors.</i>	<i>Residences.</i>
John Humphrey,	West Bangor, Pa.
* William G. Ross,	Muddy Creek Forks, Pa.
Michael Schall,	York, Pa.
John H. Small,	York, Pa.
William Smith,	York, Pa.
E. G. Smyser,	York, Pa.

* Since deceased.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from York to Peach Bottom,	40	40
Length of single main track,	40	40

Youghiogheny Northern.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Thomas Mellon, President,	Pittsburgh, Pa.
W. F. McCook, Secretary,	Pittsburgh, Pa.
A. M. Thorne, Treasurer,	Pittsburgh, Pa.

General offices at 104 Fifth avenue, Pittsburgh, Pa.

<i>Directors.</i>	<i>Residences.</i>
Thomas Mellon,	Pittsburgh, Pa.
H. C. Frick,	Pittsburgh, Pa.
E. M. Ferguson,	Pittsburgh, Pa.
Walton Ferguson,	Pittsburgh, Pa.
John Walker,	Allegheny City, Pa.
Thomas M. Carnegie,	Pittsburgh, Pa.
George Lander,	Pittsburgh, Pa.

Main Line.	Whole length in miles.	Length in Penn'a.
Length of main line, from Broad Ford to Summit,	2,233 2,233 2,233	2,233 2,233 2,233
Length of single main track,	2,233	2,233

ASSETS.

Right of way and construction,	\$400,000	00
LIABILITIES.	\$400,000	00
Capital stock,	\$400,000	00
	\$400,000	00

PASSENGER RAILWAY REPORTS.



PASSENGER RAILWAY REPORTS.

Allentown.

Year ending October 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Samuel Lewis, President,	Allentown, Pa.
Joseph E. Balliet, Secretary and Treasurer,	Allentown, Pa.
Russel A. Thayer, General Superintendent,	Allentown, Pa.

<i>Directors.</i>	<i>Residences.</i>
Samuel Lewis,	Allentown, Pa.
William Saeger,	Allentown, Pa.
John D. Stiles,	Allentown, Pa.
Russel A. Thayer,	Allentown, Pa.
Charles W. Cooper,	Allentown, Pa.

CHARACTERISTICS OF ROAD.

Length of road laid,	3 $\frac{44}{100}$ miles.
Length of double track, including sidings,	2 sidings.
Gauge of road,	4 feet 8 $\frac{1}{2}$ inches.

ROUTE.

Starting on Hamilton street near Ninth; thence down Hamilton to Fifth, down Fifth to Walnut, down Walnut to Fourth, up 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 road, up Ridge road to Gordon, down Gordon to Front, to the terminus of the road at Allentown furnace.

ASSETS.

Construction,	\$24,992	04
Coach line,	1,712	50
Cars,	7,120	57
Live stock,	4,023	75
Real estate,	18,063	11
Tools,	148	71
Harness,	366	77
Furniture,	15	00
Profit and loss,	1,895	16
	\$58,337	61
LIABILITIES.		
Capital stock,	\$45,260	00
Mortgage payable,	10,000	00
Bills payable,	3,000	00
Cash,	77	61
	\$58,337	61

Central.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
George S. Whitney, President,	Pittsburgh, Pa.
R. L. Stephenson, Secretary and Treasurer,	Pittsburgh, Pa.
R. G. Herron, General Superintendent,	Pittsburgh, Pa.
<i>Directors.</i>	<i>Residences.</i>
James H. Reed,	Pittsburgh, Pa.
Jesse H. Lippencott,	Pittsburgh, Pa.
George S. Whitney,	Pittsburgh, Pa.
R. G. Herron,	Pittsburgh, Pa.
L. Halsey Williams,	Allegheny co., Pa.
R. K. Wilson,	Allegheny co., Pa.
F. L. Stephenson,	Pittsburgh, Pa.

CHARACTERISTICS OF ROAD.

Length of road laid,	3 miles.
Length of double track, including sidings,	2 $\frac{3}{4}$ miles.
Gauge of road,	5 feet 2 $\frac{1}{2}$ inches.

ROUTE.

Commencing at stables corner Herron avenue and Thirty-third street, along Herron avenue, Centre avenue, Fulton street, Wylie avenue, Fifth avenue, Grant street, Third avenue, Market street, Fourth avenue to Grant. Connecting Pittsburgh, Oakland and East Liberty railway, South Side railway, Second Avenue, Birmingham, and Transverse railways.

ASSETS.

Construction,	\$96,160	21
Equipment,	40,083	55
Profit and loss,	464	58
	\$136,708	34
LIABILITIES.		
Capital stock,	\$100,000	00
Funded debt,	15,000	00
Unfunded debt,	21,708	34
	\$136,708	34

Citizens'.

Year ending December 31, 1883.

Officers.

John McCarthy, President,	Philadelphia.
John Q. Adams, Secretary,	Philadelphia.
Charles J. McClary, Treasurer,	Philadelphia.
J. Clarence Williams, General Superintendent,	Philadelphia.

General offices at north-west corner Twelfth street and Susquehanna avenue, Phila.

Directors.

William McClary,	Philadelphia.
Charles E. Ellis,	Philadelphia.
John H. McIlwain,	Philadelphia.
Charles T. Colladay,	Philadelphia.
Richard M. Hartley,	Philadelphia.

CHARACTERISTICS OF ROAD.

Length of road laid, about	10 miles.
Gauge of road,	5 feet 2 inches.

ROUTE.

From depot at Twelfth street and Susquehanna avenue, up Twelfth to Colona, down Colona to Eleventh, down Eleventh to Diamond, down Diamond to Tenth, down Tenth to Mifflin, up Mifflin to Twelfth, up Twelfth to Wharton, down Wharton to Eleventh, up Eleventh to Susquehanna avenue, up Susquehanna avenue to depot at Twelfth street. Branch road on Eleventh street from Nevada to Cambria street.

ASSETS.

Construction, equipment, and real estate,	\$455,126	79
Surplus fund,	59,695	27
	\$514,822	06
LIABILITIES.		
Capital stock paid in,	\$192,500	00
Surplus reserve and profit and loss, all of which except \$59,695 27 has been expended in construction, equipment, and real estate,	322,322	06
	\$514,822	06

Citizens'.

Year ending October 31, 1883.

<i>Officers.</i>		<i>Residences.</i>
John G. Holmes, President,		Allegheny City.
A. Murdock, Secretary,		Allegheny City.
James P. Donnell, Treasurer,		Allegheny City.
Murray A. Verner, General Manager,		Pittsburgh.
<i>Directors.</i>		<i>Residences.</i>
John G. Holmes,		Allegheny City.
James Verner,		Pittsburgh.
Lewis Peterson,		Allegheny City.
John P. Jackson,		Pittsburgh.
William R. Holmes,		Pittsburgh.

CHARACTERISTICS OF ROAD.

Length of road laid,	7 $\frac{3}{4}$ miles.
Length of double track, including sidings,	15 $\frac{1}{2}$ miles.
Gauge of road,	5 feet 2 $\frac{1}{2}$ inches.

ROUTE.

On Penn avenue, from Sixth street to Butler street; along Butler to Cemetery; thence into Sharpsburg, and from intersection of Penn avenue and Butler street along Penn to East Liberty.

ASSETS.

Construction,	\$150,874	84
Equipment,	78,996	68
Real estate,	105,048	44
Miscellaneous,	1,154	11
Sharpsburg and Lawrenceville bridge stock,	2,200	00
Material on hand,	3,201	50
Cash,	2,154	72
	\$343,430	29

LIABILITIES.

Bond account,	\$50,000	00
Capital stock,	200,000	00
Bills payable,	25,500	00
Accounts,	2,863	29
Surplus fund,	65,567	00
	\$343,430	29

Coalville.

Year ending November 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
Charles A. Miner, President,	Wilkes-Barre, Pa.
George Loveland, Secretary and Treasurer,	Wilkes-Barre, Pa.
Albert S. Orr, General Superintendent,	Wilkes-Barre, Pa.

<i>Directors.</i>	<i>Residences.</i>
Charles A. Miner,	Wilkes-Barre, Pa.
Elias Robins,	Wilkes-Barre, Pa.
John G. Wood,	Wilkes-Barre, Pa.
George W. Kirkendall,	Wilkes-Barre, Pa.
Isaac M. Thomas,	Wilkes-Barre, Pa.

CHARACTERISTICS OF ROAD.

Length of road, including sidings,	2½ miles.
Gauge of road,	4 feet 8½ inches.

ROUTE.

Commences near the depot of the Lehigh and Susquehanna railroad at Ashley; runs thence through the borough of Ashley, and along the back road through Hanover township to the city of Wilkes-Barre; thence along Hazle avenue to Washington street; thence along Washington street to East Market street.

ASSETS.

Construction,	\$38,348 76		
Equipment,	8,568 25		
Real estate, (cost of, including furniture,)		\$46,917	01
Interest dividends in stock in 1870, 1871, and 1872,		27,049	89
Inventory of articles not included above,		6,211	48
Judgments and accounts, mostly doubtful,		250	00
Cash in bank,		385	74
		183	67
		\$80,946	79
LIABILITIES.			
Capital stock,		\$62,675	00
Mortgage,		13,500	00
Floating debt,		821	16
Profit and loss,		3,950	68
		\$80,946	79

Continental.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
William L. Elkins, President,	Philadelphia.
J. B. Peddle, Secretary and Treasurer,	Philadelphia.
Jacob C. Petty, General Superintendent,	Philadelphia.
General office at Twenty-third and Brown streets, Philadelphia.	

<i>Directors.</i>	<i>Residences.</i>
P. A. B. Widener,	Philadelphia.
Henry C. Howell,	Philadelphia.
William J. Elliott,	Philadelphia.
M. S. Quay,	Philadelphia.
George D. Widener,	Philadelphia.

CHARACTERISTICS OF ROAD.

Length of road laid,	10½ miles.
Gauge of road,	5 feet 2 inches.

Chester Street.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Richard Peters, junior, President,	Thurlow, Pa.
Hugh Shaw, Vice President,	Chester, Pa.
E. Mitchell Cornell, Secretary and Manager,	Chester, Pa.
Samuel A. Dyer, Treasurer,	Chester, Pa.
General office at Chester, Pa.	

<i>Directors.</i>	<i>Residences.</i>
William Appleby,	Chester, Pa.
J. Frank Black,	Chester, Pa.
William S. Blakely,	Chester, Pa.
Samuel A. Dyer,	Chester, Pa.
Thomas J. Houston,	Chester, Pa.
George B. Lindsay,	Chester, Pa.
Richard Peters, junior,	Thurlow, Pa.
Hugh Shaw,	Chester, Pa.
F. Washington Thomas,	Chester, Pa.
J. Newlin Tralner,	Trainer Station, Pa.
Robert Wetherill,	Chester, Pa.

CHARACTERISTICS OF ROAD.

Length of road laid, 5 1/4 miles.
 Gauge of road, 5 feet 2 1/4 inches.

ROUTE.

Mill No. 2, Upland. Upland avenue to Fifteenth street, on Fifteenth street to Edgmont avenue, on Edgmont avenue to Market street, on Market street to Third, on Third street to Clayton street; on Welch street from Edgmont avenue to Sixth street, on Sixth street to Edgmont avenue; on Market street from Third street to Front street.

ASSETS.

Construction,	\$88,484	22
Supplies on hand and paid for,	1,150	09
Due for manure, advertising in cars, and lumber sold,	247	56
Cash,	8,754	29
	\$93,636	16
LIABILITIES.		
Capital stock,	\$80,000	00
Earnings appropriated to construction,	8,484	22
Earnings appropriated to supplies,	1,150	09
Profit and loss,	4,001	85
	\$93,636	16

City.

Year ending December 31, 1883.

Officers.

John P. Levan, President, Altoona, Pa.
 L. B. Reifsnieder, Secretary and Treasurer, Altoona, Pa.
 General office at Altoona, Pa.

Residences.

Directors.

John P. Levan, Altoona, Pa.
 D. K. Ramey, Altoona, Pa.
 William Murray, Altoona, Pa.
 David Koch, Altoona, Pa.
 Andrew Kipple, Altoona, Pa.
 George A. McCormick, Altoona, Pa.
 James Lowther, Bellwood, Pa.
 Max Liveright, Philadelphia, Pa.
 Henry S. Frank, Philadelphia, Pa.

Residences.

CHARACTERISTICS OF ROAD.

Length of road laid, 2 miles 3,180 ft.
 Length of track, including sidings, 2 miles 4,100 ft.
 Gauge of road, 5 feet 3 inches

ROUTE.

Commencing at city line and Lombaert street; thence westward along and over said Lombaert street to Chestnut street; thence westward along and over said Chestnut street to Eleventh (11th) street; thence southward along and over said Eleventh (11th) street to Eleventh (11th) avenue; thence westward along and over said Eleventh (11th) avenue to a street lying and running about parallel to and between Sixteenth (16th) and Seventeenth (17th) street, (said street crossing track of Pennsylvania Railroad Company by and over a bridge now constructed;) thence southward along and over said street (by and over said bridge) and along and over a portion of a street connecting said street with Seventeenth (17th) street to Seventeenth (17th) street; thence southward along and over said Seventeenth (17th) street to the intersection of said Seventeenth street and Eighth (8th) avenue; thence eastward along and over said Eighth (8th) avenue to Fourth (4th) street; thence northward along and over said Fourth (4th) street a distance of one hundred and ten feet.

ASSETS.

Construction,	\$36,216	19
Equipment,	16,508	57
Iron rails, castings, hay, feed, manure, &c.,	540	00
Cash on hand December 31, 1888,	2,800	56
	\$56,060	32
LIABILITIES.		
Capital stock paid up,	\$53,000	00
Liabilities for current expenses, say	75	00
Balance,	2,985	32
	\$56,060	32

Easton and South Easton.

Year ending December 31, 1888.

<i>Officers.</i>	<i>Residences.</i>
H. A. Sage, President,	Easton, Pa.
H. W. Cooley, Secretary and Treasurer,	Easton, Pa.
Elisha Burwell, General Superintendent,	South Easton, Pa.

General office at 348 Northampton street, Easton, Pa.

<i>Directors.</i>	<i>Residences.</i>
Charles Stewart,	Easton, Pa.
Charles Seltz,	Easton, Pa.
Jacob H. Holt,	Easton, Pa.
William Gould,	South Easton, Pa.
John J. Kinsey,	South Easton, Pa.
Gamble Young,	South Easton, Pa.
Peter S. Beidler,	South Easton, Pa.

CHARACTERISTICS OF ROAD.

Length of road laid, 1 $\frac{3}{8}$ miles.
 Length of double track, including sidings, $\frac{1}{4}$ miles.
 Gauge of road, 5 feet 2 inches.

ROUTE.

Starting in South Easton, corner of Canal and Lehigh streets, thence by Canal street and public highway to the bridge crossing the Lehigh river, thence by Third street, in Easton, to Centre square.

ASSETS.

Construction and equipment account, including real estate,	\$25,962	50
Hay and feed on hand estimated,	400	00
Lamps, oil, and stable fixtures,	100	00
Cash on hand,	850	59
Profit and loss,	10,549	41
LIABILITIES.		
	\$37,362	50
Capital stock,	\$29,562	50
Floating debt,	7,800	00
	\$37,362	50

Empire.

Year ending December 31, 1883.

Officers.

Henry C. Howell, President, Philadelphia.
 John Q. Adams, Secretary and Treasurer, Philadelphia.
 General office at north-west corner Twelfth st. and Susquehanna av., Philadelphia.

Residences.

Directors.

C. L. Colladay, Philadelphia.
 Frank H. Ellis, Philadelphia.
 Isaac L. Williams, Philadelphia.
 William H. Kemble, Philadelphia.
 P. A. B. Widener, Philadelphia.

Residences.

CHARACTERISTICS OF ROAD

Length of road laid, about 8 $\frac{1}{2}$ miles.
 Gauge of road, 5 feet 2 inches.

ROUTE.

From Twelfth street and Susquehanna avenue, down Twelfth to Wharton, up Wharton to Seventeenth, up Seventeenth to Carpenter, down Carpenter to Sixteenth, up Sixteenth to Susquehanna avenue, down Susquehanna avenue to depot.

Erie City.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
William W. Reed, President,	Erie.
A. L. Littell, Secretary,	Erie.
J. C. Spencer, Treasurer,	Erie.
Jacob Berst, General Superintendent,	Erie.
<i>Directors.</i>	<i>Residences.</i>
August Jarecki,	Erie.
John Berst,	Erie.
Herman Jones,	Erie.
Jacob Berst,	Erie.
William Spencer,	Erie.
H. I. Berst,	Erie.
Titus Berst,	Erie.

CHARACTERISTICS OF ROAD.

Length of road laid,	4 miles 255 feet.
Length of double track, including sidings,	2,225 feet.
Gauge of road,	4 feet 8½ inches.

ROUTE.

Commencing at a point in State street, near the end of the public dock, thence southerly along State street to Turnpike street; along the same to Peach, and along Peach to Twenty-sixth street.

Branch on Eighth street, running westerly to Poplar from State.

Branch on Eleventh street, commencing on State street, and running easterly to Parade; southerly on Parade to Fourteenth street, and thence easterly on Fourteenth street to Wallace.

ASSETS.

By amount of construction account,	\$50,107	13
By amount of equipment,	26,164	81
By expense of maintaining and operating,	11,744	58
By State taxes, &c.,	427	26
By interest on temporary loan,	595	00
By contingent expenses,	667	83
By cash on hand,	2,012	98
	\$91,709	57
LIABILITIES.		
To capital stock,	\$50,000	00
To proceeds first mortgage bonds,	25,000	00
To accrued interest first mortgage bonds,	358	41
To receipts for passengers,	15,462	90
To receipts from other sources,	503	92
To cash on hand at last report,	384	34
	\$91,709	57

Federal Street and Pleasant Valley.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
William McCreery, President,	Allegheny City, Pa.
J. T. Stockdale, Secretary and Treasurer,	Allegheny City, Pa.
William J. Crozier, General Superintendent,	Allegheny City, Pa.
General office at Allegheny City, Pa.	

<i>Directors.</i>	<i>Residences.</i>
R. H. King,	Allegheny City, Pa.
J. T. Stockdale,	Allegheny City, Pa.
J. P. Speer,	Allegheny City, Pa.
Frank Rahm,	Pittsburgh, Pa.
W. S. Bissell,	Pittsburgh, Pa.
R. K. Wilson,	Leetsdale, P., Ft. W. and C. railroad.
William Roseburg,	Neville, P., Ft. W. and C. railroad.

CHARACTERISTICS OF ROAD.

Length of road laid,	2 ⁶ / ₁₀ miles.
Length of double track, including sidings,	2 ¹ / ₂ miles.
Gauge of road,	5 feet 2 ¹ / ₂ inches.

ROUTE.

From Custom-house, Pittsburgh, along Smithfield street to Seventh avenue, to Liberty, to Ninth street, Hand street bridge, across bridge to Anderson street, Allegheny, to Lacock, to Sandusky, to Ohio, to Federal, to North avenue, to Monterey street, to Jackson, to Fremont, to West End avenue, to Brighton Place, to Taggart, to stables. Connections with People's Park Passenger railway at Federal street and North avenue, Allegheny; with Citizens' Passenger railway at Ninth street and Penn avenue, Pittsburgh, and with Pittsburgh and Birmingham Passenger railway at Seventh avenue, Pittsburgh.

ASSETS.

Construction,	\$85,000	00
Extension of way,	1,027	00
Equipment,	55,000	00
Real estate,	35,000	00
Buildings,	28,179	01
Personal accounts,	948	45
Office change,	400	00
Cash,	6,423	51
	\$212,002	97

LIABILITIES.

Capital stock,	\$100,000	00
Bonds,	75,000	00
Bills payable,	21,000	00
Personal accounts,	2,484	19
Coupons due,	2,854	22
Dividends unclaimed,	141	00
Surplus,	10,523	56
	\$212,002	97

Frankford and Southwark.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Henry Geiger, President,	Philadelphia, Pa.
George S. Gandy, Secretary and Treasurer,	Philadelphia, Pa.
Warder H. Janney, General Superintendent,	Philadelphia, Pa.

<i>Directors.</i>	<i>Residences.</i>
Edward S. Handy,	Philadelphia, Pa.
John Noblit,	Philadelphia, Pa.
Joseph B. Van Du-sen,	Philadelphia, Pa.
Thomas McClary,	Wilmington, Del.
Alfred Smith,	Philadelphia, Pa.
Jeremiah J. Sullivan,	Philadelphia, Pa.
Daniel Weckerly,	Philadelphia, Pa.
Edgar Fries,	Philadelphia, Pa.
James H. Gay,	Philadelphia, Pa.
John L. Lawson,	Philadelphia, Pa.
Moses W. Lippen,	Philadelphia, Pa.
William V. McGrath,	Philadelphia, Pa.

CHARACTERISTICS OF ROAD.

Length of road laid,	18.10 miles.
Length of double track, including sidings,	5.48 miles.
Gauge of road,	5 feet 2 inches.

ROUTE.

From Kensington avenue and Cumberland street; along Kensington avenue; across Frankford creek (through our own property) to Frankford avenue; along Frankford avenue to Arrott street, (this is a double track;) from same starting-point along Kensington avenue to Front street; along Front street to Berks street; along Berks street to Fifth street; (thus far a double track;) along Berks street to Sixth street; along Sixth street from Lehigh avenue to Jackson street; along Jackson street to Fifth street; along Fifth street to Rising Sun lane. 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 street for about two hundred feet each, connecting car-house with Kensington avenue.

ASSETS.

Construction and equipment,	\$975,455	45
Supplies on hand,	10,479	84
Bills and accounts receivable, (\$2,101 02 of doubtful value,)	2,855	10
Sinking-fund account,	10,680	00
Cash on hand,	89,699	87
	\$1,089,149	76
LIABILITIES.		
Capital stock,	\$600,000	00
Mortgage bonds,	102,000	00
Accounts payable,	3,449	79
Earnings appropriated to construction,	383,699	97
Equipment and supplies,		
	\$1,089,149	76

Germantown.

Year ending December 31, 1883.

Officers.

Adam Warthman, President, Philadelphia.
 William M. Singerly, Secretary and Treasurer, Philadelphia.

General office at 917 and 919 Chestnut street, Philadelphia, Pa.

Directors.

Adam Warthman, Philadelphia.
 William J. Burkhardt, Philadelphia.
 William T. Carter, Philadelphia.
 Joseph Farelra, Philadelphia.
 Samuel G. Thompson, Philadelphia.
 Eli Keen, Philadelphia.

Residences.

Residences.

Green and Coates Streets.

Year ending December 31, 1883.

Officers.

J. Hays Carson, President, Philadelphia.
 Joseph S. Siddall, Secretary and Treasurer, Philadelphia.

Directors.

Joseph B. Altemus, Germantown.
 Robert N. Carson, Philadelphia.
 William Cochran, Philadelphia.
 William Dulles, Philadelphia.

Residences.

Residences.

Phineas Fries	Philadelphia.
James McManes,	Philadelphia.
Charles A. McManus,	Philadelphia.
John B. Parsons,	Philadelphia.
Martin Siedenbach,	Philadelphia.
William H. Shelmerdine,	Germantown.
Howard A. Stevenson,	Philadelphia.
Charles J. Walton,	Philadelphia.

CHARACTERISTICS OF ROAD.

Length of road laid,	7 miles.
Length of double track, including sidings,	$\frac{3}{4}$ mile.
Gauge of road,	5 feet 2 inches.

Harrisburg City.

Year ending December 31, 1883.

Directors.

Henry A. Kelker, President,	Harrisburg, Pa.
Daniel Eppley, Vice President,	Harrisburg, Pa.
John T. Ensminger, Secretary,	Harrisburg, Pa.
Rudolph F. Kelker, Treasurer,	Harrisburg, Pa.
Samuel B. Reed, Superintendent,	Harrisburg, Pa.

Residences.

General office at 27 South Second street, (2d floor.) Harrisburg, Pa.

Directors.

Henry A. Kelker,	Harrisburg.
Daniel Eppley,	Harrisburg.
William K. Cowden,	Harrisburg.
John Whitman,	Harrisburg.
J. G. M. Bay,	Harrisburg.
John T. Ensminger,	Harrisburg.
Alexander Roberts,	Harrisburg.
David Fleming,	Harrisburg.
George W. Reily, M. D.,	Harrisburg.
William R. Gorgas,	Harrisburg.
William K. Alricks,	Harrisburg.
Rudolph F. Kelker,	Harrisburg.

Residences.

CHARACTERISTICS OF ROAD.

Length of road laid, 13,000 feet,	2 miles 2,440 ft.
Length of track, including sidings,	2 miles 3,440 ft.
Gauge of road,	5 feet 2 $\frac{1}{2}$ inches.

ROUTE.

From Delaware avenue down Third street to Walnut, out Walnut to Second street, down Second to Vine street, out Vine street to Race street,

down Race to Hanna street; and from the intersection of Market street and Market square out Market street to Meadow lane, opposite the depot of the Philadelphia and Reading Railroad Company and the depot of the Pennsylvania Railroad Company.

NOTE.—The track formerly leading from Delaware avenue to Park lane has been removed.

ASSETS.

Construction,	\$29,834 09		
Equipment,	30,137 42		
		\$59,971	51
Hay and feed, say,		100	00
Cash on hand close of business December 31, 1883,		5,754	60
		\$65,826	11
LIABILITIES.			
Capital stock paid up,		\$32,500	00
Liabilities for current expenses, say,		100	00
Balance,		3,226	11
		\$35,826	11

Hestonville, Mantua and Fairmount.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Charles H. Lafferty, President,	—
Charles Lafferty, Vice President,	—
W. C. Foster, Secretary and Treasurer,	—
General office at 4300 Lancaster avenue, Philadelphia.	
<i>Directors.</i>	<i>Residences.</i>
John Keller,	Lancaster.
Charles Lafferty,	Philadelphia.
Levi N. Wagner,	Philadelphia.
John R. Griffiths,	Philadelphia.
Henry Donahue,	Philadelphia.

CHARACTERISTICS OF ROAD.

Length of road laid,	20 miles.
Length of double track, including sidings,	50 squares.
Gauge of road,	5 feet 2 inches.

ROUTE.

Race and Vine street line, from depot, 4300 Lancaster avenue, to Haverford, to Thirty-third, to Spring Garden, over bridge, Spring Garden to Twenty-third, 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, over bridge, to Spring Garden, to Lancaster avenue, to depot.

Arch street line, from depot, 2590 Callowhill street, to Biddle, to Spring Garden, to Twentieth, to Arch, to Second; returning, Arch to Twenty-first, to Callowhill, to depot.

Hestonville branch, from depot, 4300 Lancaster avenue, to Fifty-second, to George's Hill, returning same route.

Zoological Garden branch, by double track from Thirty-fifth and Spring Garden, to Garden and return.

ASSETS.

Construction,	\$402,496	06
Equipment,	135,408	50
Real estate,	319,111	74
Real estate improvement,	69,671	23
Ground rent,	1,000	00
International Exhibition stock,	9,810	00
City of Philadelphia,	500	00
Cash,	12,190	24
	\$950,187	77
LIABILITIES.		
Capital stock,	\$299,381	36
Race and Vine streets bonded debt,	124,500	00
Hestonville first mortgage, new account,	300,000	00
Hestonville second mortgage,	7,500	00
Hestonville first mortgage,	600	00
Bills payable,	96,954	00
Bonds and mortgages on real estate,	87,999	99
Hestonville first mortgage coupons, new account,	60	00
Race and Vine streets mortgage coupons,	85	00
Hestonville first mortgage coupons,	367	50
Conductors' deposits,	2,075	00
Drivers' deposits,	66	00
Dividends,	698	45
Profit and loss,	19,950	47
	\$950,187	77

Johnstown.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
James McMillen, President,	Johnstown, Pa.
B. L. Yeagley, Secretary,	Johnstown, Pa.
F. H. McMillen, Treasurer,	Johnstown, Pa.
D. J. Duncan, Superintendent,	Johnstown, Pa.
General office at Johnstown, Cambria county, Pa.	

<i>Directors.</i>	<i>Residences.</i>
James McMillen,	Johnstown, Pa.
Herman Baumer,	Johnstown, Pa.
Andrew Foster,	Johnstown, Pa.
William H. Rosensteel,	Johnstown, Pa.
Charles F. Kress,	Johnstown, Pa.
Jacob Fendt,	Johnstown, Pa.
James J. Murphy,	Johnstown, Pa.

CHARACTERISTICS OF ROAD.

Length of road laid, 3 $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$ miles.
 Length of double track, including sidings, 800 feet.
 Gauge of road, 5 feet 3 inches.

ROUTE.

Commencing at east end of Maple avenue, Woodvale borough; thence westwardly along said avenue to First street, along First street to bridge over Conemaugh river, across said bridge to Railroad street, in Conemaugh borough; along said street to Clinton street, in Johnstown borough; along Clinton to Main street, down Main to Market street, along Market to Washington street, down Washington to bridge over Conemaugh river, across said bridge to Iron street, in Millville borough; along said street to bridge over Conemaugh river, across said bridge to Branch street, along Branch to Front street, along Front to Broad street, down Broad to terminus of road at crossing of Pennsylvania railroad.

ASSETS.

Construction and equipment,	\$58,530	82
Supplies on hand,	1,431	95
Cash on hand,	1,252	59
	\$61,214	86
LIABILITIES.		
Capital stock,	\$56,000	00
Earnings appropriated to construction, equipment, and supplies, . . .	3,862	27
Surplus,	1,252	59
	\$61,214	86

Lombard and South Street.

Year ending November 1, 1883.

<i>Officers.</i>	<i>Residences.</i>
John B. Parsons, President,	Philadelphia.
Francis Hazlehurst, Secretary and Treasurer,	Philadelphia.
John M. Gaughen, General Superintendent,	Philadelphia.
<i>Directors.</i>	<i>Residences.</i>
Robert N. Carson,	Philadelphia.
William Rotch Wister,	Philadelphia.
William H. Shelmerdine,	Philadelphia.
Edward Samuel,	Philadelphia.
Howard A. Stevenson,	Philadelphia.

CHARACTERISTICS OF ROAD.

Length of road laid, 17.76 miles.
 Length of double track, including sidings, 1.33 miles.
 Gauge of road, 5 feet 2 inches.

ROUTE.

Main line: From Twenty-fifth and Lombard, down Lombard to Front, to Dock; returning by way of Dock and Front street to South street, out South to depot at Twenty-fifth and South street. Passyunk avenue division: From depot at Thirteenth and Snyder avenue, Snyder avenue to Twelfth street, to Dickinson street, to Eighth, to Christian, to Fifth, to Lombard, to Front, to South, to Passyunk avenue, to Juniper, to Snyder avenue, to Broad street. West end division: From Twenty-fifth and South to Thirty-eighth and Spruce, to Hutton street *via* Thirty-eighth street and Lancaster avenue, to Fortieth street, to Baltimore avenue, to Spruce street, to depot. Thirty-third street branch: From Thirty-third and Spruce to Zoological Garden *via* Thirty-third, Eadline, and Thirty-fifth streets; returning by way of Thirty-fifth, Thirty-sixth, Walnut, and Thirty-third streets to Spruce street.

ASSETS.

Construction,	\$517,509	80
Equipment,	42,087	74
Real estate,	82,187	58
Cash,	10,755	25
	\$652,580	17
LIABILITIES.		
Capital stock,	\$285,555	00
Five per cent. bonds,	150,000	00
Seven per cent. West End bonds,	6,400	00
Mortgages and ground rents,	18,010	00
Loans,	82,000	00
Sundry accounts,	965	77
Conductors' and drivers' deposits,	1,105	00
Unclaimed dividends,	8	40
Profit and loss,	158,486	00
	\$652,580	17

Lehigh Avenue.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
John Lamon, President,	1587 Columbia avenue.
William L. Elkins, Vice President,	1218 North Broad street.
Charles A. Porter, Secretary,	1920 North Thirteenth street.
John L. Hill, Treasurer,	1831 North Broad street.
 <i>Directors.</i>	
John Lamon,	—
William L. Elkins,	—
Charles A. Porter,	—
John L. Hill,	—
John McCullough,	1460 Cherry street.
Robert C. Tittermary,	1313 Master street.

Perkiomen Avenue.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Charles Breneiser, President,	Reading, Pa.
David Keiser, Secretary,	Reading, Pa.
E. Moser, General Superintendent,	Reading, Pa.

<i>Directors.</i>	<i>Residences.</i>
Isaac Hlester,	Reading, Pa.
George W. Bard,	Reading, Pa.
David Keiser,	Reading, Pa.
Aaron Donkle,	Reading, Pa.
W. D. Althouse,	Reading, Pa.
E. T. Clymer,	Temple, Berks county, Pa.

CHARACTERISTICS OF ROAD.

Length of road laid,	2.2 miles.
Length of double track, including sidings, . . . . .	.6 mile.
Gauge of road,	5 feet 2½ inches.

ROUTE.

Beginning at Front and Penn streets, thence along Penn street to Eleventh street; thence along Perkiomen avenue to near Nineteenth street; thence on a lane to depot and City Park. No connection with other roads, but crossing Reading City passenger railway at Sixth and Penn streets, and Philadelphia and Reading railroad at Seventh and Penn streets.

ASSETS.

Road and railway,	\$57,709	53
Stable and office building,	3,337	93
Track construction,	2,500	08
Car-house,	1,655	29
Equipments,	24,627	45
Cash,	518	21
	\$90,348	49
LIABILITIES.		
Capital stock,	\$40,000	00
Profit and loss and surplus,	50,348	49
	\$90,348	49

The People's Street.

Year ending October 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
William Matthews, President,	Scranton, Lackawanna county.
J. C. Platt, Secretary and Treasurer,	Scranton, Lackawanna county.
Wm. Matthews, General Manager and Superintendent,	Scranton, Lackawanna county.
<i>Directors.</i>	<i>Residences.</i>
William Matthews,	Scranton.
James Blair,	Scranton.
J. C. Platt,	Scranton.
William Connell,	Scranton.
William Connell,	Scranton.
W. W. Scranton,	Scranton.
W. R. Storrs,	Scranton.
W. W. Winton,	Scranton.
George Sanderson,	Scranton.
John B. Smith,	Dunmore.

CHARACTERISTICS OF ROAD.

Length of road laid,	9½ miles.
Length of double track, including sidings,	1,800 feet.
Gauge of road,	4 feet 8½ inches.

ASSETS.

Construction account,	\$189,280	08
Real estate account,	18,440	00
Cars and vehicles account,	5,728	00
Horse account,	9,602	76
Harness account,	180	00
Trustee of treasury stock account,	1,800	00
Cash,	2,007	15
	\$176,537	99
LIABILITIES.		
Capital stock,	\$150,000	00
Bonds,	20,000	00
Sundry accounts,	980	63
Profit and loss,	5,607	36
	\$176,537	99

People's.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
C. J. Harrah, President,	Philadelphia.
Charles J. Harrah, Jr., Vice President,	Philadelphia.
John C. Deesalet, Secretary and Treasurer,	Philadelphia.
William Hagenswiler, General Superintendent,	Philadelphia.

General office at south-west corner Eighth and Dauphin streets.

<i>Directors.</i>	<i>Residences.</i>
C. J. Harrah,	Philadelphia.
Charles J. Harrah, Jr.;	Philadelphia.
T. C. Musgrove,	Philadelphia.
Joseph Morgan,	Philadelphia.
J. W. M. Cardoza,	Philadelphia.

CHARACTERISTICS OF ROAD.

Length of road laid,	44 miles.
Length of double track, including sidings,	14 miles.
Gauge of road,	5 feet 2 inches.

ROUTE.

Callowhill street, from Schuylkill river, to Front street, to Chestnut, and return to Vine, Vine to York avenue, to Callowhill, and by Callowhill to starting-point.

Green and Coates street division—Leased—Fairmount avenue to Twenty-second, to Green, to Oak, and by Fairmount avenue to starting-point; also, Green to Fourth, to Dickinson, to Eighth, to Fairmount avenue, to Fairmount park; also, Green to Fourth, to Walnut, to Eighth, to Fairmount avenue, to park.

Fourth and Eighth streets division—Eighth and Dauphin, by Germantown avenue, Fourth, Snyder avenue, Walnut street, Eighth street, to starting-point.

Girard avenue division—From Belmont and Elm avenues, by Girard avenue, to Palmer and return.

Germantown division—Eighth and Dauphin, by Germantown avenue, to Germantown and return.

ASSETS.

Construction and equipment, Callowhill street line,	\$236,343	60
Real estate,	9,833	33
Guarantee Trust and Safe Deposit Company, trustee,	76,425	00
Real Estate Title Insurance and Trust Company, trustee,	40,000	00
Germantown Passenger Railway purchased stock,	1,539,157	05
Green and Coates Street Passenger Railway purchased stock,	539,799	42
People's Passenger Railway purchased stock,	11,815	60
W. M. Singerly,	594	75
Robert Beaver,	649	07
Accrued dividends, January, 1884,	17,222	63
Cash in treasury,	15,539	72
Leased roads:		
Mortgage debt not covered by sinking fund,	39,250	01
Bills receivable, notes of Work & Co.,	\$60,000 00	
Work & Co.,	410,838 40	
	\$470,638 40	
Discount on bonds, stocks, &c.,	276,488 82	
Profit and loss—loss,	71,391 44	
	818,518	16
	\$3,844,948	34
LIABILITIES.		
Capital stock:		
Common, 60,000 shares, carried at	\$740,000	00
Preferred, 30,000 shares, carried at	120,000	00
[All legality of the alleged preferred stock or liability on account of the same, is denied by the company under advice of Hon. Wayne MacVeagh, counsel.]		
Funded debt:		
7 per cent. bonds,	\$212,000 00	
5 per cent. bonds,	269,000 00	
5 per cent. bonds, consolidated,	230,000 00	
	711,000	00
Floating debt:		
W. M. Singerly, for Germantown stock,	\$1,148,175 00	
Mortgage debt under leases,	39,250 01	
Mortgage debt, Callowhill street,	5,833 33	
Bills payable,	531,125 00	
Maturing lease rentals,	33,750 00	
Maturing interest on funded debt, January, 1884,	15,235 00	
Conductors' security deposits,	550 00	
	1,773,948	34
	\$3,844,948	34

Philadelphia City.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
William W. Colket, President,	Philadelphia.
Frank P. Leech, Secretary,	Philadelphia.
T. W. Pennypacker, Treasurer,	Philadelphia.
John S. Bortorff, General Superintendent,	Philadelphia.
General office at 4130 Chestnut street, Philadelphia, Pa.	
<i>Directors.</i>	<i>Residences.</i>
Winfield S. Wilson,	Philadelphia.
William Cochran,	Philadelphia.

John Markoe,	Philadelphia.
John M. Chestnut,	Philadelphia.
George W. Burton,	Philadelphia.
Collins W. Walton,	Philadelphia.

CHARACTERISTICS OF ROAD.

Length of road laid, main line 7 miles 363 feet, Darby rail-	
road 10 miles 1,837 feet,	17 miles 2,200 ft.
Length of double track, including sidings,	6 miles.
Gauge of road,	5 feet 2½ in.

ROUTE.

From Forty-second and Chestnut streets down Chestnut to Front, down Front to Walnut, up Walnut to Twenty-second, up Twenty-second to Chestnut, out Chestnut to depot at Forty-second street. Branch line leaves Chestnut street at Woodland avenue, along said avenue to Darby road, along Darby road to Darby. Park branch leaves Chestnut street at Thirty-second street, along Thirty-second street to Lancaster avenue, along Lancaster avenue to Belmont avenue, along Belmont avenue to Fairmount Park.

ASSETS.

Construction,	\$650,748	38
Equipment,	225,094	50
Cash,	107,290	93
	\$983,133	81
LIABILITIES.		
Capital stock,	\$475,000	00
Mortgage bonds,	200,000	00
Debenture bonds,	100,000	00
Mortgage bonds Philadelphia and Darby Railway Company,	48,000	00
Unclaimed dividends,	1,061	28
Unclaimed interest,	1,764	17
Fire insurance,	7,105	64
Profit and loss,	155,202	72
	\$983,133	81

Philadelphia and Darby.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Charles L. Borie, President,	Philadelphia.
William W. Colket, Secretary and Treasurer,	Philadelphia.
General office at 4130 Chestnut street, Philadelphia.	
<i>Directors.</i>	<i>Residences.</i>
M. Hall Stanton,	Philadelphia.
Ezra Bowen,	Philadelphia.
C. B. Mench,	Philadelphia.

Collins W. Walton,	Philadelphia.
A. L. Bonnaffon,	Philadelphia.
William W. Colket,	Philadelphia.

CHARACTERISTICS OF ROAD.

Length of road laid,	5 miles 255 feet.
Length of double track, including sidings,	1 mile 1,846 ft.
Gauge of road,	5 feet 2½ inches.

ROUTE.

From the borough of Darby, in Delaware county, along Darby plank road to Woodland avenue; thence along said avenue to Chestnut street, connecting at this point with the Philadelphia City Passenger Railway Company.

Philadelphia and Gray's Ferry.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Matthew Brooks, President,	1414 Christian street, city.
J. Crawford Dawes, Secretary and Treasurer,	1225 Monterey street, city.
Patrick Lovett, General Superintendent,	777 North Twenty-fourth street, city.

General office at Thirty-sixth street and Gray's Ferry road.

<i>Directors.</i>	<i>Residences.</i>
J. Hicks Conrad,	1506 Arch street, city.
Richard Dale,	1215 Spruce street, city.
William Dulles,	262 South Sixteenth street, city.
Oliver Hopkinson,	1424 Spruce street, city.
James McManes,	1810 Franklin street, city.
Thomas R. Woodhouse,	1111 Walnut street, city.

CHARACTERISTICS OF ROAD.

Length of road laid,	10¾ miles.
Length of double track, including sidings,	2½ miles.
Gauge of road,	5 feet 2 inches.

ROUTE.

From Gray's Ferry bridge along Gray's Ferry road to Christian street, Twenty-second street, Spruce street, and Third street, to exchange at Third and Walnut; along Dock, Second, Pine, Twenty-third streets, and Gray's Ferry road to terminus.

ASSETS.

Road and equipment,	\$286,608	98
Schuylkill River passenger railway stock,	49,050	00
Over-issued stock,	10,000	00
Cash,	25,092	42
	\$350,749	40
LIABILITIES.		
Capital stock,	\$309,207	00
Bonds and mortgage,	18,500	00
Dividends, Nos. 9, 10, 13, and 15,	45	87
Profit and loss,	22,996	58
	\$350,749	40

Pittsburgh, Allegheny and Manchester.

Year ending October 31, 1883.

Officers.

W. J. Kountz, President,	Allegheny City, Pa.
Charles Seibert, Secretary and Treasurer,	Pittsburgh.
W. H. Adams, General Superintendent,	Allegheny City.

General office at Pittsburgh, Pa.

Directors.

W. J. Kountz,	Allegheny City.
R. C. Gray,	Allegheny City.
John D. Scully,	Pittsburgh.
Charles Atwell,	Sewickley.
Joseph T. Speer,	Allegheny City.

CHARACTERISTICS OF ROAD.

Length of road,	5 miles.
Length of double track, including sidings,	5 miles.
Gauge of road,	5 feet 2 inches.

ROUTE.

Main line starts from corner of Liberty and Sixth streets, Pittsburgh; along Sixth street and across Suspension bridge to Allegheny City; thence along Federal, West Ohio streets, Western avenue, Bidwell street, Pennsylvania avenue, Beaver avenue to stable in Strawberry lane. Rebecca street branch leaves main line corner of Federal and Lacock streets; thence along Lacock, Craig, Rebecca streets and Beaver avenue to car-house, corner of Walnut street. Troy Hill branch leaves main line corner of Federal and Ohio streets; thence along East Ohio street to car-house, near Chestnut street. Connects with Pittsburgh Union Passenger Railway Company, People's Park Passenger Railway Company, Federal Street and

22 RAILROADS.

Pleasant Valley Passenger Railway Company, Transverse Passenger Railway Company, and Citizens' Passenger Railway Company.

ASSETS.

Construction,	\$211,831	46
Equipment,	82,869	41
Real estate and buildings,	198,572	11
Fixtures,	486	00
Sundry accounts,	5,270	08
Stocks,	90,350	00
Cash,	7,397	45
Deficit,	18,223	49
	\$555,000	00
LIABILITIES.		
Capital stock,	\$350,000	00
Funded debt,	205,000	00
	\$555,000	00

Pittsburgh and Birmingham.

Year ending November 5, 1883.

<i>Officers.</i>	<i>Residences.</i>
W. W. Patrick, President,	—
D. F. Agnew, Secretary,	—
John G. Holmes, Treasurer,	—
John Delowry, Superintendent,	—

General offices at 364 Liberty street, Pittsburgh, Pa.

<i>Directors.</i>	<i>Residences.</i>
W. W. Patrick,	Pittsburgh.
William M. Hersh,	Pittsburgh.
B. Wolf,	Pittsburgh.
Charles J. Clark,	Pittsburgh.
Alexander Nimick,	Pittsburgh.

CHARACTERISTICS OF ROAD.

Length of road,	3 ³ / ₈ miles.
Length of double track, including sidings,	3 ¹ / ₂ miles 82 yds.
Gauge of road,	5 feet 2 ¹ / ₂ inches.

ROUTE.

From Union depot to Smithfield street; thence along Smithfield to Monongahela river; thence over the bridge to Carson street, on the South Side; thence along Carson street to the terminus of the road at Thirtieth street. Connecting at Second avenue and Smithfield and at Tenth and Carson streets with the South Side Passenger Railway Company.

ASSETS.

Real estate,	\$52,881	67
Construction,	113,000	00
Equipment,	32,879	96
Monongahela water works,	425	00
Conductors' change, &c,	62	00
South Side Passenger Railway Company,	59,554	85
N. Holmes & Son,	2,360	18
	\$280,663	66
LIABILITIES.		
Capital stock,	\$174,000	00
Bonds,	75,000	00
Bill payable,	11,000	00
Profit and loss,	663	66
	\$280,663	66

Pittsburgh, Oakland and East Liberty.

Year ending December 31, 1883.

Officers.

Residences.

John T. Gordon, President,	Pittsburgh.
Harvey N. Rowe, Secretary,	Pittsburgh.
D. W. C. Bidwell, Treasurer,	Pittsburgh.
John T. Gordon, General Manager,	Pittsburgh.
C. W. Hamilton, General Superintendent,	Pittsburgh.

Directors.

Residences.

John T. Gordon,	Pittsburgh.
D. W. C. Bidwell,	Pittsburgh.
Thomas A. Mellon,	Pittsburgh.
James R. Mellon,	Pittsburgh.
A. W. Mellon,	Pittsburgh.
R. B. Mellon,	Pittsburgh.
Harvey N. Rowe,	Pittsburgh.

CHARACTERISTICS OF ROAD.

Length of road laid,	6 miles.
Length of double track, including sidings,	4½ miles.
Gauge of road,	5 feet 2 inches.

ROUTE.

From Market street through Fourth avenue, Grant street, Fifth avenue, Denniston and Penn to station in East Liberty; returning *via* Hiland avenue to Fifth, thence to Grant street, Third avenue and Market street to place of starting. Connecting with Central, and Pittsburgh and South Side, and crossing Pittsburgh and Birmingham and Transverse Passenger Railways.

ASSETS.

Construction,	\$128,721	07
Equipment,	64,880	51
Real estate,	39,250	67
Cash on hand,	3,979	69
Sundry bills receivable,	3,740	70
Material on hand,	1,458	00
Sinking fund,	3,909	27
Deficit,	2,337	75
	\$248,277	66
LIABILITIES.		
Capital stock,	\$150,000	00
Mortgage bonds,	95,000	00
Sundry bills payable on call,	3,277	66
	\$248,277	66

Pittsburgh and West End.

Year ending December 31, 1883.

Officers.

Residences.

John C. Relly, President,	Pittsburgh.
John Burns, Vice President,	Pittsburgh.
Thomas S. Bigelow, Secretary and Treasurer,	Pittsburgh.
W. J. Burns, General Manager and Superintendent,	Pittsburgh.

Directors.

Residences.

John C. Relly,	Pittsburgh.
John Burns,	Pittsburgh.
Thomas S. Bigelow,	Pittsburgh.
W. J. Burns,	Pittsburgh.

CHARACTERISTICS OF ROAD.

Length of road laid,	2½ miles.
Length of double track, including sidings,	5 miles.
Gauge of road,	5 feet 2½ inches.

ROUTE.

Starting from Fifth avenue and Market street, to Liberty street, to Fifth street, to Penn street, to Water street, to Point bridge, to Carson street, to Main street, to Walnut street, and along Walnut street to stables. Connect with Union Passenger Railway Company at Penn and Water streets.

ASSETS.

Construction,	\$25,900	21
Equipment,	21,218	88
Sundry,	112	00
Cash on hand,	5,887	66
	\$58,118	25
LIABILITIES.		
Capital stock,	\$26,060	14
Bonds,	16,000	00
Sundry,	276	00
Surplus balance,	10,782	11
	\$58,118	25

Pittsburgh Union.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
James H. Sewell, President,	Allegheny City.
Charles Selbert, Secretary,	Pittsburgh.
James J. Donnell, Treasurer,	Allegheny City.
<i>Directors.</i>	<i>Residences.</i>
James H. Sewell,	Allegheny City.
Edwin Brindley,	Pittsburgh.
Walter P. Hansell,	Pittsburgh.
R. C. Gray,	Allegheny City.
R. C. Wrenshall,	Pittsburgh.
F. M. Love,	Pittsburgh.
O. H. Allerton,	Pittsburgh.

CHARACTERISTICS OF ROAD.

Length of road laid,	4 miles 300 feet.
Length of track, including sidings,	20,370 feet.
Gauge of road,	5 feet 2½ inches.

ROUTE.

Starts on Fifth avenue, at corner of Market street, Pittsburgh; along Fifth avenue, Liberty street, Fifth street, Penn avenue, and Water street to Union bridge; across Union bridge to Grant avenue, Allegheny City; thence along Grant avenue, South avenue, Allegheny avenue, Franklin street, Fulton street, Washington avenue, Market street, and Stanton avenue to stable; thence along Preble avenue, Hanover street, and McClure avenue to Wood's Run avenue, the terminus. Connects with Pittsburgh, Allegheny and Manchester passenger railway and Pittsburgh and West End passenger railway.

ASSETS.

Construction,	\$76,899	98
Equipment,	71,594	72
Real estate,	6,064	95
Cash on hand,	1,589	25
Stock, Union Bridge Company,	612	50
Supplies on hand,	2,184	00
Deficit,	17,762	99
	\$176,708	84
LIABILITIES.		
Capital stock,	\$69,375	00
Funded debt,	100,000	00
Unfunded debt,	7,333	84
	\$176,708	84

Pittston Street.

Year ending December 31, 1883.

Officers.

Residences.

Isaac Everitt, President,	West Pittston, Pa.
E. W. Mulligan, Secretary,	Wilkes-Barre, Pa.
M. W. Morris, Treasurer,	Pittston, Pa.
Isaac Everitt, General Manager and Superintendent,	West Pittston, Pa.

Directors.

Residences.

Isaac Everitt,	West Pittston, Pa.
George B. Everitt,	West Pittston, Pa.
E. W. Mulligan,	Wilkes-Barre, Pa.
E. L. Mulligan,	Wilkes-Barre, Pa.
M. W. Morris,	Pittston, Pa.
James L. Morris,	Pittston, Pa.

CHARACTERISTICS OF ROAD.

Length of road laid,	1½ miles.
Length of double track, including sidings,	1½ miles.
Gauge of road,	5 feet 2 inches.

ROUTE.

Beginning at the intersection of Railroad street with Main street, thence along and upon Main street to the junction of the Lackawanna and Bloomsburg Division of the Delaware, Lackawanna and Western railroad with the Lehigh Valley railroad, commonly known as the L. & B. junction.

Reading City.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Benjamin F. Owen, President,	517 Court street and 545 Centre avenue.
James L. Douglas, Vice President,	211 South Fifth street.
Henry A. Muhlenberg, Secretary and Treasurer,	532 Washington street and 200 North Fourth street.
John A. Rigg, General Superintendent,	South Sixth street, near Willow street.
<i>Directors.</i>	<i>Residences.</i>
B. F. Owen,	517 Court street and 545 Centre avenue.
James L. Douglas,	211 South Fifth street.
Henry A. Muhlenberg,	532 Washington street and 200 North Fourth street.
William A. Medlar,	215 North Sixth street.
Charles H. Schaeffer,	524 Washington street.
Albert Thalheimer,	135 North Eighth street.
Matthew Harbaler,	417 South Fifth street.

CHARACTERISTICS OF ROAD.

Length of road, including sidings,	2½ miles.
Gauge of road,	5 feet 2 inches.

ROUTE.

The road begins at the corner of Fourth and Robeson streets; thence runs up Robeson street to its junction with Sixth street; thence runs down Sixth street to Canal street. The road has attached to it two branches as part of the street railway, one extending from Sixth street to the depot of the Philadelphia and Reading Railroad Company, and one extending from the corner of Sixth and Robeson streets to the Charles Evans cemetery. The road crosses at the corner of Sixth and Penn streets the Perkiomen Avenue Passenger Railway.

ASSETS.

Construction account,	\$43,637	36
Equipment account,	18,877	71
Total construction and equipment accounts,	\$62,515	07

The construction account has increased from \$30,244 75 by report of 1882 to \$43,637 36 by the report of 1883, on account of the purchase of real estate for the permanent stable and car-house of the company, and on account of the expense of putting up complete brick stable and brick car house during the year 1883. These permanent buildings cost as follows: Real estate, \$3,817 25; stable building, \$5,432 49; car-house building, \$4,142 87; total, \$13,392 61. The amount realized from the sale of \$12,000 first mortgage five per cent. bonds, due in 1893, was \$12,015 04, which, deducted from cost of real estate and buildings, leaves balance of \$1,377 57, which was paid out of the ordinary receipts of the road for the year 1883.

Equipment account has been increased \$899 32. Cost: Three new cars, materials on hand, stable supplies, 2,600 bushels of oats, \$1,170; 250 bushels corn, \$137 50, and eight tons hay, \$104, as per inventory made January 1, 1884,	\$1,411	50
The amounts due upon unsettled accounts January 1, 1884, were trifling. There is no surplus fund in hands of trustees. During the year 1883 there was expended for paving and paving stone, \$679 69; repairs and renewal account, \$121 06; railway supplies, \$570 53; lumber, \$165 91; hardware, \$560 71; total, \$2,079 90, all of which will be charged off.		
Balance in hands of treasurer December 31, 1883,	116	77
Total,	\$64,048	64
LIABILITIES.		
Capital stock, 811 shares, at \$50 per share,	\$40,550	00
Funded debt, first mortgage five per cent. bonds,	12,000	00
Unfunded debt, notes due February and March,	1,147	42
Unclaimed dividends,	130	00
The capital stock of the company is now worth about \$45 per share, hence there is no premium account connected with the same.		
The only bills due and unpaid on January 1, 1884: Balance on lumber bill for new buildings, \$175; hardware bill, \$104 30; balance due superintendent, salary for 1883, \$125; total,	404	30
The balance in hands of the treasurer December 31, 1883,	116	77
Difference between construction and equipment accounts, materials, and balance, \$9,695 15. This difference having been paid out of the cash earnings and receipts of the company, is a fair and proper credit to the account of profit and loss,	9,695	15
Total,	\$64,048	64

Ridge Avenue.

Year ending December 31, 1883.

Officers.

Residences.

E. B. Edwards, President, Ridge and Susquehanna av., Philadelphia, Pa.
 John Lambert, Vice President, Ridge and Susquehanna av., Philadelphia, Pa.
 William S. Blight, Secretary and Treasurer, Ridge and Susquehanna av., Philadelphia, Pa.
 Wm. Myers, General Superintendent, Ridge and Susquehanna av., Philadelphia, Pa.
 General office at Ridge and Susquehanna avenue, Philadelphia, Pa.

Directors.

Residences.

William S. Grant, Philadelphia, Pa.
 William T. Carter, Philadelphia, Pa.
 Charles Thomson Jones, Philadelphia, Pa.
 Henry Norris, Philadelphia, Pa.
 R. A. F. Penrose, M. D., Philadelphia, Pa.

CHARACTERISTICS OF ROAD.

Length of road laid, 15 miles.
 Length of double track, including sidings, 15 miles.
 Gauge of road, 5 feet 1 inches.

ROUTE.

From Second and Arch to Manayunk *via* Ninth and Tenth streets.

ASSETS.

Construction,	\$562,617	25
Ridge avenue stock, (103 shares in treasury,)	11,803	49
Cash,	23,782	14
	\$598,202	88
LIABILITIES.		
Capital stock,	\$420,000	00
Invested in buildings: Stable, depot, &c.,	139,791	49
Profit and loss,	38,411	89
	\$598,202	88

Scranton.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Charles E. Chittenden, President,	Scranton, Pa.
Melvin I. Corbett, Secretary,	Scranton, Pa.
Louis A. Watres, Treasurer,	Scranton, Pa.

General office at Scranton.

<i>Officers.</i>	<i>Residences.</i>
Charles E. Chittenden,	Scranton, Pa.
Melvin I. Corbett,	Scranton, Pa.
Louis A. Watres,	Scranton, Pa.
Alexander J. Connell,	Scranton, Pa.
Arthur H. Christy,	Scranton, Pa.

Schuylkill River.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
O. Hopkinson, President,	1424 Spruce street, city.
J. Crawford Dawes, Secretary,	1225 Monterey street, city.

General office at Thirty-sixth street and Gray's Ferry road.

<i>Directors.</i>	<i>Residences.</i>
Matthew Brooks,	1414 Christian street, city.
J. Hicks Conrad,	1506 Arch street, city.
William Penn Chandler,	2110 Spruce street, city.
Joseph Hopkinson,	1302 Spruce street, city.
Thomas R. Woodhouse,	1111 Walnut street, city.
Samuel W. Woodhouse,	500 South Forty-second street, city.

CHARACTERISTICS OF ROAD.

Length of road laid,	3 ⁸⁸⁶ / ₈₈₀ miles.
Length of double track, including sidings,	³ / ₈ mile.
Gauge of road,	5 feet 2 inches.

ROUTE.

From the old depot of the Philadelphia and Gray's Ferry Railway Company at Twenty-third and Spruce streets along Twenty-third to Callowhill, thence to Twenty-fifth, and along Twenty-fifth to main entrance to Fairmount park at Green street, returning *via* Twenty-fifth, Hamilton, Twenty-second, Filbert, Twenty-third, Walnut, and Twenty-second to Spruce.

ASSETS.

Road and equipments,	\$47,463	64
Balance of cash paid over to the Philadelphia and Gray's Ferry Company at the time of lease,	2,536	46
	<u>\$50,000</u>	<u>00</u>
LIABILITIES.		
Capital stock,	\$50,000	00

Second and Third Streets.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Alexander M. Fox, President,	1415 North Broad street.
Charles D. Matlack, Secretary,	708 North Eighth street.
William F. Miller, Treasurer,	1758 Frankford avenue.
George W. Thorn, Solicitor,	613 Vine street.
David W. Stephens, General Superintendent,	2453 Frankford avenue.
Charles C. Winnemore, General Superintendent,	Richmond and Allegheny avenue.

General office at 2453 Frankford avenue.

<i>Directors.</i>	<i>Residences.</i>
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 A. Freeman,	Philadelphia.
Horace T. Potts,	Philadelphia.
George Hoff,	Philadelphia.

CHARACTERISTICS OF ROAD.

Length of road laid,	37 miles.
Length of double track, including sidings,	4 miles.
Gauge of road,	5 feet 2½ inches.

ROUTE.

Commences 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 avenue, along Germantown avenue 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 street to the said turnpike road; thence along the said turnpike to the place of beginning; also, commences on Bridge street, in Bridesburg; thence along Bridge street to Richmond street, along Richmond street to the Frankford road, along Frankford road to Laurel street, along Laurel 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 Laurel, along Laurel to the Frankford road, along Frankford road to Girard avenue, along Girard avenue to Norris, along Norris to Richmond street, along Richmond street to depot, at Richmond street and Allegheny 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 avenue; also, on Third street, commencing at Oxford, along Third to Dauphin, along Dauphin to Emerald, along Emerald to Cumberland, along Cumberland to Richmond street; also, on Second street, from York to Lehigh avenue; also, on Berks street, from Second to Third street.

ASSETS.

Construction,	\$928,461	91
Supplies,	28,205	78
Individual ledger balances,	2,957	46
Cash,	78,133	77
	\$1,082,758	92
LIABILITIES.		
Capital stock,	\$771,076	25
Blanket money,	228	00
Root money,	50	00
Unpaid dividends,	1,551	50
Earning appropriated to construction,	231,647	89
Earning appropriated to supplies,	28,205	78
	\$1,082,758	92

Seventeenth and Nineteenth Streets.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
M. S. Quay, President,	Philadelphia.
John B. Peddle, Secretary and Treasurer,	Philadelphia.
Jacob C. Petty, General Superintendent,	Philadelphia.
General offices at Twenty-third and Brown streets, Philadelphia.	

<i>Directors.</i>	<i>Residences.</i>
John L. Hill,	Philadelphia.
William R. Leeds,	Philadelphia.
Samuel Daniels,	Philadelphia.
Thos. J. Smith,	Philadelphia.
George W. Elkins,	Pittsburgh, Pa.

CHARACTERISTICS OF ROAD.

Length of road laid,	7½ miles.
Gauge of road,	5 feet 2 inches.

South Side.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
D. B. Brickell, President,	—
W. T. Wallace, Secretary and Treasurer,	—
W. M. Rosborough, General Superintendent,	—

<i>Directors.</i>	<i>Residences.</i>
D. B. Brickell,	Pittsburgh.
W. T. Wallace,	Pittsburgh.
T. C. Lazier,	Pittsburgh.
George B. Hill,	Pittsburgh.
William Brickell,	Pittsburgh.
A. Lippman,	Pittsburgh.
James Alexander,	Monongahela City.

CHARACTERISTICS OF ROAD.

Length of road laid,	2½ miles.
Gauge of road,	5 feet 2½ inches.

ROUTE.

Starting from depot corner of Twenty-second and Sarah streets, South Side, along Sarah street to Washington street, along Washington street to Tenth, along Tenth and across Birmingham bridge over Monongahela river to Second avenue, to Grant street, to Third avenue, to Market street, to Fourth avenue, and return by Fourth avenue to Grant street, and thence by route described from Grant street to Twenty-second street, South Side. Connects with Pittsburgh and Birmingham, Pittsburgh, Oakland and East Liberty, Central, and Second Avenue Passenger Railroad Companies.

Stroudsburg.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Jackson Lantz, President and Treasurer,	Stroudsburg, Pa.
Jacob Houser, Secretary,	—

<i>Directors.</i>	<i>Residences.</i>
Jackson Lantz,	Stroudsburg, Pa.
Jacob Houser,	Stroudsburg, Pa.
P. S. Posten,	Stroudsburg, Pa.
Simpson Fetherman,	Stroudsburg, Pa.

CHARACTERISTICS OF ROAD.

Length of road laid,	1½ miles.
Length of double track, including sidings,	1½ miles.
Gauge of road,	4 feet 8½ inches.

ROUTE.

Main street in Stroudsburg, and East Stroudsburg to depot of Delaware, Lackawanna and Western Railroad Company; and also connecting with track leading to New York, Susquehanna and Western railroad depot in Stroudsburg on Main street.

ASSETS.

Construction of road,	\$15,033	97
Real estate,	1,000	00
Rolling stock,	5,628	00
Permanent improvement,	3,116	00
Profit and loss,	878	89
	\$25,656	86
LIABILITIES.		
Capital stock,	\$25,600	00
Unpaid dividends,	56	86
	\$25,656	86

Thirteenth and Fifteenth Streets.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Thomas W. Ackley, President,	Philadelphia.
D. Boyer Brown, Secretary and Treasurer,	Philadelphia.
William P. Cooper, General Superintendent,	Philadelphia.
<i>Directors.</i>	<i>Residences.</i>
Henry L. Hornberger,	Philadelphia.
Robert Crosswell,	Philadelphia.
Benjamin S. Kunkel,	Philadelphia.
D. P. Leas,	Philadelphia.
George W. Hall,	Philadelphia.

CHARACTERISTICS OF ROAD.

Length of road laid,	14 miles.
Length of double track, including sidings,	1½ miles.
Gauge of road,	5 feet 2 inches.

ROUTE.

On Fifteenth street, from Cumberland to Carpenter street; on Carpenter, from Fifteenth to Thirteenth street; on Broad street, from Carpenter to Reed street, double track, and from Reed street to Jackson, single track on Jackson, from Broad to Thirteenth; on Thirteenth, from Jackson to Cumberland street; on Cumberland, from Thirteenth to Fifteenth; on Broad street, from Cumberland to Germantown avenue, single track with turnouts; on Locust street, from Thirteenth to Fifteenth street; on Reed street, from Thirteenth to Broad street; on Columbia avenue, from Thirteenth to Ridge avenue; on Ridge avenue, to Jefferson street; on Jefferson street, from Ridge avenue to Fifteenth street.

ASSETS.

Construction, equipment, and real estate,	\$480,102	50
Cash on hand,	1,734	19
Sinking fund to meet issue of bonds,	16,595	00
	\$498,431	69
LIABILITIES.		
Capital stock, \$1,000,000; amount paid in,	\$334,529	44
Funded and floating debt,	160,000	00
Profit and loss,	3,902	25
	\$498,431	69

Transverse.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
C. L. Magee, President,	Pittsburgh.
C. F. Klopfer, Vice-President,	Pittsburgh.
William R. Ford, Secretary and Treasurer,	Pittsburgh.
Miller Elliott, General Superintendent,	Pittsburgh.

<i>Directors.</i>	<i>Residences.</i>
C. L. Magee,	Pittsburgh.
C. F. Klopfer,	Pittsburgh.
Joshua Rhodes,	Pittsburgh.
Wilson McCandless,	Pittsburgh.
A. F. Keating,	Pittsburgh.

CHARACTERISTICS OF ROAD.

Length of road laid,	33,592 feet.
Length of double track, including sidings,	67,000 feet.
Gauge of road,	5 feet 2 inches.

ROUTE.

Forty-eighth and Plummer, Forty-fourth, North, Butler, Thirty-ninth streets, Market alley, Charlotte, Thirty-fourth, Smallman, Twenty-third, Liberty, Smithfield streets, Sixth avenue, Wood, Water streets to Baltimore and Ohio depot, Spring Garden avenue, Chestnut street, Allegheny City, to Sixteenth and Liberty streets, Pittsburgh, and from Forty-third street to Bennetts, Allegheny county.

ASSETS.

Construction,	\$209,501	90
Equipment,	90,182	98
Real estate,	68,459	12
Profit and loss,	11,856	00
	\$380,000	00
LIABILITIES.		
Capital stock,	\$175,000	00
Funded debt,	175,000	00
Miscellaneous,	30,000	00
	\$380,000	00

Union.

Year ending December 31, 1883.

Officers.

William H. Kemble, President,	Philadelphia.
P. A. B. Widener, Vice President,	Philadelphia.
John B. Peddle, Secretary and Treasurer,	Philadelphia.
Jacob C. Petty, General Superintendent,	Philadelphia.

Residences.

General offices at Twenty-third and Brown streets, Philadelphia.

Directors.

P. A. B. Widener,	Philadelphia.
James McManes,	Philadelphia.
William L. Elkins,	Philadelphia.
Henry Bumm,	Philadelphia.
M. S. Quay,	Philadelphia.
William S. Stokley,	Philadelphia.

*Residences.***CHARACTERISTICS OF ROAD.**

Length of road laid, including leased lines,	70 miles.
Gauge of road,	5 feet 2 inches.

ROUTE.

Richmond and Baltimore depot branch, green light, (green car,) depot Norris and Thompson streets. Down Thompson to Marlborough, to Belgrade, to Frankford avenue, to Master, to Franklin, to Race, to Seventh, to Passyunk avenue, to Ellsworth, to Broad; up Broad to Christian, to Ninth, to Spring Garden, to Seventh, to Oxford, to Fourth, to Norris, to Memphis, to York, to Thompson, to depot.

Cedar Street branch, green light, (one-horse green car,) depot Norris and Thompson streets. North on Cedar street from York to Lehigh avenue; return same route, transferring passengers east on York street. Exchange with Market, Chestnut, and Walnut streets.

Park and Old Navy-Yard branch, red light, (yellow car,) depot Twenty-third and Brown streets. Down Brown street from Twenty-ninth to Twenty-third, to Wallace, to Franklin, to Race, to Seventh, to McKean, to Ninth, to Spring Garden, to Twenty-third, to Brown, to Twenty-ninth.

Ellsworth and Christian Streets branch, red light, (one-horse yellow car,) depot Twentieth and Wharton streets. Twentieth to Ellsworth, to Twenty-third, to Christian, to Seventh, to Federal, to Front, to Wharton, to Ninth, to Ellsworth, to Nineteenth, to Wharton, to Twentieth.

Park, Columbia Avenue and Market Street Ferries branch, orange light, (red car,) depot Twenty-third and Columbia avenue. Down Columbia avenue from Thirty-second to Franklin, to Race, to Seventh, to Market, to Front; up Market to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Park.

Jefferson and Master Streets branch, red light, (yellow car,) depot Twenty-third and Columbia avenue. Columbia avenue to Twenty-seventh, to Jefferson, to Seventh, to Oxford, to Fourth, to Columbia avenue, to Howard, to Huntingdon, to Hancock, to Columbia avenue, to Twenty-third.

Susquehanna Avenue branch, yellow cars, (red light,) depot Twenty-third and Brown streets. Brown street to Twenty-ninth, to Poplar, to Seventh, to Thompson, to Front, to Columbia avenue, to Howard, to Susquehanna avenue, to Franklin, to Master, to Twenty-seventh, to Poplar, to Twenty-ninth, to Brown, to Twenty-third.

Spring Garden Street branch, red light, (one-horse red car,) depot Twenty-third and Brown. Down Twenty-third to Wallace, to Twenty-second, to Spring Garden, to Seventh; Spring Garden to Twenty-third, to Wallace.

Eighteenth and Twentieth Streets branch, red light, (brown car,) depot Twentieth Street and Montgomery avenue. Down Twentieth street to Ridge avenue, to South College avenue, to Twentieth, to Filbert, to Seventh, to Jayne, to Sixth, to Sansom, up Sansom to Eighteenth, to Francis, to Perkiomen, to Vineyard, to Ridge avenue, to Eighteenth, to Montgomery avenue, to depot.

North Twentieth Street branch, green light, (one-horse brown car,) depot Twentieth and Montgomery avenue. North on Twentieth street from Montgomery avenue to Susquehanna avenue. Return same route to depot.

Seventeenth and Nineteenth Streets branch, green light, (yellow car,) depot Seventeenth and Berks streets. Down Seventeenth to Filbert, to Seventh, to Jayne, to Sixth, to Sansom; up Sansom to Nineteenth, to Norris, to Seventeenth, to depot.

Nineteenth and Twentieth Streets branch, red light, (one-horse blue car,) depot Twentieth and Wharton streets. Up Twentieth to Filbert, to Nineteenth; down Nineteenth to Wharton.

Seventeenth and Eighteenth Streets branch, green light, (two-horse green

car.) depot Twentieth and Wharton streets. Up Eighteenth from Wharton to Filbert, to Seventeenth; down Seventeenth to Reed, to Eighteenth, to Wharton.

Twelfth and Sixteenth Streets branch, red and purple light, (yellow car.) depot Twelfth and Susquehanna avenue. Down Twelfth to Wharton, to Seventeenth, to Carpenter, to Sixteenth; up Sixteenth to Susquehanna avenue, to depot.

ASSETS.

Cash,	\$191,416	75
Construction, Union,	847,602	58
Construction, Continental,	161,009	26
Equipment, Union,	484,388	92
Equipment, Continental,	105,476	74
Real estate, Union,	526,551	29
Real estate, Continental,	113,869	99
Seventeenth and Nineteenth Streets Passenger Railway Company,	200,000	00
Seventeenth and Nineteenth Streets stock,	600,000	00
Cable road,	353,810	64
Stock,	35,072	75
Feed and supplies,	45,668	82
Accounts receivable,	18,976	14
LIABILITIES.	\$3,663,841	88
Capital stock, Union,	\$925,000	00
Capital stock, Continental,	580,000	00
Funded debt, Union,	500,000	00
Funded debt, Continental,	350,000	00
Funded debt, Seventeenth and Nineteenth,	200,000	00
Loans,	150,000	00
Profit and loss,	958,841	88
	\$3,663,841	88

West Philadelphia.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Peter A. B. Widener, President,	Philadelphia.
D. W. Dickson, Secretary and Treasurer,	Philadelphia.
James T. Gorman, General Superintendent,	Philadelphia.

General office at north-west corner of Forty-first and Haverford streets, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
Peter A. B. Widener,	Philadelphia.
William H. Kemble,	Philadelphia.
William L. Elkins,	Philadelphia.
Henry C. Howell,	Philadelphia.
William R. Leeds,	Philadelphia.
John L. Hill,	Philadelphia.
Joseph E. Gillingham,	Philadelphia.
M. S. Quay,	Philadelphia.
George D. Widener,	Philadelphia.

CHARACTERISTICS OF ROAD.

Length of road, 18½ miles.
 Length of double track, including sidings, 7 miles.
 Gauge of roads, 5 feet 2½ inches.

ROUTE.

Baring street branch, depot to Forty-first and Haverford streets, *via* Baring street to Thirty-third street, to Arch street, to Thirty-second street, to Market street, to Front street, returning by same route. Haddington branch, from depot, *via* Haverford street, to Sixty-seventh street; returning, Haverford street to Sixty-fifth street, to Vine street, to Fifty-third street, to Haverford street, to depot. Main line, from depot, Forty-first and Haverford streets, to Market street, to Front street, returning by same. Park branch, from depot, Forty-first and Haverford streets, *via* Forty-first, to Elm avenue, to Belmont avenue; returning, Elm avenue to Fortieth street, to Market street, to Forty-first street, to depot. Market street extension, from Forty-first street, *via* Market street, to Sixty-third street, returning by same route.

ASSETS.

Cash,	\$86,750	52
Construction and equipment,	1,082,268	93
Stocks and loans,	30,800	00
Supplies,	7,703	00
Open accounts,	4,823	99
	\$1,212,346	44
LIABILITIES.		
Capital stock,	\$750,000	00
Funded debt,	246,000	00
Unsettled accounts,	3,110	95
Profit and loss,	126,966	56
Earnings appropriated to construction,	86,268	93
	\$1,212,346	44

Wilkes-Barre and Kingston.

Year ending December 31, 1883.

<i>Officers.</i>		<i>Residences.</i>	
W. J. Harvey, President,		Wilkes-Barre.	
A. J. Davis, Secretary and Treasurer,		Wilkes-Barre.	
W. J. Harvey, General Manager and Superintendent,		Wilkes-Barre.	
<i>Directors.</i>		<i>Residences.</i>	
W. J. Harvey,		Wilkes-Barre.	
H. H. Harvey,		Wilkes-Barre.	
E. P. Darling,		Wilkes-Barre.	
R. J. Fliok,		Wilkes-Barre	
I. B. Smith,		Kingston.	

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.

ROUTE.

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 and Northampton street to the depot 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.

ASSETS.

Real estate,	\$11,281	69
Personal property,	12,977	45
Construction,	88,679	62
Bills receivable,	5,062	00
Cash,	8,246	57
Expenses,	287,157	36
Interest,	2,980	60
Dividends,	70,500	00
	\$481,865	29
LIABILITIES.		
Capital stock,	\$100,000	00
Earnings,	381,865	29
	\$481,865	29

Williamsport.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Robert P. Allen, President,	Williamsport.
Henry C. Parsons, Vice-President,	Williamsport.
R. J. C. Walker, Secretary,	Williamsport.
Samuel A. Filbert, Treasurer and General Manager,	Williamsport.
A. H. Hagerman, General Superintendent,	Williamsport.
General office at Williamsport, Penn'a.	
<i>Directors.</i>	<i>Residences.</i>
Robert P. Allen,	Williamsport.
Henry C. Parsons,	Williamsport.
R. J. C. Walker,	Williamsport.
Samuel A. Filbert,	Williamsport.

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.

ROUTE.

Commencing on east Third street near intersection of Philadelphia and Erie railroad, thence up Third street to Pine, thence up Pine to west Fourth, thence up west Fourth to intersection of Philadelphia and Erie railroad with a branch at Campbell street, connecting with Philadelphia and Erie railroad depot, and extending out Herdic street to west Fourth.

ASSETS.

Cash in treasurer's hands,	\$538	92
Construction account,	80,491	05
Equipment account,	8,941	00
Hay and feed on hand,	1,369	00
	\$91,339	97
LIABILITIES.		
Accounts and bills payable,	\$12,749	25
Capital stock,	60,000	00
Profit and loss,	18,590	72
	\$91,339	97

Abstract of the Annual Reports of the Philadelphia Passenger Railway Companies.

1880.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	Not returned.	88	7.75	3,567,000
Fairmount and Arch Street,		16	3.88	Not returned.
Frankford and Southwark,		88	16.20	8,700,000
Philadelphia and Gray's Ferry,		22	6.88	Unknown.
		114	34.21	7,267,000

NOTE.—Under the head of "cars" the figures given show the number of first and second class cars. Wherever blanks occur the items were not reported or were returned "unknown."

1861.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	Not returned for 1861.	44	8.00	
Fairmount and Arch Street,		18	3.38	1,265,472
Frankford and Southwark,		45	12.10	3,500,000
Girard College,		25	5.40	
Green and Coates streets,		40		2,152,392
Philadelphia City,		20	3.92	1,809,597
Philadelphia and Gray's Ferry,		20	6.88	1,560,000
Ridge Avenue and Manayunk,		18	4.25	
Second and Third Streets,		60	18.90	5,000,000
Seventeenth and Nineteenth,		12	5.50	
Thirteenth and Fifteenth,		20	6.00	1,235,624
West Philadelphia,	40	6.00		
		360	80.38	16,523,085

1862.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	170	20	7.50	2,350,000
Delaware County,	16	5	4.00	
Frankford and Southwark,	267	42	12.33	3,600,000
Fairmount and Arch,	117	24	3.38	
Germantown,	184	28	19.00	2,000,000
Girard College,	116	25	5.40	
Green and Coates,	187	44		2,266,005
Philadelphia City,	120	23	3.92	2,068,476
Philadelphia and Darby,	57	13	5.14	240,534
Philadelphia and Gray's Ferry,		22	6.88	1,727,873
Ridge Avenue and Manayunk,	56	13	4.25	
Second and Third,	378	67	18.90	5,300,000
Seventeenth and Nineteenth,	46	13	5.50	
Thirteenth and Fifteenth,	123	17	6.25	1,312,500
West Philadelphia,	228	44	6.00	
	2,065	398	108.45	20,865,388

1863.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	175	39	7.00	2,850,000
Delaware County,	13	4	4.00	
Fairmount,	128	21	4.70	1,355,600
Fairmount and Arch,	112	20	3.38	1,484,914
Frankford and Southwark,	274	45	12.33	4,000,000
Germantown,	205	35	19.00	2,600,000
Girard College,	116	25	5.40	
Green and Coates,	196	40		2,517,098
Philadelphia City,	133	22	3.92	2,298,848
Philadelphia and Darby,		10	5.50	275,000
Philadelphia and Gray's Ferry,	120	22	6.88	1,857,000
Ridge Avenue and Manayunk,	54	10	4.25	
Second and Third,	332	64	18.90	5,800,000
Seventeenth and Nineteenth,	60	15	5.62	
Thirteenth and Fifteenth,	133	16	6.25	1,625,000
West Philadelphia,	233	48	6.00	
	2,334	436	118.13	26,963,460

1864.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	201	38	7.00	3,250,000
Delaware County,	12	2	4.00	
Fairmount,	129	22	6.00	1,729,000
Fairmount and Arch,	119	20	3.33	1,705,760
Frankford and Southwark,	257	40	12.33	4,900,000
Germantown,	233	39	19.00	
Girard College,	120	25	5.40	
Green and Coates,	236	41	4.50	2,919,908
Hestonville, Mantua and Fairmount,		16	9.50	
Lombard and South,	108	16	4.51	1,200,000
Philadelphia City,	142	24	3.92	2,331,160
Philadelphia and Darby,	60	10	5.14	334,928
Philadelphia and Gray's Ferry,	115	17	7.00	1,892,956
Ridge Avenue and Manayunk,	58	10	4.50	
Second and Third,	423	70	18.90	7,500,000
Seventeenth and Nineteenth,	75	16	5.62	
Thirteenth and Fifteenth,	125	17	6.25	1,750,000
West Philadelphia,	316	53	6.00	
	2,729	476	132.95	29,813,710

1865.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	210	37	7.00	3,500,000
Fairmount Park and Delaware River,	86	17	6.00	
Frankford and Southwark,	262	40	12.33	4,500,000
Germantown,	250	44	19.00	
Girard College,	120	25	5.40	
Green and Coates,	195	41	4.50	1,021,428
Hestonville, Mantua and Fairmount,	328	56	19.00	
Lombard and South,	105	18	4.50	1,200,000
Philadelphia City,	125	27	3.92	2,566,904
Philadelphia and Darby,	64	13	5.00	333,809
Philadelphia and Gray's Ferry,	118	19	7.00	1,792,644
Ridge Avenue and Manayunk,	51	10	4.50	
Second and Third,	431	72	18.90	7,000,000
Seventeenth and Nineteenth,	87	16	5.62	
Thirteenth and Fifteenth,	143	23	6.25	
Union,	412	70	23.50	3,128,615
West Philadelphia,	327	57	6.00	
	3,314	585	158.42	25,048,398

1866.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	197	84	7.00	3,500,000
Frankford and Philadelphia, (operated by Second and Third,)			2.00	100,000
Frankford and Southwark,	271	40	12.00	4,000,000
Germantown,	367	59	25.50	2,908,000
Girard College,	120	25	5.00	
Green and Coates,	191	41	4.50	
Hestonville, Mantua and Fairmount,	390	57	19.00	
Lombard and South,	105	18	4.50	1,200,000
Philadelphia City,	291	45	7.00	3,252,497
Philadelphia and Darby,	45	13	5.00	291,067
Philadelphia and Gray's Ferry,	154	23	7.00	1,785,051
Ridge Avenue and Manayunk,	54	12	4.50	
Second and Third,	485	78	18.00	7,000,000
Seventeenth and Nineteenth,	95	16	5.00	
Schuylkill River,	40	8	3.00	
Thirteenth and Fifteenth,	160	18	6.25	1,600,000
Union,	515	81	25.00	5,334,505
West Philadelphia,	331	57	6.00	
	3,811	623	166.25	30,919,120

1867.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	194	84	7.00	3,500,000
Frankford and Philadelphia,			7.00	300,000
Frankford and Southwark,	272	*40	12.00	4,000,000
Germantown,	367	59	25.50	3,400,000
Girard College,	120	25	5.00	
Green and Coates,	197	41	4.75	
Lombard and South,	103	18	4.00	1,200,000
Philadelphia City,	277	45	7.00	3,845,941
Philadelphia and Darby,	50	13	5.00	303,631
Philadelphia and Gray's Ferry,	135	25	7.00	1,712,891
Ridge avenue and Manayunk,	53	12	4.50	
Schuylkill River, (leased to Philadelphia and Gray's Ferry,)			3.00	
Second and Third,	489	78	19.00	7,500,000
Seventeenth and Nineteenth,	100	17	5.00	
Thirteenth and Fifteenth,	145	23	6.25	
Union,	529	81	25.00	
West Philadelphia,	341	67	6.00	
	3,372	581	153.00	25,762,453

*9 steam cars in addition to 40 horse cars.

1868.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	202	34	7.25	3,646,303
Frankford and Southwark,	298	40	12.00	4,385,779
Germantown,	364	59	25.50	3,900,000
Girard College,	125	25	5.00	.....
Green and Coates,	227	42	4.50	.....
Hestonville, Mantua and Fairmount,	345	58	11.00	3,607,233
Lombard and South,	113	18	4.50	1,300,000
Philadelphia City,	280	46	7.00	4,175,418
Philadelphia and Darby,	50	13	5.00	379,285
Philadelphia and Gray's Ferry,	140	28	7.00	1,700,000
Ridge Avenue and Manayunk,	48	12	4.50	.....
Schuylkill River, . . . . .	.....	.....	3.00	.....
Second and Third,	486	76	29.50	6,559,148
Seventeenth and Nineteenth,	110	17	5.50	1,305,936
Thirteenth and Fifteenth,	170	29	6.25	2,586,539
Union,	536	81	25.00	6,324,921
West Philadelphia,	340	70	10.00	.....
	3,834	648	172.50	39,870,612

1869.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	202	34	7.25	3,902,356
Frankford and Southwark,	273	45	12.33	4,540,779
Germantown,	361	59	25.50	4,050,000
Girard College,	135	25	5.40	.....
Green and Coates,	198	47	4.84	.....
Hestonville, Mantua and Fairmount,	339	57	11.00	3,880,875
Lombard and South,	113	17	4.51	1,450,000
Philadelphia City,	293	46	7.07	4,261,152
Philadelphia and Darby,	47	13	5.05	400,000
Philadelphia and Gray's Ferry,	124	23	10.37	1,700,000
Ridge Avenue and Manayunk,	51	12	4.50	.....
Schuylkill River, (not operated,) . . . . .	.....	.....	3.11	.....
Second and Third,	500	72	30.50	7,373,497
Seventeenth and Nineteenth,	127	19	5.62	1,731,433
Thirteenth and Fifteenth,	172	28	6.25	3,069,749
Union,	548	79	26.25	7,034,606
West Philadelphia,	382	65	10.00	6,100,000
	3,866	641	179.55	49,994,497

1870.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	252	48	7.25	4,101,008
Frankford and Southwark,	301	45	13.00	4,867,118
Germantown,	360	60	25.50	4,828,570
Girard College,	155	25	5.40	
Green and Coates,	200	42	7.00	
Hestonville, Mantua and Fairmount,	336	56	11.00	3,836,455
Lombard and South,	116	17	4.51	1,450,000
Philadelphia City,	337	71	7.07	4,406,523
Philadelphia and Darby, (leased to Philadelphia City,)		13	5.05	
Philadelphia and Gray's Ferry,	190	25	10.37	2,200,000
Ridge Avenue and Manayunk,	51	11	4.50	
Schuylkill River,			3.09	
Second and Third,	500	82	30.50	9,685,549
Seventeenth and Nineteenth,	125	22	6.00	2,057,624
Thirteenth and Fifteenth,	188	29	7.50	3,899,538
Union,	537	87	27.00	7,590,541
West Philadelphia,	402	65	10.00	6,500,000
	3,990	698	184.74	55,400,926

1871.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	352	48	7.25	5,092,232
Frankford and Southwark,	366	52	13.00	4,964,179
Germantown,	360	64	25.50	5,000,000
Girard College,	168	28	5.40	
Green and Coates,	196	42	7.00	
Hestonville, Mantua and Fairmount,	362	51	11.00	4,156,007
Lombard and South,	114	17	4.51	1,450,000
Philadelphia City,	404	65	7.07	5,350,979
Philadelphia and Darby,		15	5.05	
Philadelphia and Gray's Ferry,	145	25	10.37	2,500,000
Ridge Avenue and Manayunk,	55	14	4.50	
Schuylkill River, (to Philadelphia and Gray's Ferry,			3.09	
Second and Third,	550	85	34.50	7,261,417
Seventeenth and Nineteenth,	236	40	6.75	2,272,609
Thirteenth and Fifteenth,	222	32	8.00	3,167,812
Union,	692	115	30.00	8,677,252
West Philadelphia,	486	73	10.00	7,100,000
	4,708	766	192.99	56,991,977

1872.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	350	48	7. 75	4,089,857
Empire, (horses and cars hired from Citizens', and Seventeenth and Nineteenth,)			7. 75	1,712,404
Frankford and Southwark,	389	56	18.	5,421,326
Germantown,	360	64	25.	5,063,044
Green and Coates,	200	42	7.	2,723,251
Hestonville, Mantua and Fairmount,	378	43	11.	4,228,444
Lombard and South,	117	17	4. 51	1,450,000
Philadelphia City,	396	73	12.	5,289,426
Philadelphia and Darby,		15	5.	
Philadelphia and Gray's Ferry,	144	23	10. 37	2,600,000
Ridge Avenue,	254	40	18.	3,850,000
Schuylkill River,			8. 10	
Second and Third,	560	86	36.	7,653,120
Seventeenth and Nineteenth,	246	40	6. 75	2,342,373
Thirteenth and Fifteenth,	198	31	8.	2,816,590
Union,	687	109	30.	9,741,579
West Philadelphia,	507	74	11. 50	7,800,000
	4,786	761	211. 23	66,781,414

1873.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	308	48	7. 75	4,417,637
Empire,			7. 75	2,014,662
Frankford and Southwark,	429	56	16. 22	6,084,421
Germantown,	420	70	25. 00	6,225,383
Green and Coates,	207	38	7. 00	2,905,989
Hestonville, Mantua and Fairmount,	398	55	11. 00	5,266,951
Lombard and South,	114	20	4. 51	1,578,000
Philadelphia City,	430	75	7. 00	5,692,515
Philadelphia and Darby,		15	5. 04	
Philadelphia and Gray's Ferry,	144	23	10. 36	2,648,477
Ridge Avenue,	263	40	18. 70	4,100,000
Schuylkill River,			8. 11	
Second and Third,	600	99	36. 00	8,200,800
Seventeenth and Nineteenth,	271	35	6. 75	2,707,401
Thirteenth and Fifteenth,	227	34	9. 25	3,272,563
Union,	756	118	32. 00	10,357,198
West Philadelphia,	499	77	11. 50	8,300,000
	5,066	803	213. 94	73,771,995

1874.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	330	48	9.00	4,925,115
Empire,			7.75	2,320,931
Frankford and Southwark,	472	66	16.22	6,609,848
Germantown,	437	71	25.00	6,572,720
Green and Coates,	218	38	7.00	2,975,568
Hestonville, Mantua and Fairmount,	416	66	15.00	6,057,405
Lombard and South,	115	19	4.51	1,492,000
Philadelphia City,	613	112	7.00	7,182,922
Philadelphia and Darby,		15	5.00	
Philadelphia and Gray's Ferry,	144	22	10.36	2,723,633
Ridge Avenue,	230	44	13.70	4,200,000
Roxborough and Manayunk Inclined Plane,	22	3	5.50	19,104
Schuylkill River,			3.58	
Second and Third,	600	104	37.00	8,357,565
Seventeenth and Nineteenth,	294	38	7.50	2,996,877
Thirtieth and Fifteenth,	247	35	10.25	3,756,938
Union,	799	133	36.00	10,535,577
West Philadelphia,	503	77	11.50	7,832,044
	5,490	891	231.87	78,508,235

1875.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	330	54	9.00	4,821,546
Continental,			8.50	
Empire,			7.75	2,290,614
Frankford and Southwark,	513	75	16.75	7,558,850
Germantown,	550	76	28.00	8,247,247
Green and Coates,	222	38	7.00	3,151,825
Hestonville, Mantua and Fairmount,	435	79	19.00	6,646,336
Lombard and South,	183	33	8.00	1,518,900
People's,	126	16	5.50	2,567,551
Philadelphia City,	624	111	9.62	8,619,357
Philadelphia and Darby,		17	5.05	
Philadelphia and Gray's Ferry,	160	27	10.37	2,651,765
Ridge Avenue,	230	45	15.00	4,108,050
Roxborough and Manayunk Inclined Plane,	27	6	5.50	181,944
Schuylkill River,			3.11	
Second and Third,	600	104	37.00	8,757,115
Seventeenth and Nineteenth,	304	38	7.50	3,207,433
Thirtieth and Fifteenth,	260	39	10.50	3,929,259
Union,	886	149	41.00	10,635,818
West Philadelphia,	537	75	16.00	8,493,721
	6,037	982	270.15	87,887,331

1876.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	400	64	9.50	5,467,919
Continental,	295	50	9.50	1,990,358
Empire,			8.00	2,631,321
Frankford and Southwark,	572	75	16.75	8,662,094
Germantown,	851	90	31.00	13,338,672
Green and Coates,	278	42	7.00	3,536,456
Hestonville, Mantua and Fairmount,	746	92	20.00	9,634,689
Lombard and South,	160	44	8.00	1,842,214
Manayunk and Roxborough Inclined Plane,	27	7	5.50	64,414
People's,	186	22	6.00	1,408,157
Philadelphia City,	1,065	120	9.62	13,736,705
Philadelphia and Darby,		15	5.05	
Philadelphia and Gray's Ferry,	187	30	10.37	2,413,828
Ridge Avenue,	300	54	15.00	4,591,229
Schuylkill River,			3.11	
Second and Third,	625	109	37.00	9,589,635
Seventeenth and Nineteenth,	344	44	7.50	3,359,589
Thirteenth and Fifteenth,	290	40	10.50	4,980,897
Union,	925	154	41.00	11,392,326
West Philadelphia,	1,064	118	19.00	15,008,950
West End,	88	50	15.00	4,146,880
	8,348	1,220	294.40	117,795,833

1877.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	367	65	10.00	5,792,968
Continental,	256	40	9.50	2,690,437
Empire,			8.50	2,817,728
Frankford and Southwark,	538	75	16.75	7,819,963
Germantown,	620	90	31.00	10,314,484
Green and Coates,	233	37	7.00	2,832,701
Hestonville, Mantua and Fairmount,	479	92	20.00	4,778,166
Lombard and South,	150	44	8.00	1,643,987
Manayunk and Roxborough Inclined Plane,	26	7	5.50	184,030
People's,	127	22	6.50	1,108,522
Philadelphia City,	667	120	9.62	7,933,987
Philadelphia and Darby,			5.05	
Philadelphia and Gray's Ferry,	168	28	10.37	2,240,091
Ridge Avenue,	291	53	15.00	4,255,654
Schuylkill River,			3.11	
Second and Third,	620	109	37.00	8,844,377
Seventeenth and Nineteenth,	315	42	7.50	2,378,261
Thirteenth and Fifteenth,	295	48	12.00	3,892,058
Union,	901	154	41.00	10,117,603
West Philadelphia,	790	113	19.00	9,934,816
	6,841	1,139	282.40	89,588,128

1878.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	360	60	10.00	4,974,565
Continental,	268	50	9.75	2,899,952
Empire,			8.50	2,346,282
Frankford and Southwark,	566	89	16.75	7,752,504
Germantown,	565	90	31.00	9,914,902
Green and Coates,	233	42	7.00	2,827,956
Hestonville, Mantua and Fairmount,	446	91	20.00	4,500,088
Lombard and South,	150	43	8.00	1,469,329
Manayunk and Roxborough Inclined Plane,	25	7	5.50	
People's,	121	22	6.50	1,117,684
Philadelphia City,	688	129	9.62	8,082,114
Philadelphia and Darby,			5.05	
Philadelphia and Gray's Ferry,	180	28	10.37	2,183,172
Ridge Avenue,	292	53	15.00	4,316,253
Schuylkill River,			3.11	
Second and Third,	626	109	37.00	8,490,460
Seventeenth and Nineteenth,	344	44	7.50	2,260,233
Thirteenth and Fifteenth,	339	50	12.00	4,468,911
Union,	912	154	41.00	10,389,200
West Philadelphia,	701	112	19.00	10,207,428
	6,816	1,173	282.65	88,170,981

1879.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	367	56	10.00	5,126,559
Continental,	617	87	9.75	5,202,068
Empire,			8.50	2,360,505
Frankford and Southwark,	534	89	16.75	7,760,698
Germantown,	648	90	31.00	11,071,082
Green and Coates,	237	42	7.00	3,099,366
Hestonville, Mantua and Fairmount,	502	79	20.00	4,686,416
Lombard and South,	154	43	8.40	1,387,817
Manayunk and Roxborough Inclined Plane,	26	7	5.50	
People's,	140	22	6.50	1,224,553
Philadelphia City,	743	120	9.62	8,453,018
Philadelphia and Darby,			5.05	
Philadelphia and Gray's Ferry,	190	29	10.37	2,276,352
Ridge Avenue,	296	53	15.00	4,404,020
Schuylkill River,			3.12	
Second and Third,	626	109	37.00	8,639,358
Seventeenth and Nineteenth,			7.50	1,185,592
Thirteenth and Fifteenth,	408	48	12.00	4,837,494
Union,	897	154	41.00	10,835,419
West Philadelphia,	688	100	16.50	8,274,543
	7,073	1,128	280.56	90,824,655

1880.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	388	63	10.00	5,615,494
Continental, (leased to Union,)			9.75	
Empire,			8.50	2,442,448
Frankford and Southwark,	524	93	18.75	8,103,291
Germantown,	655	90	31.00	12,088,819
Green and Coates,	236	42	7.60	3,405,850
Hestonville, Mantua and Fairmount,	498	79	20.00	4,823,214
Lombard and South,	154	43	8.40	1,416,194
People's,	148	33	6.50	1,320,819
Philadelphia City,	776	130	17.48	9,440,591
Philadelphia and Darby,			5.05	
Philadelphia and Gray's Ferry,	200	35	10.40	2,411,668
Ridge Avenue,	296	53	15.00	5,004,675
Schuylkill River,			3.12	
Second and Third,	647	109	37.00	9,006,046
Seventeenth and Nineteenth, (leased to Union,)			7.50	
Thirteenth and Fifteenth,	394	55	12.00	5,140,046
Union,	1,705	263	74.00	20,053,880
West Philadelphia,	699	98	16.50	8,768,080
	7,820	1,186	315.95	99,045,515

1881.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	405	65	10.00	5,788,948
Continental,			9.75	
Empire,			8.50	2,681,473
Frankford and Southwark,	536	98	18.10	8,553,987
Germantown,	674	90	31.00	10,167,849
Green and Coates,	239	42	7.00	2,348,744
Hestonville, Mantua and Fairmount,	502	79	20.00	4,609,954
Lombard and South,	183	55	8.54	1,532,669
People's,	1,029	195	45.00	6,422,851
Philadelphia City,	773	132	17.50	10,015,323
Philadelphia and Darby,			5.05	
Philadelphia and Gray's Ferry,	200	35	10.37	2,474,798
Ridge Avenue,	298	53	15.00	5,298,495
Schuylkill River,			3.11	
Second and Third,	660	111	37.00	9,156,392
Seventeenth and Nineteenth,			7.50	
Thirteenth and Fifteenth,	408	53	12.00	5,193,638
Union,	1,736	230	74.00	20,960,569
West Philadelphia,	677	127	16.50	9,164,615
	8,820	1,415	355.92	104,370,300

1882.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	402	78	10.00	5,689,947
Continental,			10.50	
Empire,			8.50	2,981,102
Frankford and Southwark,	536	98	18.10	9,509,207
Green and Coates, (leased to People's,)			7.00	
Hestonville, Mantua and Fairmount,	490	79	20.00	4,687,840
Lombard and South,	258	55	17.76	2,898,652
People's,	1,084	176	44.00	20,554,527
Philadelphia City,	728	182	17.44	9,888,055
Philadelphia and Darby,			5.21	
Philadelphia and Gray's Ferry,	200	84	10.87	2,684,486
Ridge Avenue,	800	53	15.00	5,510,259
Schuylkill River,			8.11	
Second and Third,	668	114	37.00	9,504,889
Seventeenth and Nineteenth,			8.50	
Thirteenth and Fifteenth,	890	57	14.00	5,867,803
Union,	1,713	249	70.00	21,864,841
West Philadelphia,	626	123	18.50	9,070,422
	7,895	1,248	334.99	109,455,040

1883.

COMPANIES.	Horses.	Cars.	Miles of track.	Passengers carried.
Citizens',	414	87	10.00	6,077,066
Continental, (Union,)			10.50	
Empire,			8.50	3,642,974
Frankford and Southwark,	589	95	18.10	9,186,168
Green and Coates, (People's,)			7.00	
Hestonville, Mantua and Fairmount,	465	79	20.00	4,673,736
Lombard and South,	272	55	17.76	3,216,274
People's,	1,084	164	44.00	20,053,497
Philadelphia City,	708	182	17.40	9,597,718
Philadelphia and Darby, (Philadelphia City,)			5.05	
Philadelphia and Gray's Ferry,	200	40	10.87	2,884,623
Ridge Avenue,	800	56	15.00	5,757,020
Schuylkill River, (Philadelphia and Gray's Ferry,)			3.11	
Second and Third,	669	116	37.00	9,595,459
Seventeenth and Nineteenth, (Union,)			7.50	
Thirteenth and Fifteenth,	400	57	14.00	5,421,922
Union,	1,724	348	70.00	22,741,228
West Philadelphia,	646	122	18.50	9,561,867
	7,401	1,351	333.79	112,359,552

REPORTS OF
CANAL AND NAVIGATION COMPANIES.

24 RAILROADS.



REPORTS OF CANAL COMPANIES.

Delaware and Hudson.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Thomas Dickson, President,	Scranton, Pa.
Robert M. Olyphant, Vice President,	New York, N. Y.
F. Murray Olyphant, Secretary,	New York, N. Y.
James C. Hartt, Treasurer,	New York, N. Y.
Coe F. Young, General Manager,	Honesdale, Pa.
Rollin Manville, Railroad Superintendent,	Carbondale, Pa.

General offices at No. 21 Cortlandt street, New York.

<i>Directors.</i>	<i>Residences.</i>
Abiel A. Low,	New York, N. Y.
James M. Halsted,	New York, N. Y.
Le Grand B. Cannon,	New York, N. Y.
James R. Taylor,	Brooklyn, N. Y.
Thomas Dickson,	Scranton, Pa.
John Jacob Astor,	New York, N. Y.
Thomas Cornell,	Rondout, N. Y.
Robert S. Hone,	New York, N. Y.
James Roosevelt,	Hyde Park, N. Y.
Abraham R. Van Nest,	New York, N. Y.
Hugh J. Jewett,	New York, N. Y.
David Dows,	New York, N. Y.
Robert M. Olyphant,	New York, N. Y.

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Honesdale, Pa., to Rondout, N. Y.,	108 miles.
Length of main line of canal in Pennsylvania,	25 miles.

ASSETS.

Canal,		\$6,839,210	49
Railroad and equipment,		6,957,188	88
Real estate,		9,035,163	29
Mine improvements,		2,388,709	02
Mine fixtures and equipment,		407,620	00
Boats, barges, and steamboat,		566,640	09
Coal-yards and fixtures,		104,037	98
Laokawanna and Susquehanna railroad,		1,022,938	15
Cherry Valley, Sharon and Albany railroad,		300,000	00
New York and Canada railroad,		3,597,074	48
Laokawanna Palace Car Company,		54,675	36
Mechanicville and Fort Edward railroad,		52,112	88
Schenectady and Mechanicville railroad,		211,279	74
Albany and Susquehanna railroad, second track,		520,163	90
Telegraph lines,		14,734	80
Supplies on hand,		1,466,142	71
Coal on hand,		745,436	09
Advances to leased roads,		921,663	34
Miscellaneous, viz:			
Albany and Susquehanna consolidated bonds, (1870,) \$1,970,000 00			
Sundry bonds,	159,808 59		
		2,129,808	59
Stocks, as follows:			
Albany and Susquehanna railroad, 8,540 shares,	\$854,000 00		
Rensselaer and Saratoga railroad, 8,141 shares,	814,100 00		
Sundry stocks,	146,640 84		
		1,814,740	84
Advances on coal,		648,724	59
Cash,		2,318,497	29
Bills and accounts receivable,		1,596,476	20
		\$43,218,038	21
LIABILITIES.			
Capital stock,		\$20,000,000	00
Bonds:			
1884,	\$3,885,000 00		
1891,	5,549,000 00		
1894,	4,829,000 00		
1917,	5,000,000 00		
		18,763,000	00
Interest and dividends payable January, 1884,		694,325	00
Depositors,		82,873	83
Dividends and interest unclaimed,		40,134	01
New stock subscription and accrued interest,		1,827,400	00
Surplus,		2,005,305	87
		\$43,218,038	21

Delaware Division.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Joshua W. Woolston, President,	Germantown, Pa.
Henry Giles, Secretary and Treasurer,	Philadelphia, Pa.
<i>Directors.</i>	<i>Residences.</i>
J. W. Woolston,	Germantown, Pa.

I. V. Williamson,	Philadelphia, Pa.
J. S. Harris,	Philadelphia, Pa.
E. W. Clark,	Germantown, Pa.
F. C. Yarnall,	Philadelphia, Pa.
S. F. Corlies,	Philadelphia, Pa.
F. R. Cope,	Philadelphia, Pa.
E. Roberts, junior,	Philadelphia, Pa.
T. McKean,	Philadelphia, Pa.

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.

ASSETS.

Canal,	\$2,438,350	00
Scrp,	4,866	75
Cash,	1,457	58
	\$2,439,674	28
LIABILITIES.		
Capital stock,	\$1,688,350	00
Bonds,	800,000	00
Profit and loss,	6,824	28
	\$2,489,674	28

Lehigh Coal and Navigation.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences</i>
Joseph S. Harris, President,	Philadelphia.
F. C. Yarnall, Vice President,	Overbrook.
S. Shepherd, Secretary and Treasurer,	Philadelphia.
General office at Philadelphia, Pa.	

<i>Directors.</i>	<i>Residences.</i>
F. R. Cope,	Philadelphia.
E. W. Clark,	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.

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.

ASSETS.

Lehigh and Susquehanna railroad construction,	\$14,309,690	74
Lehigh Navigation and shipping improvements,	3,000,000	00
Coal lands,	5,724,002	82
Coal improvements,	1,526,885	11
Panther Creek railroad and equipment,	470,040	50
Lansford shops and equipment,	62,718	05
Opened work and cut coal in mines,	455,288	39
Mining equipment,	250,566	53
Landed property and improvements,	712,938	41
Canal equipment,	238,718	75
Supplies on hand at mines,	158,890	87
Coal on hand,	73,267	66
18,901 shares Lehigh Coal and Navigation Company stock owned by company,	945,050	00
Delaware Division Canal Company bonds,	306,000	00
Delaware Division Canal Company stock,	1,193,350	00
Other securities owned by company,	481,850	83
Bills receivable,	29,317	86
Bonds and mortgages,	3,984	33
Principal of ground and water rents,	170,011	86
Cash on hand,	306,131	47
Balance of individual ledger,	20,294	02
	\$30,438,981	20
LIABILITIES.		
Capital stock, 228,837 shares issued,	\$11,441,850 00	
Capital stock, 18,901 shares owned by company,	945,050 00	
	\$12,386,900	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, consol mortgage,	2,464,000 00	
Seven per cent. scrip redeemable in bonds due 1911,	6,750 00	
Loan due 1894, gold,	771,000 00	
Greenwood mortgage bonds due 1892,	643,000 00	
Mortgage bonds due 1887, Kentucky bank tract,	87,000 00	
Six per cent. scrip, Delaware division, due 1884,	113,689 00	
	\$16,070,229 84	
Less gold loan due 1897, assumed by Central Railroad of New Jersey,	\$2,310,000 00	
Less gold loan due 1897, assumed by Lehigh and Wilkes-Barre Coal Co.,	500,000 00	
Less gold loan due 1894, assumed by Lehigh and Wilkes-Barre Coal Co.,	771,000 00	
	3,581,000 00	
	12,489,229	84
Bills payable,	1,385,000	00
Central Railroad of New Jersey construction loan,	757,365	08
Philadelphia and Reading Railroad construction loan,	128,851	35
Ground-rents, mortgages and dowers,	188,921	18
Interest and dividends due January 1, 1884, and arrears,	148,791	05
Profit and loss,	2,267,988	92
Dividend fund,	665,933	83
	\$30,438,981	20

Monongahela Navigation.

Year ending January 10, 1884.

<i>Officers.</i>	<i>Residences.</i>
J. K. Moorhead, President,	Pittsburgh, Pa.
Max. K. Moorhead, President <i>pro tem.</i> ,	Pittsburgh, Pa.
W. Bakewell, Secretary and Treasurer,	Pittsburgh, Pa.
W. P. Wood, Cargo Inspector,	Pittsburgh, Pa.
Thomas McGowan, Superintendent of Repairs,	Lock No. 4, Washington county, Pa.

<i>Directors.</i>	<i>Residences.</i>
Joseph Albre,	Pittsburgh, Pa.
Felix R. Brunot,	Allegheny, Pa.
Alexander Bradley,	Pittsburgh, Pa.
Allan C. Bakewell,	Pittsburgh, Pa.
John Harper,	Pittsburgh, Pa.
N. B. Hogg,	Allegheny, Pa.
J. B. Murdoch,	Pittsburgh, Pa.
William Morrison,	Allegheny, Pa.
Max. K. Moorhead,	Pittsburgh, Pa.
J. B. Sweltzer,	Pittsburgh, Pa.

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Pittsburgh to Dunkard creek,	86 miles.
Length of main line of slackwater in Pennsylvania: All in Pennsylvania,	86 miles

ASSETS.

Construction,	\$1,120,100	20
*New construction, (not completed,)	356,629	70
*Cash,	82,574	84
W. P. Wood, cargo inspector,	1,619	94
Toll bills amount of tolls not yet received,	31,411	78
Securities held for investments of sinking and contingent funds,	88,605	00
	\$1,680,940	96

LIABILITIES.

Capital stock,	\$1,004,650	00
Scrap,	803	00
First mortgage bonds, due July 1, 1887,	88,000	00
Second mortgage bonds, due July 1, 1902,	343,000	00
Paid bond account,	46,000	00
Sinking fund, (for payment of first mortgage bonds,)	38,000	00
Contingent fund,	50,000	00
Trustee account,	7,157	67
Suspended account,	1,392	90
State Treasurer,	6,027	90
Dividends unpaid,	1,212	00
Coupons unpaid, (of which \$8,415 fell due January 1, 1884,)	8,805	00
Profit and loss,	135,893	49
	\$1,680,940	96

* NOTE.— Since the treasurer's books were closed on January 10, 1884, he has been advised of a payment into bank to the credit of the company, of \$7,500, on account of construction of New Lock No. 3, which is not included in the foregoing statement and report, but which will be included in next year's report. This sum would reduce the net amount paid on account of new construction, and increase the amount of cash on hand to that extent.

Pennsylvania.

Year ending December 31, 1883.

Officers.

<i>Officers.</i>	<i>Residences.</i>
Isaac J. Wistar, President,	Philadelphia, Pa.
Alfred Mordecai, Secretary,	Philadelphia, Pa.
Thomas P. Haviland, Treasurer,	Philadelphia, Pa.
Thomas T. Wierman, Chief Engineer,	Harrisburg, Pa.
F. J. Deemer, Superintendent of Equipment,	Wilkes-Barre, Pa.
Thomas T. Wierman, Jr., Resident Engineer,	Harrisburg, Pa.

Directors.

<i>Directors.</i>	<i>Residences.</i>
George B. Roberts,	Philadelphia, Pa.
Isaac J. Wistar,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
M. Hall Stanton,	Philadelphia, Pa.
Alexander Biddle,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Samuel M. Felton,	Philadelphia, Pa.
Strickland Kneass,	Philadelphia, Pa.
Simon Gratz,	Philadelphia, Pa.
William J. Howard,	Philadelphia, Pa.

CHARACTERISTICS OF CANAL.

Length of main line of canal: From Columbia to Nanticoke, 144; Junction to Huntingdon, 90; Northumberland to Lock Haven, 66; Clark's Ferry to Millersburg, 13; slack water, aggregate length, 11,	324 miles.
Length of main line of canal in Pennsylvania,	324 miles.
Number of branch canals, with length of each, viz: Two; aggregate length,	4 miles.

ASSETS.

Capital stock Susquehanna Coal and other companies,	\$109,001	00
Cash,	111,704	71
Collectors,	344	06
Equipment,	218,478	53
Individuals and company's chief engineer's account,	57	17
Materials Harrisburg repair shop,	7,364	25
Materials Espy boat yard,	11,524	88
Pennsylvania Canal,	6,750,589	48
Profit and loss,	822,421	56
Pennsylvania Railroad Company,	48,285	64
Sinking fund,	62,465	70
	\$7,637,266	98

LIABILITIES.		
Capital stock,	\$4,501,200	00
W. P. Clyde & Co.,	7	24
First mortgage bonds,	86,000	00
General mortgage bonds,	2,942,000	00
W. Hacker, auditor, pay-rolls,	12,509	90
W. Hacker, auditor, vouchers,	6,375	27
Interest on bonds in sinking fund,	2,802	50
Interest on first mortgage bonds,	2,580	00
Interest on general mortgage bonds,	84,180	00
Susquehanna Canal Company,	63	65
Susquehanna Steamboat Company,	48	42
	\$7,687,266	98

Schuylkill Navigation.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Frederick Fraley, President,	Philadelphia.
Richard Wilkins, Secretary and Treasurer,	Philadelphia.
Isaac P. Wilkins, Assistant Treasurer,	Bethayres, Montgomery county.
T. C. Zulick, Superintendent,	Schuylkill Haven, Pa.
Edwin F. Smith, Chief Engineer,	Reading, Pa.
General office, No. 417 Walnut street, Philadelphia.	

<i>Managers.</i>	<i>Residences.</i>
John N. Hutchinson,	Easton, Pa.
Charles W. Wharton,	Branchtown, Pa.
George Brooke,	Birdsboro', Pa.
Charles Baber,	Pottsville, Pa.
Michael Ward,	Philadelphia, Pa.
Thomas R. Patton,	Philadelphia, Pa.

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Mill Creek to Callowhill street bridge, Philadelphia,	108.23 miles.
Length of main line of canal in Pennsylvania,	108.23 miles.
Number of branch canals, with length of each, viz: one; aggregate length,	1 mile.

ASSETS.

Cash on hand,	\$63,610	83
Stocks and bonds held by president in trust,	84,261	27
Debts due to the company,	417	83
Contingent and sinking fund investments held in trust by the Philadelphia and Reading railroad company,	86,268	58
Works, real estate, and equipments of the company as charged on the books,	12,496,645	36
Rent due by the Philadelphia and Reading railroad company,	200,988	70
	\$12,882,192	07

LIABILITIES.		
Capital stock,	\$698,712	00
Preferred stock,	3,288,650	00
Mortgage loans, due 1897, 6 per cent.,	1,709,380	20
Mortgage loans, due 1907, 6 per cent.,	3,990,892	66
Coupon mortgage loan, due 1895, 6 per cent.,	1,200,000	00
Improvement bond, due 1880, 6 per cent.,	228,000	00
Boat and car loan, due 1913, 6 per cent.,	756,950	00
Boat and car loan, due 1915, 6 per cent.,	628,100	00
Loan of 1876, due 1895, 6 per cent.,	6,760	50
FLOATING LIABILITIES.		
Interest on loan, due January 1, 1884,	171,885	65
Dividends on preferred and common stock,	6,544	85
Retained taxes deducted from interest due loanholders,	33,154	59
Other current debts,	1,017	83
Contingent and sinking fund,	36,268	58
Balance to credit of profit and loss account to pay dividend,	86,925	71
	\$12,883,192	07

Susquehanna.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
G. A. Nicolls, President,	Reading, Pa.
Robert D. Brown, Treasurer,	Baltimore, Md.
T. C. Zulick, Superintendent,	Schuylkill Haven, Pa.
Edwin F. Smith, Chief Engineer,	Reading, Pa.

General offices at Baltimore, Md., and Reading, Pa.

<i>Directors.</i>	<i>Residences.</i>
George W. Dobbin,	Baltimore, Md.
Enoch Pratt,	Baltimore, Md.
R. K. Hawley,	Baltimore, Md.
Isaac Brooks, junior,	Baltimore, Md.
William W. Taylor,	Baltimore, Md.
Osinun Latrobe,	Baltimore, Md.
B. Andrews Knight,	Philadelphia, Pa.
William P. Jenks,	Philadelphia, Pa.
John N. Hutchinson,	Philadelphia, Pa.
J. B. Lippincott,	Philadelphia, Pa.
Franklin B. Gowen,	Philadelphia, Pa.
Henry Lewis,	Philadelphia, Pa.

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Columbia, Pa., to Havre de Grace, Md.,	*45 miles.
Length of main line of canal in Pennsylvania,	80 miles.

* Includes Tidewater Canal in Maryland.

ASSETS.

Cost of canals,	\$4,980,291	49
Uncollected rental,	339,697	65
Cash on hand,	6,647	71
	\$5,276,636	85
LIABILITIES.		
Capital stock,	\$3,002,746	00
Funded debt,	2,899,310	58
Unfunded debt,	374,580	27
	\$5,276,636	85

Union.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Grant Weldinan, President,	Lebanon, Pa.
George S. Bowman, Secretary and Treasurer,	Lebanon, Pa.
William Eckenroth, General Superintendent,	Lebanon, Pa.
A. J. Wood, Division Superintendent,	Water Works, Lebanon county, Pa.
Geo. W. Heckerman, Division Superintendent, Hummelstown, Dauphin county, Pa.	
Daniel Zechman, Division Superintendent,	Bernville, Berks county, Pa.

General offices at Lebanon, Pennsylvania.

<i>Directors.</i>	<i>Residences.</i>
Frederick Fraley,	Philadelphia.
William H. Gatzmer,	Philadelphia.
Charles M. Bayard,	Philadelphia.
George deB. Kelm,	Philadelphia.
Thomas C. Zulick,	Schuylkill Haven.

CHARACTERISTICS OF CANAL.

Length of main line of canal: From Middletown to Reading,	77 ⁶⁴ / ₁₀₀ miles.
Length of main line of canal in Pennsylvania,	77 ⁶⁴ / ₁₀₀ miles.
Number of branch canals, with length of each, viz: One;	
from Jonestown to Water Works,	7 miles.

ASSETS.

Stock, general account,	\$5,915,786	66
Cash,	611	48
S. R. Hynicka,	164	70
Drafts,	519	03
Cornish engine,	4,631	43
Profit and loss,	143,281	81
	\$6,065,095	06

LIABILITIES.		
Capital stock, preferred 6 per cent.,	\$1,434,200	00
Capital stock, common,	1,852,800	00
Capital stock, fractional,	4,196	26
Capital stock, preferred 8 per cent.,	3,200	00
Capital stock, preferred 10 per cent.,	200	00
Capital stock, preferred 6 per cent. S. N. Company,	120,850	00
Mortgage bonds,	3,000,000	00
Sundry accounts, (personal,)	149,648	80
	\$6,065,096	06

TELEGRAPH REPORTS.



TELEGRAPH COMPANIES.

American District.

Year ending December 31, 1883.

Officers.

William J. Phillips, President,	Philadelphia, Pa.
Joseph Wood, Jr., Secretary and Assistant Treasurer,	Philadelphia, Pa.
M. Richards Mucklé, Treasurer,	Philadelphia, Pa.
Charles L. Chapin, General Superintendent,	Philadelphia, Pa.

Residences.

General offices at 208 West Washington square, Philadelphia, Pa.

Directors.

William J. Phillips,	Philadelphia, Pa.
C. H. T. Collis,	Philadelphia, Pa.
M. Richards Mucklé,	Philadelphia, Pa.
William H. Woolverton,	New York, N. Y.
James McManes,	Philadelphia, Pa.
John E. Zenblin,	Philadelphia, Pa.
Thomas R. Woodhouse,	Philadelphia, Pa.
Leonard R. Fletcher,	Philadelphia, Pa.
James A. Palmer,	Philadelphia, Pa.

Residences.

CHARACTERISTICS OF LINE.

Length of wire in Pennsylvania, consisting of short lines in Philadelphia,	126 miles.
Number of stations in Pennsylvania,	10 districts.
Number of instruments in use (entire line:) District, burglar alarm, Morse, &c.,	2,308
Number of poles in use,	13
Number of persons employed in operating and maintaining line in Pennsylvania: Adults and operators, 74; messengers, 197; total,	271
Number of local messages transmitted during year, (entire line,)	26,478

Number of messages sent during the year in Pennsylvania, handed to other lines for transmission,	192,595
Number of messages received in Pennsylvania from other lines for delivery by messengers,	821,298
Value of real estate owned by the company, exclusive of line,	None owned.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Messages received to be forwarded by other lines to all parts of the world are charged rates established by those lines. Our local tariff for messenger service is based on time, not number of words. Time rates: 10 cents for 15 minutes, 15 cents for 30 minutes, 30 cents for 1 hour.

EXPENSES.

Gross expenses in Pennsylvania,	\$107,939 02
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RECEIPTS.

Gross receipts of entire line, including amount received for other corporations and individuals as their agents, . .	\$162,838 20
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SUMMARY OF PAYMENTS.

For construction of new lines,	\$1,389	37
For purchase of telegraph property,	1,014	99
For interest,	804	00
For miscellaneous, including payment to other corporations and individuals of amounts received, as above noted,	158,742	86
For taxes,	1,888	19
Total,	\$158,837	41

ASSETS.

License and patent rights,	\$316,612	00
Charter and incorporation,	250	00
Construction,	61,849	45
Equipments,	21,801	87
Supplies, (instruments and material in stock,)	5,848	84
Donated American District telegraph stock (this company) held by trustee,	4,650	00
Accounts receivable,	12,985	52
Cash,	7,877	00
	\$431,524	18

LIABILITIES.

Capital stock,	\$400,000	00
First mortgage bonds,	18,400	00
Accrued interest on bonds, (due March 1, 1884,)	268	00
Unpaid vouchers drawn for settlement of December accounts,	3,858	08
Accounts payable,	28	70
Profit and loss,	13,771	42
	\$431,524	18

Atlantic and Ohio.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Norvin Green, President,	New York.
Augustus Schell, Vice President,	New York.
Roswell H. Rochester, Secretary and Treasurer,	New York.

General offices at New York city.

<i>Directors.</i>	<i>Residences.</i>
Norvin Green,	New York.
Thomas T. Eckert,	New York.
Augustus Schell,	New York.
Roswell H. Rochester,	New York.
John B. Van Every,	New York.
Charles A. Tinker,	New York.
John E. Zeubliu,	Philadelphia.
Henry Bentley,	Philadelphia.
Sylvester S. Garwood,	Philadelphia.

CHARACTERISTICS OF LINE.

The lines are leased to the Western Union Telegraph Company, and are so merged with the lines of that company that it is not practicable to give their characteristics separately. The return of the Western Union Telegraph Company includes all lines leased or owned by it. The length of time for which the lines are leased, (as above stated,) is until terminated by six months' notice at the option of either party.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Same as those of the Western Union Telegraph Company.

EXPENSES.

Gross expenses of entire line are paid by the Western Union Telegraph Company, lessees, and are included in the return of that company.

RECEIPTS.

Gross receipts of entire line accrue to the Western Union Telegraph Company, lessees, and are included in the return of that company.

SUMMARY OF PAYMENTS.

For dividends, none other than ten per cent. paid by Western Union Company.

None. Taxes paid by lessees.

25 RAILROADS.

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None, since its lease to the Western Union Telegraph Company, April 15, 1864.

Date and per cent. of all cash dividends on stock of original and consolidated companies: Prior to April 15, 1864, not known. 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

Pacific and Atlantic.

Year ending December 31, 1885.

<i>Officers.</i>	<i>Residences.</i>
Norvin Green, President,	New York.
Augustus Schell, Vice President,	New York.
Roswell H. Rochester, Secretary and Treasurer,	New York.

General offices at New York city.

<i>Directors.</i>	<i>Residences.</i>
Norvin Green,	New York.
Augustus Schell,	New York.
David H. Bates,	New York.
Roswell H. Rochester,	New York.
Henry Bentley,	Philadelphia.
John E. Zeublin,	Philadelphia.
Sylvester S. Garwood,	Philadelphia.

CHARACTERISTICS OF LINE.

The lines are leased to the Western Union Telegraph Company, and are so merged with the lines of that company that it is not practicable to give their characteristics separately. The returns of the Western Union Telegraph Company include all lines leased or owned by it. The length of time for which the lines are leased (as above stated) is nine hundred and ninety-nine years from January 1, 1874.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Same as those of the Western Union Telegraph Company.

EXPENSES.

Gross expenses of entire line are paid by the Western Union Telegraph Company, lessees, and are included in the return of that company.

RECEIPTS.

Gross receipts of entire line accrue to the Western Union Telegraph Company, lessees, and are included in the return of that company.

SUMMARY OF PAYMENTS.

None. Taxes paid by lessees.

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None.
 Date and per cent. of all cash dividends on stock of original and consolidated companies: December 1, 1866, 3½ per cent.; April 1, 1867, April 1, 1868, April 1, 1869, July 1, 1867, July 1, 1868, July 1, 1869, October 1, 1867, October 1, 1868, October 1, 1869, January 1, 1868, January 1, 1869, 2½ per cent.

Philadelphia Local.

Year ending March 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Henry Bentley, President,	Philadelphia.
William P. Wheatland, Secretary and Treasurer,	Philadelphia.
Samuel M. Plush, General Superintendent,	Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
Henry Bentley,	Philadelphia.
William P. Wheatland,	Philadelphia.
John E. Zeublin,	Philadelphia.
James Merrihew,	New York.
Augustus Schell,	New York.
Charles A. Tinker,	New York.
David H. Bates,	New York.

CHARACTERISTICS OF LINE.

All local lines, extending from one part of the city to another, in Philadelphia. No cables.

Length of wire, (entire line,) about,	159 miles.
Length of wire in Pennsylvania,	159 miles.
Number of stations, (entire line.)	76.
Number of stations in Pennsylvania,	76.
Number of instruments in use, (entire line,)	416.
Number of instruments in use in Pennsylvania,	416.
Number of poles to the mile, about,	40
Number of persons employed in operating and maintaining the line, male, 64; female, 28; total,	92
Number of persons employed in operating and maintaining the road in Pennsylvania, male, 64; female, 28; total,	92
Number of messages sent during the year, (entire lines,) about,	365,000

Number of messages sent during the year in Pennsylvania,	365,000
Number of messages received, (entire lines,) about, . . .	450,000
Number of messages received in Pennsylvania,	450,000
Value of real estate owned by the company, exclusive of line,	None.
Value of real estate owned by the company in Pennsylva- nia,	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under: Rates for ten words, 15 and 20 cents ; each additional word, 1 and 2 cents. We have no wire of greater length than 12 miles.

EXPENSES.

Gross expenses of entire lines,	\$133,730 60
Gross expenses in Pennsylvania,	133,730 60

RECEIPTS.

Gross receipts of entire line,	\$210,563 17
Gross receipts in Pennsylvania,	210,563 17

SUMMARY OF PAYMENTS.

For construction of new lines, and purchase of telegraph property, stocks, &c.,	\$23,229	94
For dividends,	52,000	00
For miscellaneous,	129,606	30
For taxes,	4,124	30
For undivided profits,	1,602	63
Total,	\$210,563	17
Total amount of undivided profits,	\$40,839	29

ASSETS.

Construction, equipment, plant, &c.,	\$325,839	92
Amount invested in stocks, memberships, &c., in other companies, . .	114,999	37
Cash—accounts due and unpaid to date,	4,601	45
Cash balance,	9,001	18
	\$454,441	92
LIABILITIES.		
Capital stock,	\$400,000	00
Unfunded surplus invested in construction, equipment, purchase new property, stocks, &c.,	40,839	29
Profit and loss—undivided dividend and surplus balance,	13,602	63
	\$454,441	92

STOCK AND DIVIDENDS.

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

Date and per cent. of all cash dividends on stock of original and con

solidated companies: June 30, 1882, \$16,000, 4 per cent.; September 30, 1882, \$12,000, 3 per cent.; December 31, 1882, \$12,000, 3 per cent.; March 30, 1883, \$12,000, 3 per cent.

	AMOUNT.	
Amount paid in dividends, cash,	\$52,000	00
Balance for the year or surplus,	1,602	63
Surplus at commencement of the year,	4,003	06
Total surplus, March 31, 1883,	1,602	68
Surplus invested as follows: Cash and accounts due company,	1,602	63

Philadelphia, Reading and Pottsville.

Year ending November 30, 1883.

<i>Officers.</i>	<i>Residences.</i>
George DeB. Keim, President,	Philadelphia.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.
O. W. Stager, Superintendent,	Reading.

General offices at 237 South Fourth street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
J. B. Lippincott,	Philadelphia.
Henry Lewis,	Philadelphia.
Edward C. Knight,	Philadelphia.
G. A. Nicolls,	Reading.

CHARACTERISTICS OF LINE.

Length of main line, from Philadelphia, Pa., to Pottsville, Pa.,	101 miles.
Length of main lines in Pennsylvania,	863½ miles.
Length of sub-marine cables, (entire line,)	500 feet.
Length of wire, (entire line,)	2,900¼ miles.
Number of stations, (entire line,)	383
Number of instruments in use, (entire line,)	773
Number of poles to the mile,	31 to 37
Number of persons employed in operating and maintaining the line, male, 650; female, 12; total,	662
Number of messages sent during the year, (entire line,)	364,578
Number of messages sent during the year in Pennsylvania,	Same.
Value of real estate owned by the company, exclusive of line,	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under, . . .	15, 20 and 25 cents.	1 and 2 cents.
For one hundred miles 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, \$58,786 81

RECEIPTS.

Gross receipts of entire line, 96,218 09

SUMMARY OF PAYMENTS.

For construction of new line,	\$10,048	91
For maintenance and repairs,	9,176	47
For wages of repairmen,	9,311	65
For interest,	12,000	00
For dividends,	50,000	00
For salaries of operators, &c.,	30,825	77
For taxes,	1,802	54
For miscellaneous,	8,170	38
Total,	\$130,835	72

ASSETS.

Construction,	\$195,155	64
Equipment,	57,792	85
Materials,	7,857	20
Cash,	5,158	19
Sundry debits,	7,564	94
	\$273,528	82
LIABILITIES.		
Capital stock,	\$20,000	00
Debenture bonds,	200,000	00
Coupons due December 1, 1883, (accrued,)	6,000	00
Sundry credits,	28,833	10
Profit and loss, income account,	18,695	72
	\$278,528	82

STOCKS AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies: December 4, 1882, 150 per cent. ; November 28, 1883, 100 per cent.

Amount paid in dividends, cash, \$50,000 00.

Rockhill.

Year ending November 30, 1888.

<i>Officers.</i>	<i>Residences.</i>
William A. Ingham, President,	Philadelphia.
William B. Jacobs, Secretary and Treasurer,	Philadelphia.
A. W. Sims, General Manager and Superintendent,	Orbisonia.

General offices at 320 Walnut street, Philadelphia.

<i>Directors.</i>	<i>Residences.</i>
William A. Ingham,	Philadelphia.
Ario Pardee,	Hazleton.
Edward Roberts, Jr.,	Philadelphia.
George B. Markle,	Philadelphia.
Percival Roberts,	Philadelphia.

CHARACTERISTICS OF LINE.

Length of main line, from Mount Union to Robertsdale,	30 miles.
Length of main line in Pennsylvania,	30 miles.
Length of wire, (entire line,)	30 miles.
Length of wire in Pennsylvania,	30 miles.
Number of stations, (entire line,)	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 maintaining the line, male,	5
Number of persons employed in operating and maintaining line in Pennsylvania, male,	5
Number of messages sent during the year, (entire line,)	487
Number of messages sent during the year in Pennsylvania,	487
Number of messages received, (entire line,)	487
Number of messages received in Pennsylvania,	487

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten word.	Each additional word.
For one hundred miles or under,	25 cents.	2 cents.

EXPENSES.

Gross expenses of entire line: Paid by East Broad Top Railroad and Coal Company and included in their report.

Gross expenses in Pennsylvania: All.

RECEIPTS.

Gross receipts of entire line: Received by East Broad Top Railroad and Coal Company and included in their report.

Gross receipts in Pennsylvania: All.

ASSETS.

Construction and equipment,	\$4,220	13
Cash in bank,	300	00
	\$4,520	13
LIABILITIES.		
Capital stock,	\$300	00
Unfunded debt,	4,220	13
	\$4,520	13

Western Union.

Year ending December 31, 1883.

*Officers.**Residences.*

Norvin Green, President,	New York.
Thomas T. Eckert, Vice President and General Manager,	New York.
Augustus Schell, Vice President,	New York.
Harrison Durkee, Vice President,	New York.
John Van Horne, Vice President,	New York.
A. R. Brewer, Secretary,	New York.
R. H. Rochester, Treasurer,	New York.
Charles A. Tinker, General Superintendent,	New York.
R. C. Clowry, General Superintendent,	Chicago, Ill.
G. W. Trabue, General Superintendent,	Nashville, Tenn.

*Directors.**Residences.*

Norvin Green,	New York.
Thomas T. Eckert,	New York.
John T. Terry,	New York.
John Van Horne,	New York.
Augustus Schell,	New York.
Harrison Durkee,	New York.
Jay Gould,	New York.
Russell Sage,	New York.
Alonzo B. Cornell,	New York.
Sidney Dillon,	New York.
Cyrus W. Field,	New York.
George J. Gould,	New York.
John Pender, M. P.,	London, England.
Henry Weaver,	London, England.
Percy R. Pyne,	New York.
Robert Lenox Kennedy,	New York.

Hugh J. Jewett,	New York.
J. Pierpont Morgan,	New York.
Frederick L. Ames,	Boston, Mass.
John Hay,	Cleveland, Ohio.
William D. Bishop,	New Haven, Conn.
C. P. Huntington,	New York.
George B. Roberts,	Philadelphia, Pa.
Frank Work,	New York.
Samuel Sloan,	New York.
Erastus Winian,	New York.
John J. Astor,	New York.
Chauncey M. Depew,	New York.
James W. Clendenin,	New York.
C. C. Baldwin,	New York.

***CHARACTERISTICS OF LINE.**

Length of main line,	144,025.88 miles.
Length of main line in Pennsylvania leased, owned, and controlled,	8,363 miles.
Length of submarine cables, (entire line,)	5,978 miles.
Length of submarine cables in Pennsylvania, about,	3 miles.
Length of wire, (entire line,)	440,443 miles.
Length of wire in Pennsylvania leased, owned, and controlled,	35,635 miles.
Number of stations, (entire line,)	13,139
Number of stations in Pennsylvania, about,	1,150
Number of instruments in use, (entire line,)	29,950
Number of instruments in use in Pennsylvania: Have no record by States.	
Number of poles to the mile,	20 to 40
Number of persons employed in operating and maintaining the line: Have no record by sexes,	21,828
Number of persons employed in operating and maintaining line in Pennsylvania: Have no record by sexes, about,	1,400
Number of messages sent during the year, (entire line,) about,	40,000,000
Number of messages sent during the year in Pennsylvania: Have no record by States.	
Number of messages received (entire line:) Same as sent.	
Number of messages received in Pennsylvania: Have no record by States.	
Value of real estate owned by the company, exclusive of line,	\$2,890,531 58
Value of real estate owned by the company in Pennsylvania,	32,688 61

* Inclusive of all leased lines.

**TARIFF OF RATES FOR TRANSMISSION OF MESSAGES IN THE
STATE OF PENNSYLVANIA.**

NUMBER OF MILES.	Rate for 10 words.	Each additional word.
For 100 miles or under, For 100 miles and under 200 miles, For 200 miles and under 300 miles, For 300 miles and under 400 miles, For 400 miles and under 500 miles,	} 10 to 25 cents.	1 to 2 cents.

EXPENSES.

Gross expenses of entire line, \$12,928,963 14
Gross expenses in Pennsylvania: Have no account by States.

RECEIPTS.

Gross receipts of entire line, \$19,573,994 12
Gross receipts in Pennsylvania: Have no account by States.

SUMMARY OF PAYMENTS FROM PROFITS OF THE YEAR.

For interest,	\$426,247	30
For dividends,	5,599,125	43
For taxes: \$237,004 35, included in expenses above.		
For surplus fund,	619,658	25
Total,	\$6,645,030	98
Total amount of surplus fund,	\$5,193,137	81

ASSETS.

Telegraph lines, stock in other telegraph companies merged in Western Union system, franchises, patents, &c.,	\$83,216,188	49
Real estate,	2,390,531	58
Gold and Stock Telegraph Company's stock,	1,564,716	87
International Ocean Telegraph Company's stock,	1,473,833	29
American Speaking Telephone Company's stock,	1,200,000	00
Gold and Stock Telegraph Company of California stock,	298,348	55
Southern Bell Telephone Company's stock,	218,400	00
Philadelphia Local Telegraph Company's stock,	300,000	00
Central District Telegraph Company's stock,	92,666	67
Telephone and Telegraph Construction Company's stock,	185,750	00
Dominion Telegraph Company's stock,	288,300	00
Brooks' Underground Telegraph Company's stock,	95,000	00
Gold and stock Telegraph Company's bonds,	65,300	00
American District Telegraph Company's stock,	107,531	00
Bell Telephone Company of Philadelphia stock,	250,000	00
Sundry other stocks and securities,	694,106	23
Supplies and material on hand,	341,606	78
Cash on hand, loaned, or in hands of agents,	2,493,699	85
Sundry amounts receivable,	681,144	02
Sinking funds in hands of trustees,	210,171	87
	\$96,967,295	30

LIABILITIES.

Capital stock,	\$80,000,000	00
Funded debt,	6,214,456	00
Unfunded debt,	None.	
Sundry accounts payable, including dividend of January 15, 1894,	2,681,551	39
Stocks held through Gold and Stock Telegraph Company until 1931, without interest,	2,878,150	00
Surplus of income,	5,193,137	81
	\$96,987,295	20

STOCK AND DIVIDENDS.

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 what was at that time the most important consolidations, since when its capital stock has been increased to \$30,000,000 for acquisition of stocks of other telegraph companies and of other properties.

Date and per cent. 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 4, 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, 1¾ per cent. each; January 15, 1880, 2¾ per cent.; April 15, 1880, July 15, 1880, October 15, 1880, 1¾ per cent. each; January 15, 1881, April 15, 1881, July 15, 1881, October 15, 1881, January 16, 1882, April 15, 1882, July 15, 1882, October 16, 1882, January 15, 1883, 1½ per cent. each; April 16, 1883, July 16, 1883, October 15, 1883, January 15, 1884, 1¾ per cent. each.

	Amount.	
Amount paid in dividends, cash,	\$5,599,125	43
Paid to sinking fund,	40,094	00
Balance for the year or surplus,	618,658	25
Surplus at commencement of the year,	4,573,479	56
Total surplus,	5,193,137	81



TELEPHONE COMPANY REPORTS.



TELEPHONE COMPANIES.

Central Pennsylvania Telephone and Supply.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
H. R. Rhoads, President,	Williamsport, Pa.
J. E. Wilkinson, Secretary and Treasurer,	Williamsport, Pa.
R. M. Bailey, General Manager,	Milton, Pa.

General offices at Williamsport, Pa.

<i>Directors.</i>	<i>Residences.</i>
H. R. Rhoads,	Williamsport, Pa.
R. M. Bailey,	Milton, Pa.
W. C. Ward,	Philadelphia, Pa.
Charles R. Truex,	Madison, N. J.
R. J. C. Walker,	Williamsport, Pa.
J. H. Boyer,	Williamsport, Pa.
C. H. Dougal,	Milton, Pa.
A. D. Hermance,	Williamsport, Pa.
S. S. Blair,	Tyrone, Pa.
J. Chester Wilson,	Philadelphia, Pa.
James McConkey,	Williamsport, Pa.
Robert P. Allen,	Williamsport, Pa.
C. La Rue Munson,	Williamsport, Pa.
J. Lewis Hough,	Williamsport, Pa.
James E. Wilkinson,	Williamsport, Pa.

CAPITAL STOCK.

Amount authorized by law,	\$500,000	00
Amount authorized by votes of company,	500,000	00
Amount subscribed,	220,000	00
Total amount now paid in, (common,)	199,800	00
Number of shares issued,	1,998	
Amount paid in on each share,	100	00
Par value of each share,	100	00

COST OF LINE AND EQUIPMENT.

Total cost of construction and equipment, \$135,657 50

CHARACTERISTICS OF LINE.

Length of main line,	1,210 miles.
Length of main line in Pennsylvania,	1,210 miles.
Length of wire, (entire length.)	1,210 miles.
Number of stations, (entire line,)	1,264
Number of stations in Pennsylvania,	1,264
Number of instruments in use, (entire line,)	1,264 sets.
Number of instruments in use in Pennsylvania,	1,264 sets.
Number of poles to the mile,	25
Number of persons employed in operating and maintaining line in Pennsylvania: Male, 25; female, 20; total,	45

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Extra territorial, twenty-five cents for five minutes' conversation. Exchange communications, monthly rentals.

EXPENSES.

Gross expenses in Pennsylvania, \$36,392 88

EARNINGS.

Gross receipts in Pennsylvania, \$56,485 91

SUMMARY OF PAYMENTS.

For construction of new lines,	\$37,475	07
For dividends,	18,288	00
For taxes,	798	21

GENERAL STATISTICS.

26 RAILROADS.

	Williamsport and branches.	Lock Haven.	Renovo.	Driftwood.	Bellefonte.	Altoona and branches.	Huntingdon.	Lewisstown.	Phillipsburg and branches.	Clearfield and branches.	Milton.	Bloomsburg and branch.	Shamokin and branch.
Date of establishment of principal central office,	May 30, 1878.	Mar. 15, 1880.	Sept. 17, 1881.	May 1, 1882.	June 10, 1879.	March 1, 1880.	April 1, 1881.	June 7, 1882.	Sept. 5, 1880.	July 8, 1881.	Dec. 1, 1880.	May 1, 1882.	Dec. 1, 1880.
Estimated population of station,	22,418	5,845	3,708	504	4,000	28,959	7,331	6,127	4,558	2,514	10,821	14,038	14,639
Number of circuits carrying one subscriber,	94	11	2	..	14	37	9	13	35	14	25	34	21
Number of circuits carrying two subscribers,	94	8	..	..	18	23	24	21	13	12	4	5	10
Number of circuits carrying over two subscribers,	13	8	1	..	14	12	7	8	13	2	9	9	6
Total number of circuits,	201	27	3	..	46	73	40	42	61	28	38	48	37
Miles of wire on poles,	203	25	5	5	108	99	45	90	89	29	36	33	70
Miles of wire on buildings, . . . . .	..	5	..	..	..	..	..	..	..	..	..	..	..
Total miles of wire,	203	30	5	5	108	99	45	90	89	29	36	33	70
Number of branch offices,	2	..	..	..	..	..	..	..	2	1	..	1	1
Number of trunk lines from central to branch office,	3	..	..	..	..	..	..	..	2	1	..	1	1
Number of operators employed in central office,	6	1	1	1	2	5	1	1	3	2	2	2	2
Total number of employees,	10	2	1	1	3	6	2	2	5	2	3	4	4
Style of central office system and apparatus,	Jones and Williams.	Williams.	Gilliland.	Spring Jack.	Williams.	West'rn Electric and Williams.	Williams.	Williams.	West'rn Electric and Williams.	Williams.	Williams.	Williams.	Williams.
Number of subscribers to exchange,	337	54	5	12	124	157	95	100	113	45	74	83	65
For telephone and transmitter, per month, residence place,	\$3 00	\$3 00	\$3 00	\$3 00	\$3 00	\$3 00	\$3 00	\$3 00	\$3 00	\$3 00	\$3 00	\$3 00	\$3 00
For telephone and transmitter, per month, business place,	\$4 & 5	\$4 00	\$3 00	\$3 00	\$4 00	\$4 00	\$4 00	\$4 00	\$4 00	\$4 00	\$4 00	\$4 00	\$4 00

ASSETS.

Construction and equipment,	\$189,957	44
Supplies on hand,	858	48
Cash,	4,752	45
Bonus,	500	00
Dividends paid,	13,288	00
Stock of other companies,	250	00
Perpetual license,	70,000	00
Furniture,	1,075	05
Due from exchange account,	2,145	76
Due from sundry persons,	1,292	25
Bills receivable,	890	18
	\$234,507	61
LIABILITIES.		
Capital stock issued,	\$199,800	00
Stock sale, not full paid and unissued,	6,950	00
Ticket account,	1,406	40
Earnings, (balance last year,)	5,053	14
Due to sundry persons,	1,205	04
Earnings, twelve months ending December 31,	\$19,547 93	
Earnings, advance of December 31,	545 10	
	20,093	08
	\$234,507	61

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies: \$5,500, April 10, 1883, on \$110,000, original stock at five per cent; \$7,783, October 13, 1883, on \$129,800, original stock at six per cent.

Amount paid in dividends, \$13,288 00

Delaware and Atlantic.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
James Merrihew, President,	New York.
D. H. Bates, Vice President,	New York.
S. S. Garwood, Secretary,	Philadelphia.
A. A. Ziegler, Treasurer,	Philadelphia.
W. B. Gill, General Superintendent,	Philadelphia.
<i>Directors.</i>	<i>Residences.</i>
James Merrihew,	New York.
Henry Bentley,	Philadelphia.
D. H. Bates,	New York.
W. B. Gill,	Philadelphia.
S. W. Plush,	Philadelphia.
S. S. Garwood,	Philadelphia.
John E. Zeublin,	Philadelphia.

GENERAL STATISTICS.

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REPORTS OF COMPANIES.

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	Phoenixville.	Conshohocken.	Pottstown.	Norristown.	Media.	West Chester.	Darby.	Chester.	Coatsville.	Bristol.
Date of establishment,	Sep. '83	Sep. '83	Sep. '81	Aug. '83	Nov. '81	Nov. '83	Oct. '83	Oct. '79	Jan. '83	Sep. '83
Estimated population of station,	7,500	5,300	10,000	15,000	2,000	7,500	1,800	25,000	3,000	600
Number of circuits carrying one subscriber,	5	11	26	47	5	50	3	90	8	11
Number of circuits carrying two subscribers,			3		1			8		
Number of circuits carrying over two subscribers,			6					4		
Total number of circuits,	5	11	35	47	6	50	3	102	8	11
Miles of wire on poles,	2	4	33	22	1½	20	1	141	4	3
Miles of wire on buildings,		1	2	5	2	2		8		1
Total miles of wire,	2	5	35	27	3½	22	1	149	4	4
Number of branch offices,			2					11		
Number of conversations between subscribers per month, estimated,	75	75	125	125	90	125	90	150	75	75
Number of operators employed in central office,	1	1	2	2	1	1	1	3	1	1
Total number of employes,	1	1	2	2	1	1	1	3	1	1
Style of central office system and apparatus,	Special	Special	Special	Williams'	Special	Western Electric	Special	Western Electric	Special	Special
Number of subscribers to exchange,	5	13	45	38	7	50	3	118	8	11
For telephone and transmitter, per month, residence,	\$3 00	\$3 00	\$3 33	\$3 00	\$3 00	\$3 00	\$3 33	\$3 00	\$3 00	\$3 00
For telephone and transmitter, per month, business place,	4 00	4 00	4 17	4 00	5 50	4 00	4 88	5 50	4 33	4 00

ASSETS.

Construction,	\$23,634	26
Maintenance expenses,	4,176	95
Cash,	5,819	88
	\$33,181	09
LIABILITIES.		
Capital,	\$10,000	00
Due individuals and corporations,	13,634	26
Exchange rentals,	9,496	83
	\$33,131	09

	Amount.	
Balance for the year,	\$5,819	88
Total balance,	5,819	88
Balance invested as follows:		
Cash,	5,819	88

New York and Pennsylvania.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Charles F. Cutler, President,	New York.
H. L. Storke, Vice President,	Auburn, N. Y.
Joel C. Clark, Secretary and Treasurer,	South Framingham, Mass.
W. N. Eastabrook, General Manager,	Elmira, N. Y.
J. W. Stearns, General Agent,	Warren, Pa.

General offices at 195 Broadway, New York.

<i>Directors.</i>	<i>Residences.</i>
Charles F. Cutler,	New York.
H. L. Storke,	Auburn, N. Y.
Joel C. Clark,	South Framingham, Mass.
W. N. Eastabrook,	Elmira, N. Y.
F. E. Fitch,	Elmira, N. Y.
F. A. Newell,	Bradford, Pa.
T. B. Perry,	Brooklyn, N. Y.

CAPITAL STOCK.

Amount authorized by law,	\$1,000,000	00
Amount authorized by votes of company,	1,000,000	00
Amount subscribed,	1,000,000	00
Total amount now paid in,	1,000,000	00
Number of shares issued,	10,000	
Amount paid in on each share, (part in property, part in cash,)	100	00
Par value of each share,	100	00

GENERAL STATISTICS.

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REPORTS OF COMPANIES.

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	Bradford Ex.	Corry Ex.	Towanda Ex.	Troy Ex.	Warren Ex.	Westfield Ex.
Date of establishment,	1880	1879	1882	1882	1880	1883
Estimated population of station,	18,000	8,000	5,000	5,000	5,000	4,000
Number of circuits carrying one subscriber,	103	16	39	5	58	6
Number of circuits carrying two subscribers,	57	10	3	1	32	1
Number of circuits carrying over two subscribers,	15	3	5	6	6	7
Total number of circuits,	175	29	47	8	97	7
Miles of wire on poles,	225	20	17	10	129	3
Miles of wire on buildings,	5	20	18	10	129	3
Total miles of wire,	230	20	18	10	129	3
Number of branch offices,	1	1	1	1	1	1
Number of trunk lines from central to branch office,	1	1	1	1	1	1
Number of operators employed in central office,	6	3	2	2	5	1
Total number of employes,	10	3	2	2	8	3
Style of central office system and apparatus,	{ Gilliland and } { W. Electric. }	Gilliland	{ Western } { Electric. }	{ W. Electric } { and Gilliland. }	{ Western } { Electric. }	Williams.
Number of subscribers to exchange,	275	52	62	7	188	8
For telephone and transmitter, per month, residence,	\$4 17	\$3 00	\$3 00	\$3 00	\$2 50 and 3 00	\$3 00 to 3 50
For telephone and transmitter, per month, business place,	5 00	4 00	8 50	8 50	3 50 4 00	3 50 4 00

ASSETS.

Property account,	\$539,810	00
License account,	850,000	00
Construction account,	109,226	80
Cash, (deposits,)	11,299	22
Cash, (deposits bearing interest,)	16,953	45
Accounts receivable,	2,192	81
Balance due from exchanges,	2,260	88
	<u>\$1,081,742</u>	<u>66</u>
LIABILITIES.		
Capital stock,	\$1,000,000	00
Vouchers, audited and unpaid,	11,356	20
Toll-line receipts unearned, (coupon tickets sold to aid construction,)	7,759	42
Surplus, available for dividend,	12,647	04
	<u>\$1,081,742</u>	<u>66</u>

PROFIT AND LOSS ACCOUNT.

REVENUE.

Exchange earnings,	\$68,194	35
Private line rentals,	4,926	22
Toll-line earnings,	14,903	12
Western Union commissions,	780	36
Sales and special work,	1,296	00
Interest on loans,	3,169	72
Gross revenue,	<u>\$98,219</u>	<u>77</u>
EXPENSE.		
Expense and maintenance,	\$48,512	48
General expense,	2,810	30
Total expenses,	<u>\$51,322</u>	<u>78</u>
Net earnings,	\$41,897	04
Dividend, 1½ per cent., paid April 10, 1883,	\$9,750	00
Dividend, 1½ per cent., paid July 10, 1883,	9,750	00
Dividend, 1½ per cent., paid October 10, 1883,	9,750	00
	<u>29,250</u>	<u>00</u>
Balance to credit of surplus account, available for dividends,	\$12,647	04

Pennsylvania.

Year ending December 31, 1883.

Officers.

Hon. Francis Jordan, President,	Harrisburg, Pa.
A. R. Shellenberger, Vice President,	Harrisburg, Pa.
Martin H. Buehler, Secretary and Treasurer,	Harrisburg, Pa.
William Ker, General Manager,	Harrisburg, Pa.

Residences.

General offices at Harrisburg, Pa

<i>Directors.</i>	<i>Residences.</i>
Hon. Francis Jordan,	Harrisburg, Pa.
A. R. Shellenberger,	Harrisburg, Pa.
Charles James Bell,	Washington, D. C.
John L. Wilson,	Easton, Pa.
Michael Schall,	York, Pa.
Charles R. Truex,	Madison, N. J.
O. E. Madden,	Boston, Mass.

CAPITAL STOCK.

Amount authorized by law,	\$600,000	00
Amount authorized by votes of company,	600,000	00
Total amount now paid in, common,	600,000	00
Number of shares issued,	10,000	
Amount paid in on each share: \$50 on 9,701 and \$48 on 299 shares.		
Par value of each share,	50	00

GENERAL STATISTICS.

	Harrisburg.	Carlisle.	Lancaster.	York.	Columbia.	Hanover.	Reading.	Portville.	Lebanon.	Allentown.	Bethlehem.	Easton.	Mauch Chunk.	Rocketts town.
Date of establishment,	Jan. 20, 1880.	July, 1882.	1879.	1878.	Jan. 11, 1881.	May 11, 1881.	Oct. 1, 1879.	June, 1880.	July, 1880.	July 12, 1880.	March 4, 1880.	June 1, 1880.	April 25, 1881.	Dec. 21, 1883.
Estimated population of station,	35,000	8,000	20,000	17,000	8,000	4,000	20,000	14,000	9,000	15,063	5,198	11,924	8,732	3,000
Number of circuits carrying one subscriber	58	16	29	8	10	3	100	18	9	28	30	69	18	11
Number of circuits carrying two subscribers,	84	9	28	34	9	2	98	11	12	28	15	44	7	1
Number of circuits carrying over two subscribers,	24	3	28	15	7	5	51	24	8	23	13	8	2	1
Total number of circuits,	116	28	95	57	26	5	244	61	29	59	53	121	27	13
Miles of wire on poles,	120	44	153	139	61	2	518	233	24	70	45	47	28	6
Miles of wire on buildings,	20	14	3	5	..	..	8	2	2	30	5	55	2	2
Total miles of wire,	140	58	156	134	61	2	526	235	26	100	50	97	40	8
Number of branch offices,	1	..	1	..	..	..	..	2	1	..	..	1	..	..
Number of trunk lines from central to branch office,	1	..	1	..	..	..	..	2	2	1	..	1	..	..
Number of conversations between subscribers per month, estimated,	14,360	3,640	20,271	11,918	5,500	280	98,000	12,600	9,300	20,537	10,688	13,298	2,515	..
Number of operators employed in central office,	4	1	3	3	2	1	9	5	2	5	2	5	2	1
Total number of employees,	7	2	7	4	2	1	14	6	3	9	3	7	2	1
Style of central office system & apparatus,	C. Williams, Jr	C. Williams, Jr	C. Williams, Jr	C. Williams, Jr	C. Williams, Jr	C. Williams, Jr	Gilliland.	Gilliland.	Davis & Watts.	Gilliland.	Gilliland.	Williams.	Gilliland.	Williams.
Number of subscribers to exchange,	304	45	180	92	50	6	437	170	67	190	95	182	85	16
For telephone and transmitter, per month, residence,	\$3 23	\$3 23	\$3 23	\$3 23	\$3 23	\$3 23	\$3 23	\$3 23	\$3 23	\$3 23	\$3 23	\$3 23	\$3 23	\$3 23
For telephone and transmitter, per month, business place,	4 00	4 00	4 00	4 00	4 00	4 00	4 17	4 17	4 17	4 17	4 17	4 17	4 17	4 17

ASSETS.

Plant, cost,	\$369,901	61
Perpetual franchise from American Bell Telephone Company, cost,	210,000	00
Material on hand at Harrisburg office and branches,	7,235	00
Office furniture,	1,143	67
Outstanding rentals,	2,606	68
Cash on hand at Harrisburg office and branches,	839	01
	\$591,725	92
LIABILITIES.		
Capital stock issued,	\$561,982	00
Rentals paid and unearned at 31st December, 1883,	1,666	06
Bills payable,	17,262	03
Amounts of dividend declared and unpaid,	6,888	40
Undivided profits,	8,957	48
	\$591,725	92

STOCK AND DIVIDENDS.

Date and per cent. of all cash dividends on stock of original and consolidated companies: April 10, 1883, 2 per cent.; July 10, 1883, 2 per cent.; October 10, 1883, 2 per cent. and extra dividend of 2 per cent.
 Amount paid in dividends, cash, \$25,980 00

Williamsport and North Branch.

Year ending December 31, 1883.

<i>Officers.</i>	<i>Residences.</i>
Samuel Bryan, President,	Hughesville, Pa.
W. H. Warn, Secretary,	Hughesville, Pa.
Peter Reeder, Treasurer,	Hughesville, Pa.
<i>Directors.</i>	<i>Residences.</i>
William Frontz,	Hughesville, Pa.
Jeremiah Kelly,	Hughesville, Pa.
J. K. Rishel,	Hughesville, Pa.
Howard Lyon,	Hughesville, Pa.
James K. Boak,	Hughesville, Pa.
J. H. Fague,	Hughesville, Pa.

CAPITAL STOCK.

Amount authorized by law,	\$3,000	00
Amount authorized by votes of company,	1,600	00
Amount subscribed,	1,475	00
Total amount now paid in, (common,)	1,475	00
Number of shares issued,	59	
Amount paid in on each share,	25	00
Par value of each share,	25	00

COST OF LINE AND EQUIPMENT.

Construction,	\$1,475 00
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CHARACTERISTICS OF LINE.

Length of main line, from Hughesville, Pa., to Laporte, Pa.,	22 miles.
Length of main line in Pennsylvania,	22 miles.
Length of wire, (entire line,)	22 miles.
Length of wire in Pennsylvania,	22 miles.
Number of stations, (entire line,)	5
Number of stations in Pennsylvania,	5
Number of instruments in use, (entire line,)	6
Number of instruments in use in Pennsylvania,	6
Number of poles to the mile, about	28

SUMMARY OF PAYMENTS.

For construction of new lines,	\$1,475 00
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STOCK AND DIVIDENDS.

The lines of this company are leased to the Williamsport and North Branch Railroad Company, which pays a dividend of eight per cent. per annum as rental. The first dividend was paid November 1, 1883, at the rate of eight per cent. from the time the subscriptions to stock were paid in. Amount paid in dividends, (cash,) \$65 68

This company does no business whatever except the construction of its lines, which are leased to the Williamsport and North Branch Railroad Company.

DETAILED STATEMENTS

OF THE

EARNINGS AND EXPENSES

OF ELEVEN PRINCIPAL RAILROADS.



Allegheny Valley.

EARNINGS FOR THE YEAR—From Transportation of Passengers.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers	Miles.	Amount.	Passengers	Miles.	Amount.	Passengers	Miles.	Amount.
November, 1882,	1,572	207,504	\$5,082 28	77,069	1,102,042	\$34,277 63	78,641	1,310,547	\$39,360 91
December, 1882,	1,619	213,708	5,128 27	82,738	1,228,442	35,424 71	84,357	1,440,150	40,553 98
January, 1883,	1,287	180,884	4,425 18	73,484	1,058,427	30,418 62	74,721	1,228,311	34,841 70
February, 1883,	1,587	153,004	3,854 88	70,252	976,488	29,428 95	71,809	1,134,492	33,281 83
March, 1883,	1,198	158,136	4,012 83	78,118	1,256,586	34,681 91	77,816	1,414,722	38,694 74
April, 1883,	1,942	288,944	6,383 27	94,372	1,542,989	48,854 82	96,814	1,793,443	52,718 09
May, 1883,	1,833	202,704	5,204 07	87,614	1,255,582	38,280 29	89,246	1,458,286	43,484 36
June, 1883,	1,548	204,836	5,284 10	90,788	1,242,848	39,174 02	92,351	1,546,683	44,458 12
July, 1883,	3,400	443,800	7,180 43	105,807	1,670,532	43,407 51	109,207	2,119,332	50,587 94
August, 1883,	3,612	478,784	8,585 76	103,728	1,582,247	44,441 80	108,337	2,069,031	53,277 56
September, 1883,	1,805	288,280	5,444 73	101,072	1,688,535	44,547 02	102,877	1,824,795	49,991 75
October, 1883,	1,983	313,054	5,108 99	92,141	1,615,569	41,791 10	93,798	1,933,623	46,900 09
Totals,	22,824	2,962,518	\$85,864 79	1,064,125	16,213,906	\$482,284 08	1,078,949	19,168,424	\$628,068 87

The Rate of Fare for Passengers Charged for the Respective Classes per Mile.

For first-class through passengers, 2.21 cents; for first-class way passengers, 2.81 cents.

From Transportation of Freight.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.
November, 1882,	12,385	\$12,374 74	1,628,336	241,710	\$161,824 51	14,536,516	354,045	\$174,199 25	16,164,852
December, 1882,	8,525	8,472 87	1,125,335	295,202	124,900 51	11,342,642	303,727	133,372 88	12,467,977
January, 1883,	8,418	9,535 07	1,111,295	295,876	140,048 53	11,302,072	304,284	140,603 80	12,913,387
February, 1883,	6,548	7,442 57	864,311	249,105	111,613 32	9,414,593	255,653	119,065 89	10,278,904
March, 1883,	7,158	8,010 18	944,848	321,778	149,082 59	12,861,462	328,386	157,092 76	13,626,295
April, 1883,	8,388	8,511 10	1,107,182	261,032	132,965 94	11,383,028	289,421	141,577 04	12,469,190
May, 1883,	12,050	11,808 90	1,722,515	296,313	131,325 63	12,189,590	309,363	143,124 53	13,922,075
June, 1883,	15,128	12,746 02	1,998,305	239,508	128,898 17	11,714,580	304,631	141,694 19	13,710,896
July, 1883,	13,649	10,410 94	1,501,797	240,980	106,781 10	9,780,516	254,809	117,142 04	11,563,213
August, 1883,	14,722	13,512 58	1,942,339	310,859	140,444 79	13,113,079	325,561	153,967 37	15,066,418
September, 1883,	17,173	15,350 08	2,285,895	298,408	124,532 11	10,893,513	253,579	126,872 17	13,180,378
October, 1883,	18,989	17,594 49	2,499,923	260,236	126,780 12	10,745,206	268,175	144,374 61	13,245,129
Totals,	144,038	\$125,899 00	19,012,027	3,428,968	\$1,679,127 33	130,786,737	3,583,014	\$1,715,016 32	158,798,784

From all other sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
November, 1882, . . .	\$1,994	75	\$1,867	68	\$1,816	75	\$5,179	18
December, 1882, . . .	1,994	75	2,167	25	1,558	81	5,720	81
January, 1883, . . .	1,994	74	1,654	25	2,153	23	5,802	24
February, 1883, . . .	1,994	75	1,406	23	1,062	63	4,463	61
March, 1883,	1,994	75	1,481	57	1,826	59	5,302	91
April, 1883,	1,994	74	1,688	10	1,805	47	5,486	81
May, 1883,	1,994	75	2,025	80	1,147	69	5,168	24
June, 1883,	1,994	75	2,518	82	1,126	82	5,639	89
July, 1883,	1,994	74	1,626	24	2,024	72	5,645	70
August, 1883,	1,994	75	1,771	98	1,166	88	4,963	11
September, 1883, . . .	1,994	75	1,754	70	1,438	07	5,187	52
October, 1883,	1,994	74	1,767	29	1,962	46	5,724	49
Total,	\$23,936	96	\$21,727	91	\$18,589	12	\$64,253	99

RECAPITULATION.

Total passenger earnings for the year,	\$528,008	87
Total freight earnings for the year,	1,715,016	52
Total earnings from all other sources,	64,253	99
Total earnings for the year,	\$2,307,369	18
Total receipts from all sources on whole length of line,	\$2,307,369	18
Proportion of earnings in Pennsylvania to earnings of whole line, . . .	2,307,369	18

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting Transportation.	PASSENGER.		FREIGHT.		TOTAL.	
Advertising,	\$2,642	04	\$7	25	\$2,649	29
Agents,	12,343	80	18,070	57	30,414	37
Baggage-masters,	10,618	70			10,618	70
Brakemen,	9,292	48	71,827	09	80,619	57
Cars, cleaning,	8,897	88	8,931	33	17,829	21
Clerks,	7,906	14	27,071	93	34,978	07
Conductors and train agents,	13,976	90	33,236	01	47,212	91
Dispatchers,	3,333	96	7,063	08	10,396	99
Expenses of stations, except labor,	3,532	42	2,667	92	6,200	34
Heating cars, fuel and light,	3,294	19	941	52	4,235	71
Heating stations, fuel and light,	2,282	48	1,936	87	4,269	35
Incidentals,	4,774	63	6,603	33	11,377	96
Insurance,	61	56	347	64	409	20
Labor at stations,			9,898	29	9,898	29
Loss and damage,	6	90	1,530	79	1,537	69
Mail expenses,	573	46			573	46
Stationery and printing,	5,547	26	7,766	70	13,313	96
Stations, repairs of and furniture for,	5,833	43	6,475	32	12,308	75
Superintendents,	3,469	99	7,196	44	10,666	43
Switchmen,	774	68	326	69	1,101	37
Telegraph expenses,	9,594	03	20,428	46	30,022	49
Watchmen,	3,224	09	7,373	93	10,596	02
Cars, oil, tallow, and waste for,	701	34	5,168	08	5,869	37
Totals,	\$112,682	36	\$244,409	14	\$357,091	50

Motive Power.				
Enginemmen and firemen, passenger,	\$23,049	58	\$23,049	58
Enginemmen and firemen, freight,			\$62,497	06
Engine-houses and machine shop, &c., repairs of,	3,146	70	8,507	73
Fuel for heating,	57	73	156	10
Fuel for locomotives,	14,391	57	55,125	30
Incidentals,	2,759	65	7,461	26
Laborers,	5,942	79	16,067	54
Locomotives, repairs of,	34,721	40	77,622	13
Oil for locomotives, oil, tallow, and waste,	2,728	54	7,163	35
Stationery and printing,	151	32	409	13
Tools and machinery, repairs of,	3,284	36	8,879	98
Watchmen,	325	51	880	08
Water, wood, and coal stations, ex- penses and repairs of,	1,947	99	5,266	78
Totals,	\$92,507	14	\$250,036	44
Maintenance of Way.				
Ballast,	\$899	50	\$5,525	52
Bridges, repairs of,	5,405	31	33,204	05
Cars, repairs of, (in M. of W. service,)	127	80	785	07
Clerks,	417	48	2,564	50
Cross-ties,	8,631	69	58,023	21
Foremen, tool, and watch-houses, repairs of,	680	70	4,181	47
Frogs and switches,	1,638	79	10,066	88
Incidentals,	768	44	4,720	42
Oil, tallow, waste, &c.,	198	82	1,218	25
Rails, iron,	1,233	09	7,574	69
Rails, steel,	5,199	38	31,939	08
Road-bed, repairs of, &c., labor and material,	5,016	80	30,817	47
Snow and ice, removing,	557	79	3,426	39
Spikes,	758	92	4,661	95
Splices,	1,855	93	8,329	31
Stationery and printing,	13	57	83	38
Superintendents and supervisors,	981	88	6,031	58
Tools and repairs of tools,	655	81	4,028	55
Track, repairing,	16,092	21	98,852	16
Watchmen,	4,770	76	29,806	12
Totals,	\$55,404	17	\$340,839	95
Maintenance of Cars.				
Car-shops and sheds, repairs of,	\$87	80	\$426	19
Cars, repairs of freight,			126,875	57
Cars, repairs of passenger, baggage, express, and postal,	33,352	76		
Incidentals,	37	38	182	51
Insurance,	350	20	1,608	80
Laborers,	721	25	3,521	42
Tools and repairs of tools,	289	18	1,411	89
Watchmen,	82	73	403	94
Car service,			40,175	11
Car furniture and fixtures,	1,667	96	827	99
Totals,	\$36,488	78	\$175,433	42
General Expenses.				
Attendants,	\$450	84	\$2,769	48
Clerks,	2,178	66	13,333	17
Fuel and light,	70	27	431	65
Incidentals and legal expenses,	1,087	70	6,681	57
Office expenses, repairs, and furniture	115	72	710	82
Salaries, president and other officers,	1,680	00	10,320	00
Stationery and blanks,	178	40	1,095	86
Taxes on real estate,	1,534	62	9,426	95
Taxes, State,	2,676	58	16,441	87
Real estate, expenses of,	306	38	1,832	05
Totals,	\$10,279	17	\$63,143	42

EARNINGS—Summary.

Passenger transportation, local,	\$462,284 08	} Total,	\$528,098	87
Passenger transportation, through,	65,864 79			
Freight transportation, local,	1,579,127 82	} Total,	1,715,016	82
Freight transportation, through,	185,889 00			
Mail service,			28,986	96
Express service,			21,727	91
Miscellaneous,			18,589	12
Total,			\$2,307,869	18

OPERATING EXPENSES—Summary.

	Passenger.		Freight.		Total.		
Conducting transportation,	\$112,682	36	\$244,409	14	\$357,091	50	
Motive power,	92,507	14	250,036	44	342,543	58	
Maintenance of way,	55,404	17	340,339	95	395,744	12	
Maintenance of cars,	36,488	76	175,483	42	211,922	18	
General expenses,	10,279	17	68,143	42	78,422	59	
Totals,	\$307,361	60	\$1,078,362	37	\$1,380,723	97	
Operating expenses, 59.84 per cent. of earnings. Net earnings, \$926,645 21.							
Earnings per mile of road operated,						\$8,891	59
Expenses per mile of road operated,						5,320	71
Net earnings,						\$3,570	88

Cumberland Valley.

EARNINGS FOR THE YEAR—From Transportation of Passengers.

27 RAILROADS.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers	Miles.	Amount.	Passengers	Miles.	Amount.	Passengers	Miles.	Amount.
January, 1883.	2,621	197,614	\$3,336 91	28,731	524,284	\$15,492 44	31,352	721,878	\$18,829 35
February, 1883.	1,164	88,636	2,300 63	28,342	500,463	13,139 26	27,506	589,089	15,439 89
March, 1883.	1,167	88,718	3,901 55	35,277	652,476	16,581 76	34,444	741,194	20,453 31
April, 1883.	1,231	98,234	3,689 67	32,127	631,358	15,779 22	33,358	724,592	19,467 89
May, 1883.	1,421	107,614	4,450 15	33,654	682,584	17,281 02	35,075	790,396	21,750 17
June, 1883.	2,122	169,048	5,906 80	39,984	702,423	19,721 95	42,066	871,471	25,528 75
July, 1883.	1,925	146,350	4,801 67	63,523	1,231,560	23,047 31	65,448	1,377,910	27,946 98
August, 1883.	3,431	262,194	6,729 10	113,216	1,548,376	35,865 98	116,647	1,810,570	42,584 08
September, 1883.	1,923	146,752	4,834 89	45,679	913,064	21,407 75	47,802	1,059,836	26,242 64
October, 1883.	2,469	167,268	4,967 67	38,265	640,513	19,620 95	40,734	807,779	24,568 62
November, 1883.	1,745	132,050	3,684 80	33,771	675,134	16,467 67	35,516	807,184	20,152 67
December, 1883.	1,505	114,330	3,350 57	37,269	709,573	16,940 11	38,774	823,908	20,290 68
Totals,	22,724	1,734,036	\$51,861 41	525,983	9,420,778	\$231,356 62	548,712	11,154,814	\$283,217 03

The Rate of Fare for Passengers Charged for the Respective Classes per Mile.

For first-class through passengers, 3 cents; for first-class way passengers, 3 cents; for second-class through passengers, 2 cents.

From Transportation of Freight.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTALS.		
	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.
January, 1883.	5,755	\$3,273 68	.....	58,186	\$45,638 35	.....	63,941	\$49,112 03	.....
February, 1883.	7,718	4,036 80	.....	52,420	37,577 12	.....	60,139	41,616 02	.....
March, 1883.	11,184	6,935 65	.....	49,743	39,720 39	.....	60,927	46,656 04	.....
April, 1883.	8,550	5,331 02	.....	43,363	33,869 04	.....	51,913	39,200 06	.....
May, 1883.	8,242	5,552 78	.....	41,503	35,757 64	.....	49,745	41,310 42	.....
June, 1883.	10,058	6,392 14	.....	40,944	33,134 17	.....	51,002	39,526 31	.....
July, 1883.	9,881	6,252 53	.....	36,509	29,725 42	.....	46,390	35,977 95	.....
August, 1883.	9,729	7,153 50	.....	54,518	42,362 55	.....	64,247	49,516 05	.....
September, 1883.	11,441	8,129 14	.....	54,322	43,649 53	.....	65,763	51,778 67	.....
October, 1883.	13,827	9,974 67	.....	54,625	38,541 25	.....	68,452	49,515 92	.....
November, 1883.	14,633	10,228 02	.....	52,069	42,073 40	.....	66,752	52,301 42	.....
December, 1883.	12,884	8,275 59	.....	49,680	33,793 29	.....	62,544	42,068 88	.....
Totals,	123,962	\$81,537 62	.....	597,862	\$456,042 15	.....	711,814	\$537,679 77	.....

The above includes tonnage and revenue of branches.

L.R.G. Doc.]

REPORTS OF COMPANIES.

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From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1883, . .	\$878	38	\$1,208	39	\$334	21	\$2,415	98
February, 1883, . .	878	38	1,170	50	458	35	2,507	23
March, 1883, . . .	878	38	1,353	70	796	01	3,028	09
April, 1883, . . .	878	38	1,297	02	263	77	2,439	17
May, 1883,	878	38	1,223	67	549	80	2,651	85
June, 1883,	878	38	1,247	86	800	84	2,927	08
July, 1883,	878	38	1,243	82	461	21	2,583	41
August, 1883, . . .	878	38	1,601	49	383	54	2,863	41
September, 1883, .	878	38	1,662	98	800	38	3,311	74
October, 1883, . . .	878	38	1,682	81	194	43	2,755	62
November, 1883, .	878	38	1,762	12	307	10	2,947	60
December, 1883, . .	878	51	2,257	83	16,994	61	20,130	95
Total,	\$10,540	69	\$17,707	19	\$22,344	25	\$50,592	13

RECAPITULATION.

Total passenger earnings for the year,	\$283,217	08
Total freight earnings for the year,	537,579	77
Total earnings from all other sources,	50,592	18
Total earnings for the year,	\$871,388	93
Total receipts from all sources on whole length of line,	\$871,388	93
Proportion of earnings in Pennsylvania to earnings of whole line,	690,140	03

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

Land or land damages,	\$5,562	45
Total,	\$5,562	45
Proportion for Pennsylvania,	\$4,562	45

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting Transportation.	Passenger.		Freight.		Total.	
Advertising,	\$3,447	93	\$1,460	61	\$4,908	54
Agents,	7,501	78	2,733	85	31,235	63
Baggage-masters,	2,847	40			2,847	40
Brakemen,	3,370	13	20,497	80	23,867	93
Cars, cleaning, heating, and lighting,	2,519	14	569	44	3,088	58
Car service,			1,679	87	1,679	87
Clerks,	254	74	440	26	695	00
Conductors,	6,131	95	5,206	79	11,338	74
Dispatchers,	504	45	4,231	23	4,735	68
Expenses of stations, except labor,	2,235	54	1,611	93	3,847	47
Incidentals,	1,827	07	1,039	98	2,867	03
Insurance,	24	61	73	04	97	65
Labor at stations,	3,079	51	4,899	92	7,979	43
Loss and damage,	7	00	949	98	956	93
Mail expenses,	586	43			586	43
Stationery and printing,	1,964	31	2,309	44	4,273	75
Stations, repairs of and furniture for,	2,168	06	14,273	69	16,444	75
Superintendents,	1,193	77	2,069	83	3,268	60
Switchmen,	192	00	832	02	524	02
Telegraph expenses,	1,500	58	2,787	30	4,287	88
Watchmen,	1,820	70	3,146	59	4,967	29
Totals,	\$43,182	10	\$91,316	55	\$134,498	65

Motive Power.						
Enginemen and firemen, passenger,	\$12,680	93			\$12,680	93
Enginemen and firemen, freight,			\$16,009	88	16,009	88
Engine-houses and machine-shop, &c., repairs of,	830	98	830	98	1,661	96
Fuel for heating,	468	25	455	64	923	89
Fuel for locomotives,	14,494	35	21,173	18	35,667	53
Incidentals,	2,877	30	50,229	56	53,106	86
Laborers,	545	31	928	51	1,473	82
Locomotives, repairs of,	7,852	37	7,606	04	15,458	41
Oil for locomotives,	743	25	1,030	13	1,773	38
Tallow for locomotives,	371	62	515	07	886	69
Tools and machinery, repairs of,	412	51	401	40	813	91
Waste for locomotives,	371	63	515	07	886	70
Watchmen,	139	20	135	45	274	65
Water, wood, and coal stations, ex- penses and repairs of,	1,517	71	2,159	46	3,677	17
Totals,	\$43,305	41	\$101,989	87	\$145,295	28
Maintenance of Way.						
Ballast,	\$3,932	66	\$5,898	98	\$9,381	64
Bridges, repairs of,	16,982	94	25,474	41	42,457	35
Cars, repairs of, (In M. of W. service,)	126	56	189	83	316	39
Cross-ties,	10,863	18	16,294	76	27,157	94
Foreman, tool, and watch-houses, repairs of,	145	13	217	69	362	82
Frogs,	2,145	15	3,217	72	5,362	87
Incidentals,	10,763	07	16,144	58	26,907	65
Rails, iron,	5,871	93	8,807	89	14,679	82
Rails, steel,	12,342	10	18,513	14	30,855	24
Road-bed, repairs of, labor and ma- terial,	5,286	24	7,929	36	13,215	60
Snow and ice, removing,	772	92	1,159	38	1,932	30
Spikes,						
Splices,	3,021	26	4,531	89	7,553	14
Stationery and printing,	40	12	60	19	100	31
Switches,	5,005	34	7,508	02	12,513	36
Telegraphs, repairs of,	58	38	57	58	145	96
Tools and repairs of tools,	447	55	671	83	1,118	88
Track, repairing,	8,405	32	12,607	96	21,013	28
Watchmen,	673	48	1,010	22	1,683	70
Totals,	\$36,883	33	\$130,324	92	\$217,208	25
Maintenance of Cars.						
Car-shops and sheds, repairs of,	\$151	54	\$129	09	\$280	63
Cars, repairs of freight,			11,430	01	11,430	01
Cars, repairs of passenger, baggage, express, and postal,	13,269	19			13,269	19
Incidentals,	3,288	17	18,817	00	22,105	17
Laborers,	220	71	188	02	408	73
Oil, tallow, waste, &c.,	1,050	14	3,000	60	4,050	74
Tools and repairs of tools,	325	94	278	50	605	44
Totals,	\$18,306	69	\$33,843	22	\$52,149	91
General Expenses.						
Advertising,	\$3	77	\$2	18	\$5	95
Clerks,	410	70	709	75	1,120	45
Incidentals and legal expenses,	2,887	00	4,926	63	7,813	63
Salaries of president and other offi- cers,	3,563	10	6,157	85	9,720	95
Taxes on real estate,	809	40	1,396	04	2,205	44
Totals,	\$7,673	97	\$13,192	45	\$20,866	42

EARNINGS—Summary—Main Line.

Passenger transportation, local and through,	\$257,991	29
Freight transportation, local and through,	488,299	98
Mail service,	8,450	48
Express service,	15,976	87
Miscellaneous,	22,844	25
Total,	\$793,062	87

OPERATING EXPENSES—Summary.

	Passenger.		Freight.		Total.	
Conducting transportation,	\$43,182	10	\$91,316	55	\$134,498	65
Motive power,	43,305	41	101,989	87	145,295	28
Maintenance of way,	86,883	33	130,324	92	217,208	35
Maintenance of cars,	18,306	69	33,843	22	52,149	91
General expenses,	7,673	97	13,192	45	20,866	43
Totals,	\$199,351	50	\$370,667	01	\$570,018	51
Operating expenses, 71.87 per cent. of earnings.						
Earnings per mile of road operated, main line,					\$9,647	97
Expenses per mile of road operated,					6,719	81
Net earnings,					\$2,928	16

Delaware, Lackawanna and Western.

EARNINGS FOR THE YEAR—From Transportation of Passengers.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers	Miles.	Amount.	Passengers	Miles.	Amount.	Passengers	Miles.	Amount.
January, 1883.	18,023	584,996	\$27,250 72	45,304	717,217	\$11,283 49	63,327	1,302,213	\$38,534 21
February, 1883.	16,246	673,947	18,302 25	41,221	617,725	15,428 78	67,467	1,290,672	31,821 03
March, 1883.	18,124	647,191	22,094 96	49,396	951,694	17,350 19	67,520	1,596,895	39,445 14
April, 1883.	19,686	830,230	22,969 02	48,855	793,634	17,159 12	68,541	1,643,964	40,158 14
May, 1883.	23,230	1,151,628	27,675 24	46,177	887,987	18,997 83	69,407	2,019,613	44,673 07
June, 1883.	27,654	1,652,600	37,927 90	46,417	944,924	17,039 27	74,071	2,597,524	54,967 17
July, 1883.	30,905	1,893,644	33,651 69	53,923	934,315	22,691 91	84,828	2,827,959	56,343 60
August, 1883.	36,254	1,791,340	45,721 02	59,795	1,313,029	24,870 73	96,049	3,094,269	70,591 75
September, 1883.	37,890	1,639,475	40,845 01	52,033	1,232,094	23,504 03	89,923	3,171,569	64,169 04
October, 1883.	34,567	1,915,092	40,761 74	63,437	1,437,338	23,125 07	103,004	3,402,430	63,886 81
November, 1883.	27,367	1,469,643	29,338 22	58,065	987,878	17,057 63	83,432	2,457,521	46,445 88
December, 1883.	25,970	1,252,049	30,357 46	60,835	1,014,442	18,991 82	86,805	2,266,491	49,349 78
Totals.	815,946	15,610,833	\$374,835 22	623,458	11,922,277	\$225,496 40	939,404	27,533,110	\$600,334 62

The Rate of Fare for Passengers Charged for the Respective Classes per Mile.

For first-class through passengers, 2 cents; for first-class way passengers, 3 cents; for second-class through passengers, 2 cents; for second-class way passengers, 3 cents.

From Transportation of Freight.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTAL.		
	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.
January, 1883.	192,662	\$190,798 18	15,459,721	275,870	\$161,497 42	17,483,559	468,532	\$352,295 60	32,943,280
February, 1883.	189,934	185,600 71	15,586,170	253,917	142,142 22	15,674,091	443,761	327,742 93	31,160,261
March, 1883.	250,053	251,525 32	21,414,292	298,612	172,091 46	19,093,471	546,665	423,606 78	40,507,768
April, 1883.	230,742	225,114 38	20,190,450	323,373	192,753 75	21,601,315	554,115	417,868 08	41,691,766
May, 1883.	239,364	242,390 96	20,258,632	315,831	172,699 40	20,046,362	554,245	415,090 38	40,304,994
June, 1883.	240,939	251,712 82	20,652,379	339,739	190,183 94	21,421,492	590,728	441,896 78	42,073,871
July, 1883.	221,288	220,064 87	17,634,353	315,313	176,686 02	20,269,656	536,601	396,750 89	37,963,009
August, 1883.	283,572	285,061 94	22,892,493	444,116	255,702 85	29,072,274	727,693	549,764 69	51,954,767
September, 1883.	236,939	280,454 10	21,751,397	375,294	212,565 73	24,141,691	632,283	473,022 83	45,893,033
October, 1883.	333,409	284,968 14	24,560,400	429,833	243,444 09	28,003,354	763,242	523,410 22	52,563,754
November, 1883.	311,090	271,259 90	23,251,539	331,244	216,751 87	24,443,266	692,334	493,011 77	47,694,805
December, 1883.	231,944	206,744 25	18,400,520	302,624	178,011 06	19,530,244	534,508	331,755 23	37,960,764
Totals.	2,930,926	\$2,874,633 44	242,092,246	4,056,766	\$2,312,522 82	260,594,775	7,036,692	\$5,187,216 28	502,677,121

From all other sources.

MONTHS.	Mails.		Express.		Miscellaneous		Total.	
January, 1883,	\$1,665	61	\$3,006	25	\$32,639	34	\$37,311	20
February, 1883,	1,665	61	2,706	53	36,512	39	40,884	53
March, 1883,	1,665	61	2,835	89	44,833	83	49,385	33
April, 1883,	1,665	61	3,011	53	47,033	90	51,711	04
May, 1883,	1,665	61	3,295	91	52,892	62	57,834	14
June, 1883,	1,665	61	3,278	97	54,973	73	59,913	31
July, 1883,	1,665	61	4,384	58	51,284	98	57,335	17
August, 1883,	1,665	61	2,938	10	62,830	16	67,433	87
September, 1883,	1,665	61	3,085	60	64,553	27	69,304	48
October, 1883,	1,665	61	3,109	73	71,129	34	75,904	68
November, 1883,	1,665	61	3,406	90	57,353	60	62,426	11
December, 1883,	1,665	61	3,206	32	42,831	47	47,703	40
Totals,	\$19,873	32	\$38,261	31	\$618,918	63	\$677,167	26

RECAPITULATION.

Total passenger earnings for the year,	\$600,381	62
Total freight earnings for the year,	5,187,216	26
Total earnings from all other sources,	677,167	26
Total earnings for the year,	\$6,464,768	14
Total receipts from all sources on whole length of line,	\$6,464,768	14
Proportion of earnings in Pennsylvania to earnings of whole line,	6,464,768	14

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

Extension or alteration of road,	\$307,155	45
Land or land damages,	4,485	75
Passenger and freight houses,	29,171	49
New locomotives, number of, 5,	51,558	14
New passenger cars, number of, 5,	34,170	00
New baggage, mail, and express cars, number of, 3,	7,000	00
New freight cars, (8 wheel,) number of, 116,	53,436	00
New cars, roadway department, (4 wheel,) number of, 8,	3,257	45
New shops, (machine and car,) and engine-houses,	157	50
New machinery,	911	41
	\$491,303	19
Less equipment, torn down,	98,150	00
Total,	\$393,153	19
Proportion for Pennsylvania,	393,153	19

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting Transportation.	Passenger.		Freight.		Total.	
Agents and clerks,	\$7,649	21	\$61,889	14	\$69,538	35
Car service,	10,427	82	277,118	84	287,541	66
Conductors and train agents, baggage-men and brakemen,	32,335	68	350,313	38	382,649	06
Incidentals,	357	76	2,894	69	3,252	45
Insurance,	458	77	3,711	87	4,170	64
Labor at stations,			139,456	17	139,456	17
Legal expenses,	6,412	29			6,412	29
Loss and damage,	1,516	97	4,401	35	5,918	32
Stationery and printing,	609	75	4,933	48	5,543	23
Stations, repairs of and furniture for,	7,471	87	60,454	31	67,925	18
Switchmen, porters, and watchmen,	4,184	84	33,855	12	38,039	46
Taxes, "State,"	19,306	56	132,391	56	151,698	12
Wharves and landings, repairs of,			12,713	07	12,713	07
Totals,	\$90,731	02	1,084,127	98	\$1,174,859	00

Motive Power.					
Enginemen and firemen, passenger,	\$32,612	97			\$32,612 97
Enginemen and firemen, freight,			\$272,729	48	272,729 48
Engine-houses and machine-shop, &c., repairs of,	1,529	50	12,875	05	18,904 55
Fuel for locomotives and heating purposes,	57,643	27	445,462	56	508,105 83
Incidentals,	1,186	41	9,194	66	10,331 07
Locomotives, repairs of,	22,541	66	173,844	12	195,885 78
Oil, tallow, and waste for locomotives,	3,464	32	25,528	71	28,993 03
Tools and machinery, repairs of,	664	99	5,380	45	6,045 44
Water, wood, and coal stations, expenses and repairs of,	1,770	45	14,324	63	16,095 08
Totals,	\$121,368	57	\$958,339	61	\$1,079,703 18
Maintenance of Way.					
Bridges, repairs of,	\$2,780	36	\$22,495	67	\$25,276 03
Expenses on property, (stations,)	806	62	6,526	28	7,332 90
Incidentals,	921	08	7,452	41	8,373 49
Rails, steel,	18,788	07	111,153	54	124,891 61
Road-bed, repairs of, labor and material,	44,548	46	360,437	59	404,986 05
Superintendents and supervisors,	774	40	6,265	60	7,040 00
Taxes on real estate for road,	580	13	4,693	83	5,273 96
Telegraph, repairs of,	20	68	167	36	188 04
Totals,	\$61,169	60	\$519,192	28	\$583,362 08
Maintenance of Cars.					
Cars, repairs of freight,			\$488,700	81	\$488,700 81
Cars, repairs of passenger, baggage, express, and postal,			46,569	34	46,569 34
Incidentals,	\$2,272	83	18,389	32	20,662 15
Oil, tallow, waste, &c.,	3,812	95	58,712	00	57,524 95
Tools and repairs of tools,	1,771	04	14,329	40	16,100 44
Totals,	\$7,856	82	\$621,700	87	\$629,557 69
General Expenses.					
Incidentals and legal expenses,	\$748	31	\$6,054	53	\$6,802 84
Salaries of president and other officers,	3,708	82	30,007	75	33,716 57
Stationery and blanks,	1,809	19	14,638	06	16,447 25
Totals,	\$6,266	32	\$50,700	34	\$56,966 66

EARNINGS—Summary.

Passenger transportation, local,	\$225,499 40	} Total,	\$600,384	62
Passenger transportation, through,	374,885 22			
Freight transportation, local,	2,312,522 82	} Total,	5,187,216	26
Freight transportation, through,	2,874,693 44			
Mail service,			19,987	82
Express service,			38,261	81
Miscellaneous,			618,918	63
Total,			\$6,464,768	14

OPERATING EXPENSES--Summary.

	Passenger.		Freight.		Total.	
Conducting transportation,	\$90,731	02	\$1,084,127	98	\$1,174,859	00
Motive power,	121,363	57	958,339	61	1,079,703	18
Maintenance of way,	64,169	80	519,192	28	583,362	08
Maintenance of cars,	7,856	82	621,700	87	629,557	69
General expenses,	6,266	32	50,700	84	56,966	66
Totals,	\$290,387	53	\$3,234,061	08	\$3,524,448	61
Operating expenses, 54.52 per cent. of earnings.						
Earnings per mile of road operated,					\$80,797	84
Expenses per mile of road operated,					16,790	28
Net earnings,					2,940,319	53

The foregoing statements only include the operations of the transportation department in the State.

Elmira and Williamsport.

EARNINGS FOR THE YEAR--From Transportation of Passengers.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers	Miles.	Amount.	Passengers	Miles.	Amount.	Passengers	Miles.	Amount.
January, 1883	3,257	254,048	.....	12,865	172,404	.....	16,122	426,452	\$11,094 41
February, 1883	3,106	242,268	.....	15,376	170,548	.....	18,482	412,816	11,296 80
March, 1883	2,848	222,144	.....	13,773	191,501	.....	16,621	413,645	11,569 88
April, 1883	2,997	233,788	.....	13,275	191,829	.....	16,272	425,617	11,653 17
May, 1883	3,206	250,802	.....	13,175	186,725	.....	16,384	437,527	12,140 01
June, 1883	3,256	253,968	.....	12,770	180,644	.....	16,026	434,612	12,245 13
July, 1883	5,885	437,470	.....	17,298	264,233	.....	23,183	721,703	17,106 60
August, 1883	5,143	401,154	.....	19,325	238,855	.....	23,468	690,009	18,951 18
September, 1883	5,851	456,378	.....	15,501	241,963	.....	21,352	698,371	16,891 38
October, 1883	4,368	340,548	.....	15,597	229,155	.....	19,965	569,703	14,805 49
November, 1883	3,454	269,412	.....	13,833	232,854	.....	17,287	472,266	12,595 48
December, 1883	3,300	237,400	.....	14,499	213,937	.....	17,799	473,337	12,307 78
Totals,	46,662	3,638,856	.....	178,832	2,536,696	.....	222,964	6,175,554	\$160,636 81

The Rate of Fare for Passengers Charged for the Respective Classes per Mile.

For first-class through and way passengers, 2.601 cents.

From Transportation of Freight.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTALS.		
	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.
January, 1883	100,414	\$52,517 70	7,832,292	55,470	\$12,445 00	1,066,022	155,884	\$64,982 70	8,898,314
February, 1883	90,445	46,961 49	7,054,710	51,514	11,533 67	1,037,271	141,969	58,795 16	8,091,981
March, 1883	96,053	51,770 38	7,728,134	62,223	12,787 76	1,126,017	151,276	64,553 14	8,852,151
April, 1883	78,852	37,295 05	6,152,796	42,465	9,861 71	738,831	121,347	47,128 76	6,893,627
May, 1883	80,827	44,135 63	6,304,506	47,040	9,792 61	834,661	127,867	53,928 24	7,139,067
June, 1883	87,290	45,828 14	6,436,620	47,075	9,635 39	746,504	130,365	55,511 53	7,243,124
July, 1883	86,248	44,294 71	6,361,344	51,740	8,424 44	721,514	140,983	52,719 15	7,683,858
August, 1883	99,432	46,650 44	7,755,636	66,650	11,736 73	1,039,021	168,082	68,267 22	8,844,717
September, 1883	88,973	47,610 56	6,929,894	60,932	10,874 14	941,007	149,656	68,484 70	7,830,901
October, 1883	108,631	59,338 14	8,473,218	65,712	13,302 54	1,123,369	174,343	72,633 63	9,596,587
November, 1883	113,556	60,974 44	8,357,368	49,853	11,702 24	946,303	163,439	72,676 68	9,803,671
December, 1883	70,291	29,239 16	6,493,636	44,075	9,270 83	450,225	114,396	38,649 99	5,932,922
Totals,	1,108,042	\$568,561 84	86,037,276	634,529	\$131,717 11	10,868,645	1,737,571	\$698,238 95	96,905,921

From all other sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1883, . . .	\$884	45	\$458	10	\$420	64	\$1,763	19
February, 1883, . . .	851	90	886	94	612	74	1,851	58
March, 1883, . . .	851	90	543	30	1,451	78	2,846	98
April, 1883, . . .	884	45	629	68	154	81	1,668	94
May, 1883, . . .	851	90	839	77	527	42	2,219	09
June, 1883, . . .	884	45	908	32	1,997	70	3,790	47
July, 1883, . . .	851	90	1,097	54	42	55	1,991	99
August, 1883, . . .	851	90	706	67	477	19	2,035	76
September, 1883, . . .	884	45	694	72	910	04	2,489	21
October, 1883, . . .	851	90	805	76	750	08	2,407	74
November, 1883, . . .	851	90	795	77	486	84	2,134	51
December, 1883, . . .	884	45	678	82	876	25	2,439	62
Totals,	\$10,385	55	\$8,545	39	\$8,708	04	\$27,638	98

RECAPITULATION.

Total passenger earnings for the year,	\$160,636	81
Total freight earnings for the year,	698,298	95
Total earnings from all other sources,	27,638	98
Total earnings for the year,	\$886,574	74
Total earnings from all sources on whole length of line,	\$886,574	74
Proportion of earnings in Pennsylvania to earnings of whole line,	810,247	11

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting Transportation.	Passengers.		Freight.		Total.	
Advertising,	\$1,343	52	\$108	50	\$1,452	02
Agents,	2,252	25	8,592	11	10,844	36
Baggage-masters,	3,359	86			3,359	86
Brakemen,	1,623	82	24,218	01	25,841	83
Cars, cleaning,	1,915	49	2,908	87	4,824	36
Car furniture and fixtures,	280	19	998	27	1,278	46
Car service,	9,967	05	71,219	81	81,186	86
Clerks,	1,443	12	6,259	63	7,702	75
Conductors and train agents,	5,066	49	17,957	99	23,024	48
Dispatchers,	300	80	2,067	80	2,368	60
Expenses of stations, except labor,	42	88	148	45	191	33
Foreign agencies,	516	23	2,058	58	2,574	76
Heating cars,	535	49	34	24	569	73
Heating stations,	61	69	346	47	408	16
Incidentals,	745	38	2,501	64	3,247	02
Insurance,	119	14	653	30	772	44
Labor at stations,	1,191	21	11,590	86	12,782	07
Legal expenses,	121	48	688	52	810	00
Lighting cars,	176	41	635	95	812	36
Lighting stations,	725	99	250	20	976	19
Loss and damage,			446	41	446	41
Mail expenses,	293	88			293	88
Oil, tallow, waste, &c.,	457	35	1,267	08	1,724	43
Stationery and printing,	1,215	79	2,743	29	3,959	08
Stations, repairs of and furniture for,	528	16	5,779	11	6,307	27
Superintendents,	373	46	2,014	32	2,387	78
Switchmen,	868	12	5,234	52	6,102	64
Taxes, State,	1,869	22	5,710	32	7,079	54
Teaming,	31	10			31	10
Telegraph expenses,	1,644	93	8,984	82	10,629	75
Watchmen,	88	63	437	14	526	77
Wrecks, clearing,			299	09	299	09
Totals,	\$38,654	13	\$186,155	25	\$224,809	38

Motive Power.					
Enginemen and firemen, passenger,	\$7,783	76			\$7,783 76
Enginemen and firemen, freight,			\$41,658	66	41,653 66
Engine-houses and machine-shop, &c., repairs of,	1,477	16	8,370	56	9,847 72
Fuel for heating,	94	15	533	51	627 66
Fuel for locomotives,	8,011	48	47,609	79	55,621 27
Incidentals,	270	64	1,533	60	1,804 24
Laborers,	1,859	92	10,539	57	12,399 49
Locomotive furniture and fixtures,	292	66	1,658	70	1,951 36
Locomotives, repairs of,	10,250	97	33,738	59	43,989 56
Oil for locomotives,	299	31	1,561	41	1,860 72
Stationery and printing,	42	75	242	28	285 03
Tallow for locomotives,	305	01	1,534	19	1,839 20
Taxes on engine-houses and shops,	188	22	1,066	56	1,254 78
Tools and machinery, repairs of,	409	11	2,318	27	2,727 38
Waste for locomotives,	174	29	706	80	881 09
Watchmen,	155	57	881	56	1,037 13
Water, wood, and coal stations, ex- penses and repairs of,	1,185	10	6,715	58	7,900 68
Totals,	\$82,780	10	\$160,664	63	\$193,444 73
Maintenance of Way.					
Ballast,	\$715	61	\$4,055	18	\$4,770 79
Bridges, repairs of,	5,857	77	33,194	05	39,051 82
Cars, repairs of, (in M. of W. service),	84	34	477	94	562 28
Clerks,	140	32	795	16	935 48
Cross-ties,	2,518	19	14,269	72	16,787 91
Expenses on property, Foreman, tool, and watch-houses, repairs of,	645	78	3,659	45	4,305 23
Frogs,	147	35	834	99	982 34
Incidentals,	213	74	1,210	99	1,424 73
Oil, tallow, waste, &c.,	20	93	118	67	139 50
Rails, iron,	53	73	304	45	358 18
Rails, steel,	260	37	1,475	41	1,735 78
Road-bed, repairs of, labor and ma- terial,	47	98	271	87	319 85
Snow and ice, removing,	1,959	57	11,104	20	13,068 77
Spikes,	258	10	1,462	58	1,720 68
Splices,	129	20	732	17	861 37
Stationery and printing,	85	80	486	21	572 01
Superintendents and supervisors,	14	30	81	05	95 35
Switches,	467	78	2,650	81	3,118 59
Taxes on real estate for road,	624	12	3,536	71	4,160 83
Telegraph, repairs of,	334	25	1,994	07	2,228 32
Tools and repairs of tools,	117	25	664	42	781 67
Track, repairing,	456	59	2,587	39	3,043 98
Watchmen,	3,674	68	20,823	27	24,497 95
	1,426	24	8,082	00	9,508 24
Totals,	\$20,253	99	\$114,772	66	\$135,026 65
Maintenance of Cars.					
Car-shops and sheds, repairs of,	\$2	95	\$16	71	\$19 66
Cars, repairs of freight,			17,542	69	17,542 69
Cars, repairs of passenger, baggage, express, and postal,	8	67			8 67
Incidentals,	25	57	144	88	170 45
Laborers,	72	89	410	18	482 57
Tools and repairs of tools,	56	82	321	95	378 77
Watchmen,	23	45	182	92	156 37
Totals,	\$189	85	\$18,569	33	\$18,759 18
General Expenses.					
Advertising,	\$3	75	\$21	27	\$5 02
Attendants,	41	75	236	61	278 36
Clerks,	796	35	4,512	67	5,309 02
Fuel and light,	6	50	36	90	43 40
Incidental and legal expenses,	46	05	260	94	306 99
Office expenses, repairs, and furni- ture,	67	44	382	15	449 59

Salaries of president and other officers,	\$330	70	\$1,874	03	\$2,204	73
Stationery and blanks,	104	80	598	97	698	77
Totals,	\$1,397	34	\$7,918	54	\$9,315	83

EARNINGS—Summary.

Passenger transportation, local and through,	\$160,636	81
Freight transportation, local and through,	698,298	95
Mail service,	10,385	55
Express service,	8,545	39
Miscellaneous,	8,708	04
Total,	\$886,574	74

OPERATING EXPENSES—Summary.

	Passenger.		Freight.		Total.		
Conducting transportation,	\$38,654	13	\$186,155	25	\$224,809	38	
Motive power,	32,780	10	160,664	63	193,444	73	
Maintenance of way,	20,253	99	114,772	66	135,026	65	
Maintenance of cars,	189	85	18,569	33	18,759	18	
General expenses,	1,397	34	7,918	54	9,315	88	
Totals,	\$93,275	41	\$488,080	41	\$581,355	83	
Operating expenses, 65.57 per cent. of earnings.							
Earnings per mile of road operated,						\$11,742	71
Expenses per mile of road operated,						7,700	08
Net earnings,						\$4,042	63

Erie and Pittsburgh.

EARNINGS FOR THE YEAR—From Transportation of Passengers.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers	Miles.	Amount.	Passengers	Miles.	Amount.	Passengers	Miles.	Amount.
January, 1883,	357	23,763	\$602 12	12,746	194,730	\$7,643 66	13 103	218,493	\$8,445 78
February, 1883,	477	41,954	820 19	11,778	139,994	6,039 94	12,255	231,948	6,879 13
March, 1883,	366	23,106	720 26	14,774	250,000	7,874 93	15 140	278,106	8,595 19
April, 1883,	389	30 171	744 28	14,603	250,379	7,640 10	14,992	281,050	8,384 38
May, 1883,	414	33,400	788 20	14,858	251,626	7,614 04	15 272	285,026	8,402 24
June, 1883,	443	35,253	826 10	18,997	334,011	8,972 65	19 440	369,264	9,798 75
July, 1883,	826	70 573	1,522 49	17,206	323,235	9,540 20	18,032	393,858	11,082 69
August, 1883,	1,105	101,752	1,494 83	31,384	824 641	17,506 33	32,489	926,393	19,001 66
September, 1883,	387	32,502	716 82	28,950	427,489	10,403 46	30,337	459,991	11,120 23
October, 1883,	440	35,709	816 06	20 169	428,633	10,296 96	20,609	462 342	11,112 01
November, 1883,	281	22 634	555 05	14,262	239,696	7,514 85	14 463	262 330	8,089 90
December, 1883, estimated,	302	23,900	525 70	15,808	263 790	7,622 31	15,110	287,690	8,148 01
Totals,	5,787	478,717	\$10,332 09	216,475	3,976 774	\$108,687 98	221,282	4,456,491	\$119,020 02

The Rate of Fare for Passengers Charged for the Respective classes per Mile.

For first-class through passengers, 2½ cents; for first-class way passengers, 3 cents; for second-class through passengers, 2 cents.

From Transportation of Freight.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTALS.		
	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.
January, 1883,	382	\$360 90	34,378	70,134	\$25,669 63	3,174,017	70,576	\$28,030 43	3,208 395
February, 1883,	190	221 26	17,606	57,917	23,232 43	2,647,063	58,097	28,453 74	2,664,758
March, 1883,	329	315 13	32,223	73,477	30,373 79	3,085,543	73,906	30,668 92	3 127,771
April, 1883,	454	410 27	44,561	69 031	35,148 12	2,871,994	69,485	35 553 39	2,916,555
May, 1883,	633	557 16	60,790	69,608	28,215 19	2,628,572	70,241	28,772 25	2 689 362
June, 1883,	520	490 08	50,440	71,623	32,649 82	3,338,736	72,148	33,139 90	3,389,226
July, 1883,	298	401 89	26,416	81,944	44 623 96	4 325,789	82,242	45,080 85	4,352,185
August, 1883,	208	285 12	20,375	83 303	38,261 59	4,457,566	83,511	38,546 71	4,477,941
September, 1883,	375	352 72	34,728	82,225	40,849 91	4 297,366	82,600	41,202 63	4,332,094
October, 1883,	262	362 21	25,678	96,012	47,496 23	4,528,104	96,274	47,778 49	4 553,782
November, 1883,	257	268 73	25,188	93,180	41,067 13	3 913,961	93,437	41 275 86	3,939,047
December, 1883, estimated,	190	221 26	17,696	57,917	28,611 65	2,647,063	58,097	28 832 91	2,664 758
Totals,	4,078	\$4,166 63	390,170	906,376	\$431,144 60	41,925,704	910,454	\$435 311 23	42 315,874

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1883, . . .	\$637	20	\$682	30	\$2,084	03	\$3,403	53
February, 1883, . . .	637	20	588	64	1,720	85	2,896	69
March, 1883, . . .	637	19	588	93	2,765	11	3,939	23
April, 1883, . . .	637	20	700	20	3,227	31	4,564	71
May, 1883, . . .	629	02	668	31	3,882	03	4,679	36
June, 1883, . . .	637	19	1,317	82	3,744	11	5,699	12
July, 1883, . . .	637	20	605	13	2,995	39	4,237	72
August, 1883, . . .	637	20	750	69	1,333	43	2,721	32
September, 1883, . . .	637	19	720	51	1,542	98	2,900	68
October, 1883, . . .	637	20	818	24	2,093	56	3,554	00
November, 1883, . . .	637	20	675	64	3,032	42	4,395	26
*December, 1883, . . .	637	19	700	00	600	93	1,838	12
Totals,	\$7,638	18	\$9,764	41	\$28,577	15	\$44,979	74

RECAPITULATION.

Total passenger earnings for the year,	\$119,020	02
Total freight earnings for the year,	435,311	23
Total earnings from all other sources,	44,979	74
Total earnings for the year,	\$599,310	99
Total receipts from all sources on whole length of line,	\$599,310	99
Proportion of earnings in Pennsylvania to earnings of whole line,	599,310	99

* Estimated.

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting Transportation.	Passenger.		Freight.		Total.	
Advertising,	\$601	78			\$601	73
Agents,	2,998	93	\$8,856	79	11,855	72
Baggage-masters,	2,060	72			2,060	72
Brakemen,	2,030	75	28,163	83	30,194	58
Cars, cleaning,	897	61			897	61
Car service,	28	01	1,569	72	1,597	73
Clerks,	1,750	33	9,862	86	11,613	19
Conductors and train agents,	3,914	98	13,209	25	17,124	23
Dispatchers,	309	63	4,130	35	4,439	98
Docks, dredging, and cleaning,			8,647	27	8,647	27
Expenses of grain elevators: Cars, oil, tallow, and waste,	449	83	1,582	46	2,033	29
Expenses of stations, except labor, Heating cars,	11	11	43	61	54	72
Heating stations,	459	47			459	47
Incidentals,	211	56	442	04	653	60
Labor at stations,	825	48	2,767	02	3,592	50
Legal expenses,	835	49	7,662	55	8,493	04
Lighting cars,	66	61	88	88	88	88
Lighting stations,	101	43	229	65	331	13
Loss and damage,	3	33	971	47	974	80
Mail expenses,	138	00			138	00
Oil for lamps,	8	16	10	40	18	56
Stationery and printing,	728	10	790	02	1,518	12
Stations, repairs of and furniture for, Superintendents,	1,916	41	1,573	14	3,489	55
Switchmen,	507	86	2,155	25	2,663	11
Teaming, switching, and track ser- vice,	120	00	680	00	800	00
Telegraph expenses,	1,801	61	3,753	42	3,753	42
Watchmen,	873	32	4,364	50	6,166	11
Wrecks, clearing,	52	93	1,746	93	2,620	25
			324	83	377	79
Totals,	\$23,701	44	\$103,827	27	\$127,328	71

Motive Power.						
Enginemen and firemen, passenger,	\$8,532	90			\$8,532	90
Enginemen and firemen, freight,			\$28,775	67	28,775	67
Engine-houses and machine-shop, &c., repairs of,	515	59	1,546	78	2,062	37
Fuel for locomotives,	6,185	43	22,349	80	28,485	23
Incidentals,	146	32	438	96	585	28
Laborers,	3	08	9	22	12	30
Locomotive furniture and fixtures,	208	49	625	50	833	99
Locomotives, repairs of,	5,296	44	17,575	63	22,872	07
Oil for locomotives, waste and tallow,	859	82	3,126	13	3,985	95
Sand for locomotives,	105	10	315	29	420	39
Stationery and printing,	18	90	41	71	55	61
Tools and machinery, repairs of,	294	06	882	18	1,176	24
Watchmen,	853	74	2,561	20	3,414	94
Water, wood, and coal stations, expenses and repairs of,		984	2,952	22	8,936	29
Totals,	\$23,948	94	\$81,200	29	\$105,149	23
Maintenance of Way.						
Ballast,	\$909	85	\$1,819	70	\$2,729	55
Bridges, repairs of,	1,379	45	2,758	89	4,133	34
Cars, repairs of, (in M. of W. service,)	63	04	126	08	189	12
Clerks,	112	73	225	43	338	21
Cross-ties,	4,678	02	9,352	03	14,028	05
Expenses on property,	1,837	81	3,675	70	5,513	54
Foreman, tool, and watch-houses, repairs of,	14	34	28	69	43	03
Frogs,	144	93	289	86	434	79
Incidentals,	4	57	9	13	13	72
Oil, tallow, waste, &c.,	41	06	82	12	123	18
Rails, iron,	104	18	208	31	312	47
Rails, steel,	5,434	12	10,868	24	16,302	36
Road-bed, repairs of, labor and material,	3,224	71	6,449	43	9,674	14
Snow and ice, removing,	152	12	304	24	456	36
Spikes,	273	73	547	38	821	11
Splices,	777	94	1,555	90	2,333	84
Stationery and printing,	6	67	13	35	20	02
Superintendents and supervisors,	518	67	1,027	32	1,540	99
Switches,	606	01	1,212	00	1,818	01
Tools and repairs of tools,	185	64	371	29	556	93
Track, repairing,	10,236	03	20,472	07	30,708	10
Watchmen,	788	44	1,572	90	2,359	34
Totals,	\$31,485	07	\$92,970	13	\$94,455	20
Maintenance of Cars.						
Car-shops and sheds, repairs of	\$316	54	\$633	07	\$949	61
Cars, repairs of freight,			121,838	65	121,838	65
Cars, repairs of passenger, baggage, express, and postal,	3,048	33			3,048	33
Fuel for heating,	116	25	232	51	348	76
Incidentals,	93	85	187	70	281	55
Laborers,	3	81	7	62	11	43
Tools and repairs of tools,	298	63	597	26	895	89
Watchmen,	17	78	35	56	53	34
Totals,	\$3,895	19	\$123,532	37	\$127,427	56
General Expenses.						
Attendants,	\$57	88	\$115	78	\$173	66
Clerks,	724	09	1,448	17	2,172	26
Fuel and light,	33	55	67	10	100	65
Incidentals and legal expenses,	310	92	621	84	932	76
Office expenses, repairs and furniture,	43	76	87	53	131	29
Salaries of president and other officers,	118	20	236	40	354	60
Stationery and blanks,	23	32	46	66	69	93
Taxes on real estate,	2,268	65	4,537	30	6,805	95
Totals,	\$3,580	37	\$7,160	78	\$10,741	15

EARNINGS.—Summary.

Passenger transportation, local,	\$108,687 93	} Total,	\$119,020	02
Passenger transportation, through,	10,332 09			
Freight transportation, local,	481,144 60	} Total,	435,311	23
Freight transportation, through,	4,186 63			
Mail service,			7,688	18
Express service,			8,764	41
Miscellaneous,			28,577	15
Total,			\$599,310	99

OPERATING EXPENSES.—Summary.

	Passenger.		Freight.		Total.		
Conducting transportation,	\$23,701	44	\$103,627	27	\$127,328	71	
Motive power,	23,948	94	81,200	29	105,149	23	
Maintenance of way,	31,485	07	62,970	13	94,455	20	
Maintenance of cars,	3,895	19	123,532	37	127,427	56	
General expenses,	3,580	37	7,160	78	10,741	15	
Totals,	\$86,611	01	\$378,490	84	\$465,101	85	
Operating expenses, 77.60 per cent. of earnings.						\$5,933	77
Earnings per mile of road operated,						4,604	96
Expenses per mile of road operated,							
Net earnings,						\$1,328	81

Huntingdon and Broad Top Mountain.

EARNINGS FOR THE YEAR—From Transportation of Passengers.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1883,	519	23,355	\$759 34	5,544	62,633	\$2,174 18	6,063½	85,998	\$2,933 52
February, 1883,	493½	22,207	718 43	5,841	59,378	2,161 01	6,334½	81,585	2,879 44
March, 1883,	658	29,610	998 42	7,197½	74,577	2,634 77	7,855½	104,187	3,633 19
April, 1883,	690	31,050	1,049 89	7,123	78,467	2,619 35	7,812	109,517	3,669 24
May, 1883,	639	28,755	972 01	7,464	84,393	2,944 63	8,103	113,148	3,918 64
June, 1883,	754	33,930	1,105 88	7,395	84,898	2,662 57	8,149	118,828	3,768 25
July, 1883,	463	20,835	804 17	8,288½	147,847	4,550 36	8,756½	168,682	5,154 53
August, 1883,	544½	24,503	821 75	8,961	133,281	4,779 68	9,506½	187,764	5,801 43
September, 1883,	525½	23,648	798 23	8,716½	130,176	3,440 26	9,242	153,824	4,238 49
October, 1883,	551	24,795	826 94	7,896	101,407	3,364 46	8,447	126,202	4,191 40
November, 1883,	517	23,265	763 19	7,166	91,837	3,344 10	7,683	116,102	4,107 29
December, 1883,	452	20,340	644 81	7,319	91,610	3,611 17	7,771	111,950	4,255 98
Totals,	6,806½	306,293	\$10,062 86	88,916½	1,140,504	\$38,286 54	95,723	1,446,797	\$48,349 40

The Rate of Fare for Passengers Charged for the Respective Classes per Mile.

For first-class through and way passengers, approximate, 3 cents.

From Transportation of Freight.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTALS.		
	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.
January, 1883,	37,412	\$12,614 60	. . . . .	23,441	\$10,411 97	. . . . .	60,853	\$23,026 57	. . . . .
February, 1883,	54,578	19,547 84	. . . . .	26,621	10,378 77	. . . . .	81,197	29,926 61	. . . . .
March, 1883,	46,867	19,180 69	. . . . .	24,396	13,118 91	. . . . .	71,263	32,299 60	. . . . .
April, 1883,	37,957	13,310 05	. . . . .	25,270	10,336 44	. . . . .	63,227	23,646 49	. . . . .
May, 1883,	61,017	22,618 41	. . . . .	26,020	12,026 27	. . . . .	87,037	34,644 68	. . . . .
June, 1883,	50,968	19,189 19	. . . . .	16,536	13,054 09	. . . . .	67,504	32,243 28	. . . . .
July, 1883,	67,701	26,065 36	. . . . .	16,352	11,570 50	. . . . .	86,053	37,635 86	. . . . .
August, 1883,	45,766	12,760 85	. . . . .	24,938	14,122 27	. . . . .	70,704	26,883 12	. . . . .
September, 1883,	51,829	17,534 27	. . . . .	28,545	13,573 69	. . . . .	80,374	31,107 96	. . . . .
October, 1883,	53,201	18,099 27	. . . . .	32,356	14,277 48	. . . . .	86,067	32,376 75	. . . . .
November, 1883,	40,820	15,538 88	. . . . .	31,821	14,636 36	. . . . .	72,641	30,175 24	. . . . .
December, 1883,	44,648	19,970 27	. . . . .	20,709	12,055 04	. . . . .	65,357	32,025 31	. . . . .
Totals,	592,762	\$216,429 88	26,674,290	299,505	\$149,561 79	14,090,908	892,267	\$365,991 47	40,765,098

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From all other sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1883, . . .	\$301	91	\$229	69	\$93	91	\$625	51
February, 1883, . . .	301	91	198	67	127	70	623	28
March, 1883, . . .	301	90	232	83	126	41	660	64
April, 1883, . . .	301	91	251	45	129	37	682	73
May, 1883, . . .	301	91	304	57	114	03	720	51
June, 1883, . . .	301	90	337	52	219	32	858	74
July, 1883, . . .	301	91	349	62	123	50	775	08
August, 1883, . . .	301	91	397	47	788	43	1,487	81
September, 1883, . . .	301	90	308	59	618	66	1,228	95
October, 1883, . . .	301	91	321	57	185	93	809	41
November, 1883, . . .	301	91	328	41	126	73	757	05
December, 1883, . . .	301	90	444	80	177	34	924	04
Totals,	\$3,622	88	\$3,699	49	\$2,831	38	\$10,158	70

RECAPITULATION.

Total passenger earnings for the year,	\$49,349	40
Total freight earnings for the year,	365,991	47
Total earnings from all other sources,	10,158	70
Total earnings for the year,	\$424,494	57

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

Extension or alteration of road,	\$18,027	11
Passenger and freight-houses,	193	50
New shops (machine and car) and engine-houses,	3,234	93
New wood and water stations (including water-tanks) and water pipes for same,	2,830	10
Any other expenditures chargeable to this account,	7,734	64
Total,	\$32,020	28

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting Transportation.	Passenger.		Freight.		Total.	
Agents,					\$5,814	31
Baggage-masters,	\$960	00			960	00
Cars cleaning, and inspecting,	214	88	\$385	86	600	74
Car furniture and fixtures,	83	42	33	11	66	53
Car service,			20,808	90	20,808	90
Clerks,					2,949	96
Conductors and brakemen,	2,284	76	14,239	09	16,523	85
Dispatchers,			960	00	960	00
Expenses of stations, except labor,					1,015	79
Heating cars,	116	39			116	39
Incidentals,	157	45	656	72	814	17
Labor at stations,			969	92	969	92
Lighting cars,					156	62
Loss and damage,			1,637	38	1,637	38
Mail expenses,					120	00
Office expenses,					840	55
Stationery and printing,	360	73	714	94	1,075	67
Stations, repairs of and furniture for,					716	26

Superintendents,				\$3,500	00
Telegraph expenses,				3,254	59
Watchmen,				800	00
Wharves and scales, repairs of,			\$1,655	1,655	50
Wrecks, clearing,			491	491	08
Total,				\$65,848	20
Motive Power.					
Enginemen and firemen, passenger,	\$3,074	67		\$3,074	67
Enginemen and firemen, freight,			\$11,154	11,154	12
Engine-houses and machine-shop, &c., repairs of,				818	47
Fuel for heating, shop expenses,				2,269	13
Fuel for locomotives,				8,194	14
Incidentals, hoisting and cleaning,	1,024	89	2,413	3,438	16
Locomotive furniture and fixtures,				243	94
Locomotives, repairs of,	2,808	46	8,840	11,148	47
Oil, waste, and tallow for locomotives,				1,613	38
Tools and machinery, repairs of,				1,192	81
Water, wood, and coal stations, expenses and repairs of,				778	16
Total,				\$43,425	45
Maintenance of Way.					
Ballast,				\$1,495	65
Bridges, repairs of, (including trestles,)				13,069	58
Cars, repairs of, (in M. of W. service,)				194	74
Cross-ties,				12,459	24
Expenses on property,				171	52
Foreman, tool and watch-houses, repairs of,				13	63
Frogs, splices, and spikes,				3,664	26
Incidentals,				23	44
Rails, steel,				30,099	13
Road-bed, repairs of, labor and material,				2,826	94
Snow and ice, removing,				1,612	56
Superintendents and supervisors,				1,200	00
Switches,				1,143	88
Taxes on real estate for road,				264	69
Telegraph, repairs of,				940	10
Tools and repairs of tools,				1,193	79
Track, repairing,				16,765	21
Watchmen,				2,295	49
Total,				\$69,433	80
Maintenance of Cars.					
Cars, repairs of freight,			\$3,239	\$3,239	22
Cars, repairs of passenger, baggage, express, and postal,	\$1,906	54		1,906	54
Oil, tallow, waste, &c.,				90	59
Total,				\$5,236	35

EARNINGS—Summary.

Passenger transportation, local,	\$10,062 86	} Total,	\$48,349	40
Passenger transportation, through,	88,286 54			
Freight transportation, local,	216,429 68	} Total,	365,991	47
Freight transportation, through,	149,561 79			
Mail service,			3,622	88
Express service,			3,699	49
Miscellaneous,			2,831	33
Total,			\$424,494	57
Total railroad receipts, as above,	\$424,494 57			
Receipts from collieries and coal lands,	5,504 45			
			\$429,999	02

OPERATING EXPENSES—Summary.

	Passenger.	Freight.	Total.	
Conducting transportation,			\$65,848	20
Motive power,			43,425	45
Maintenance of way,			89,433	90
Maintenance of cars,			5,236	35
General expenses at Philadelphia office, including salaries, lawyers' fees, fire insurance, and taxes, State of Pennsylvania,			24,899	91
Total,			\$227,843	71
Operating expenses, 53.67 per cent. of earnings.				
Earnings per mile of road operated,			\$5,237	50
Expenses per mile of road operated,			2,811	15
Net earnings,			\$2,426	35

Lehigh Valley.

EARNINGS FOR THE YEAR.—From Transportation of Passengers.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers	Miles.	Amount.	Passengers	Miles.	Amount.	Passengers	Miles.	Amount.
December, 1882,									\$68,251 23
January, 1883,									46,815 68
February, 1883,									50,273 78
March, 1883,									50,288 17
April, 1883,									53,021 05
May, 1883,									62,506 21
June, 1883,									61,145 24
July, 1883,									77,878 41
August, 1883,									91,725 94
September, 1883,									84,401 93
October, 1883,									78,242 50
November, 1883,									64,989 40
Total,									\$779,639 79

From Transportation of Freight and Coal.

MONTHS.	COAL.			THROUGH AND LOCAL FREIGHT.			TOTAL.		
	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.
December, 1882,		\$687,331 33			\$155,137 83				
January, 1883,		527,960 94			138,068 94				
February, 1883,		472,871 65			133,129 05				
March, 1883,		619,194 72			164,256 78				
April, 1883,		583,580 15			163,872 33				
May, 1883,		559,607 25			167,491 54				
June, 1883,		605,690 85			163,441 15				
July, 1883,		590,773 63			154,882 47				
August, 1883,		746,205 70			192,437 24				
September, 1883,		672,594 18			184,686 04				
October, 1883,		702,496 50			201,711 99				
November, 1883,		673,559 35			171,206 78				
Totals,		\$7,401,795 94			\$1,985,405 10				

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From all other sources.

MONTHS.	Mails.		Express.	
December, 1882,	\$2,429	76	\$2,067	42
January, 1883,	2,429	76	1,270	84
February, 1883,	2,429	76	1,221	67
March, 1883,	2,429	76	1,478	43
April, 1883,	2,429	76	1,456	24
May, 1883,	2,429	76	1,650	91
June, 1883,	2,429	76	1,675	65
July, 1883,	2,429	76	2,257	07
August, 1883,	2,429	76	2,241	13
September, 1883,	2,429	76	2,587	31
October, 1883,	2,429	76	2,010	84
November, 1883,	2,429	76	2,239	40
Totals,	\$29,157	12	\$22,151	91

RECAPITULATION.			
Total passenger, express, and mail earnings for the year,		\$830,948	82
Total freight earnings for the year,		9,887,201	04
Total earnings for the year,		\$10,218,149	86

EARNINGS--Summary.

Passenger transportation, local and through,	\$779,639	79
Freight transportation, local and through,	9,887,201	04
Mail service,	29,157	12
Express service,	22,151	91
Miscellaneous,	1,092,022	13
Total,	\$11,310,171	99

OPERATING EXPENSES--Summary.

	Passenger.		Freight.		Total.	
Conducting transportation, &c.,					\$2,467,045	08
Motive power and machinery,	\$653,446	42	\$5,542,209	74	750,888	78
Maintenance of way and buildings,					1,918,080	81
Maintenance of cars,					1,039,642	04
General expenses,						
Total,					\$6,175,656	16
Operating expenses, 60.54 per cent. of earnings.						
Earnings per mile of road operated,					\$3,155	69
Expenses per mile of road operated,					1,907	24
Net earnings per mile of road operated,					1,248	45
Net earnings,					\$5,134,515	83

Northern Central.

EARNINGS FOR THE YEAR.—From Transportation of Passengers.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.	Passengers.	Miles.	Amount.
January, 1883.							134,108	1,687,810	\$42,361 28
February, 1883.							144,282	1,545,720	43,122 29
March, 1883.							138,151	1,549,987	40,707 33
April, 1883.							147,882	1,712,582	44,080 11
May, 1883.							162,808	1,940,419	49,370 80
June, 1883.							169,647	1,983,366	54,206 06
July, 1883.							179,588	2,182,656	62,823 24
August, 1883.							209,060	2,618,651	68,853 18
September, 1883.							241,105.	3,378,284	83,681 29
October, 1883.							227,023	3,278,303	87,218 08
November, 1883.							186,892	1,947,218	50,127 18
December, 1883.							168,720	1,837,956	48,488 63
Totals,							2,108,708	24,157,900	\$605,014 45

The Rate of Fare for Passengers Charged for the Respective Classes per Mile.

For first-class through and way passengers, 2.504 cents.

From Transportation of Freight.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTALS.		
	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.
January, 1883.	72,107	\$89,234 87	9,950,796	336,306	\$181,693 27	16,803,841	403,413	\$270,928 14	26,754,607
February, 1883.	76,817	89,892 29	10,600,746	332,797	168,789 89	15,550,681	406,614	266,632 28	28,151,427
March, 1883.	86,728	95,102 80	7,828,188	394,545	200,466 18	17,806,876	451,271	265,598 98	25,836,064
April, 1883.	71,544	87,109 22	9,573,072	353,196	175,475 28	15,948,717	424,740	262,534 50	25,821,789
May, 1883.	88,394	93,965 49	12,188,372	371,279	173,438 67	16,309,496	456,673	267,407 16	28,507,888
June, 1883.	89,729	81,722 24	9,622,802	356,163	159,293 57	15,188,638	423,892	241,115 81	24,761,285
July, 1883.	90,225	73,855 97	8,311,050	351,121	154,342 35	18,175,670	411,346	228,198 82	24,486,720
August, 1883.	91,035	72,019 80	12,562,830	469,492	242,688 65	23,330,360	580,527	314,908 35	35,393,180
September, 1883.	91,505	80,908 29	5,727,690	430,800	202,356 70	19,363,954	472,105	253,264 99	25,121,644
October, 1883.	73,717	85,267 67	10,246,663	436,670	211,907 05	20,061,755	510,287	267,174 62	30,368,418
November, 1883.	62,455	79,235 67	8,681,245	399,926	181,788 03	18,040,012	462,351	261,023 70	29,721,267
December, 1883.	44,767	56,787 98	6,222,613	373,838	185,217 78	16,674,820	417,600	222,005 74	22,897,442
Totals,	809,021	\$955,105 29	111,825,837	4,804,828	\$2,215,787 30	211,234,864	5,413,849	\$3,170,892 69	323,080,701

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1883,	\$2,536 97	\$3,324 28	\$22,388 00	\$28,247 25
February, 1883,	2,536 97	4,691 88	27,711 88	34,930 23
March, 1883,	2,536 97	4,393 37	25,027 46	31,957 80
April, 1883,	2,536 97	3,847 05	21,431 55	27,815 57
May, 1883,	2,536 97	4,234 73	22,366 10	29,187 80
June, 1883,	2,536 98	3,701 45	15,565 83	21,804 26
July, 1883,	2,536 97	4,571 49	29,539 61	36,648 07
August, 1883,	2,497 30	3,578 24	25,279 10	31,354 64
September, 1883,	2,180 58	3,492 55	15,992 58	21,665 69
October, 1883,	2,140 29	3,615 54	23,156 61	33,912 47
November, 1883,	2,131 11	7,170 30	27,976 11	37,277 52
December, 1883,	2,131 07	6,113 56	11,871 39	20,116 02
Tota's,	\$28,839 15	\$57,773 94	\$268,304 23	\$354,917 32

RECAPITULATION.

Total passenger earnings for the year,	\$605,014 45
Total freight earnings for the year,	3,170,892 59
Total earnings from all other sources,	854,917 32
Total earnings for the year,	\$4,180,824 36
Total earnings from all sources on whole length of line,	\$1,180,824 36
Proportion of earnings in Pennsylvania to earnings of whole line,	3,080,970 57

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting Transportation.	Passenger.	Freight.	Total.
Advertising,	\$4,276 89	\$208 16	\$4,485 05
Agents,	11,329 61	29,785 06	41,114 67
Baggage-masters,	18,286 11		18,286 11
Brakemen,	11,759 04	124,096 97	136,856 01
Cars, cleaning,	15,673 75	20,505 91	36,179 66
Car furniture and fixtures,	4,552 44	3,895 27	8,447 71
Car service,	40 21	25,786 23	25,826 44
Clerks,	10,060 93	63,887 09	73,948 02
Conductors and train agents,	18,743 54	57,987 74	74,731 28
Dispatchers,	5,353 45	23,621 85	28,975 30
Docks, dredging and cleaning,		7,117 28	7,117 28
Expenses of grain elevators,		6,152 77	6,152 77
Expenses of stations, except labor,	2,453 19	6,584 91	9,038 10
Foreign agencies,	10,891 51	1,158 66	12,050 17
Heating cars,	1,421 49	240 30	1,661 79
Heating stations,	1,363 51	957 45	2,320 96
Incidentals,	3,434 55	8,144 25	11,578 81
Insurance,	3,288 60	14,380 68	17,669 28
Labor at stations,	18,376 19	35,780 68	49,156 87
Legal expenses,	561 08	1,708 14	2,269 22
Lighting cars,	788 72	820 50	1,609 22
Lighting stations,	8,893 48	1,379 82	9,273 30
Loss and damage,	140 00	10,953 84	11,093 84
Mail expenses,	288 00		288 00
Oil, tallow, waste, &c.,	1,354 31	4,245 21	5,599 52
Stationery and printing,	3,912 60	7,616 74	11,529 34
Stations, repairs of and furniture for,	15,220 03	25,140 44	40,360 50
Superintendents,	1,628 07	4,888 76	6,511 83
Switchmen,	3,942 57	7,570 64	11,518 21
Taxes on stations,	16 36	444 20	460 56
Taxes, State,	5,116 45	23,253 94	28,370 39
Teaming,	11 50	37,334 96	37,346 46
Telegraph expenses,	10,156 43	32,220 84	42,377 27
Watchmen,	4,792 67	18,132 15	22,924 82
Wharves and landings, repairs of,		54,454 03	54,454 03
Wrecks, clearing,	29 08	3,677 37	3,706 45
Totals,	\$191,156 39	\$684,027 90	\$855,184 29

Motive Power.				
Enginemen and firemen, passenger,	\$35,347	68	\$35,347	68
Enginemen and firemen, freight,			\$123,812	38
Engine-houses and machine-shop, &c., repairs of,	4,228	87	12,671	62
Fuel for heating,	274	18	722	53
Fuel for locomotives,	86,181	55	193,686	03
Incidentals,	3,691	67	11,075	02
Laborers,	9,354	07	28,062	28
Locomotive furniture and fixtures,	1,143	95	3,431	85
Locomotives, repairs of,	38,535	94	145,298	99
Oil for locomotives,	1,323	67	5,009	33
Rental of engines,	350	60	883	60
Stationery and printing,	286	70	860	11
Tallow for locomotives,	1,322	64	5,247	52
Taxes on engine-houses and shops,	94	77	300	34
Tools and machinery, repairs of,	6,610	01	19,830	03
Waste for locomotives,	1,000	63	2,286	21
Watchmen,	594	18	1,782	55
Water, wood, and coal stations, ex- penses and repairs of,	6,027	67	18,083	02
Totals,	\$146,313	78	\$571,943	86
Maintenance of Way.				
Ballast,	\$10,313	39	\$30,940	17
Bridges, repairs of,	23,197	40	69,592	19
Cars, repairs of, (in M. of W. service,)	2,309	81	6,929	43
Clerks,	423	63	1,270	91
Cross-ties,	20,752	62	62,257	86
Expenses on property,	1,474	06	4,422	19
Foreman, tool, and watch-houses, repairs of,	459	30	1,467	92
Frogs,	2,418	73	7,256	19
Incidentals,	98	70	296	13
Oil, tallow, waste, &c.,	119	57	358	71
Rails, iron,	2,093	62	6,295	87
Rails, steel,	9,733	11	29,199	34
Road-bed, repairs of, labor and ma- terial,	23,641	81	70,923	93
Snow and ice, removing,	2,121	48	6,364	44
Spikes,	1,245	44	3,736	80
Splices,	1,895	28	5,683	83
Stationery and printing,	72	17	216	54
Superintendents and supervisors,	1,872	59	5,617	78
Switches,	3,332	52	9,997	55
Taxes on real estate for road,	1,301	42	3,904	27
Telegraph, repairs of,	1,178	19	3,534	56
Tools and repairs of tools,	1,572	46	4,717	40
Track, repairing,	25,255	55	75,766	64
Watchman,	3,339	01	10,017	02
Totals,	\$140,256	86	\$420,769	17
Maintenance of Cars.				
Car-shops and sheds, repairs of,	\$238	80	\$714	91
Cars, repairs of freight,			337,873	70
Cars, repairs of passenger, baggage, express, and postal,	84,073	07		84,073
Fuel for heating,	343	38	1,030	12
Incidentals,	249	85	749	56
Laborers,	1,533	50	4,750	50
Tools and repairs of tools,	403	13	1,209	40
Watchmen,	280	93	842	79
Totals,	\$87,172	16	\$347,170	98
General Expenses.				
Advertising,	\$74	41	\$223	29
Attendants,	285	84	857	55
Clerks,	5,470	47	16,411	46
Fuel and light,	46	05	138	21
				\$297
				1,143
				21,881
				184
				70
				39
				93
				26

Incidentals and legal expenses, . . .	\$1,129	06	\$3,387	18	\$4,516	24
Office expenses, repairs, and furniture,	475	01	1,425	01	1,900	02
Salaries of president and other officers,	2,383	48	7,150	43	9,533	91
Stationery and blanks,	722	51	2,167	56	2,890	07
Totals,	\$10,586	83	\$31,760	69	\$42,347	52

EARNINGS—Summary.

Passenger transportation, local and through,	\$605,014	45
Freight transportation, local and through,	3,170,392	59
Mail service,	28,839	15
Express service,	57,773	94
Miscellaneous,	263,304	23
Total,	\$4,130,324	36

OPERATING EXPENSES—Summary.

	Passengers.		Freight.		Total.		
Conducting transportation,	\$191,156	39	\$664,027	90	\$855,184	29	
Motive power,	146,313	78	571,943	36	718,257	14	
Maintenance of way,	140,256	36	420,769	17	561,025	53	
Maintenance of cars,	87,172	16	347,170	98	434,343	14	
General expenses,	10,586	83	81,760	69	42,347	52	
Totals,	\$575,485	52	\$2,035,672	10	\$2,611,157	62	
Operating expenses, 63.21 per cent. of earnings.							
Earnings per mile of road operated,						\$29,718	16
Expenses per mile of road operated,						18,785	31
Net earnings,						\$10,932	85

Pennsylvania.

EARNINGS FOR THE YEAR.—From Transportation of Passengers.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Pass'gers	Miles.	Amount.	Pass'gers	Miles.	Amount.	Pass'gers	Miles.	Amount.
	January, 1883.	15,827	5,588,514	\$153,056 93	711,232	11,053,285	\$278,150 98	7,7,069	16,641,799	$411,207 86
February, 1883.	13,896	4,895,908	114,173 51	717,064	10,083,882	255,861 53	780,930	14,894,790	370,035 04
March, 1883.	17,116	6,043,660	138,354 81	837,293	12,178,680	312,725 09	854,409	18,222,540	461,109 90
April, 1883.	23,406	7,205,358	180,109 57	815,365	12,478,828	326,198 41	855,771	19,684,196	486,306 98
May, 1883.	23,708	8,392,657	177,981 17	896,570	13,543,097	344,771 59	920,338	21,940,754	523,752 76
June, 1883.	21,224	7,492,072	165,643 07	900,424	14,040,861	357,942 45	921,648	21,582,923	523,495 52
July, 1883.	20,471	7,226,087	195,330 94	968,036	15,873,868	391,680 73	983,507	23,100,465	556,961 67
August, 1883.	21,551	7,600,619	177,148 54	1,007,096	17,353,784	426,459 62	1,026,627	24,954,403	603,908 18
September, 1883.	22,190	7,833,070	184,266 20	958,573	15,759,114	401,308 08	980,563	22,562,184	586,174 23
October, 1883.	20,840	7,350,520	167,771 33	943,283	15,139,050	333,349 91	964,128	22,495,570	556,120 24
November, 1883.	15,522	5,479,265	128,638 66	838,798	12,546,411	319,989 76	854,320	18,025,677	448,628 42
December, 1883.	16,511	5,823,559	133,871 33	874,663	13,757,448	339,373 19	891,174	19,586,005	473,244 52
Totals,	229,272	80,942,290	\$1,846,365 06	10,463,292	163,768,536	\$4,143,280 29	10,637,474	244,710,876	\$5,989,625 35

The Rate of Fare for Passengers Charged for the respective Classes per Mile.

For through business, 2 29 cents; for local business, 2.53 cents; total business, 2.45 cents.

From Transportation of Freight.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTALS.		
	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.
January, 1883.	164,750	\$459,386 52	58,906 890	1,520,445	\$1,508,158 66	173,222 264	1,683,195	\$1,967,965 18	232,129,144
February, 1883.	155,250	464,352 68	55,522 706	1,393,890	1,474,543 43	173,568 935	1,548,680	1,938,898 11	229,091,641
March, 1883.	181,644	491,856 76	64,973,901	1,606,050	1,611,919 75	189,542,237	1,787,694	2,103,776 51	254,816,139
April, 1883.	155,040	434,690 02	55,451,730	1,519,674	1,567,386 94	178,337,346	1,674,614	2,002,076 96	233,789,076
May, 1883.	145,118	381,230 61	51,887,195	1,609,796	1,662,309 30	193,084,212	1,754,914	2,043,539 91	244,971,407
June, 1883.	141,642	407,990 42	50,648,017	1,552,563	1,501,994 37	177,228,011	1,694,205	1,906,994 79	227,376,023
July, 1883.	141,954	388,380 38	50,775,060	1,597,290	1,481,920 40	188,765,022	1,738,234	1,870,300 78	239,540,082
August, 1883.	190,016	478,197 00	67,971,311	1,830,480	1,701,904 67	205,227,093	2,020,496	2,178,101 67	273,198,409
September, 1883.	178,577	446,346 31	63,144,494	1,732,534	1,657,856 33	197,470,035	1,909,111	2,114,202 64	260,614,519
October, 1883.	178,844	448,103 30	63,963,609	1,961,208	1,872,508 69	223,889,711	2,140,047	2,317,611 99	287,833,320
November, 1883.	165,496	427,463 47	59,183,001	1,844,648	1,821,046 23	212,972,034	2,010,144	2,243,509 70	272,153,035
December, 1883.	141,519	369,420 91	50,737,020	1,563,857	1,473,372 30	190,440,748	1,709,876	1,841,793 21	241,177,768
Totals,	1,937,850	\$5,191,868 38	693,164,914	19,736,310	\$19,844,921 07	2,303,727,653	21,674,180	\$24,536,789 45	2,998,892,567

From all other sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1883, . . .	\$39,504	65	\$35,522	16	\$52,434	28	\$127,461	09
February, 1883, . . .	39,504	65	22,600	32	33,009	69	95,114	66
March, 1883, . . .	39,491	49	36,217	43	38,031	00	113,739	92
April, 1883, . . .	39,504	65	35,950	46	32,437	74	107,892	85
May, 1883, . . .	40,426	20	36,530	27	70,027	61	146,984	08
June, 1883, . . .	40,297	98	35,273	23	49,536	96	125,108	15
July, 1883, . . .	39,670	64	31,050	25	35,670	95	108,391	84
August, 1883, . . .	39,670	64	36,202	20	31,596	63	107,769	47
September, 1883, . . .	42,269	52	40,675	98	56,915	41	139,860	91
October, 1883, . . .	39,670	67	51,136	96	55,477	21	146,284	84
November, 1883, . . .	41,141	60	51,309	49	40,398	48	132,840	47
December, 1883, . . .	43,200	11	52,796	91	45,944	19	141,941	21
Totals,	\$484,352	68	\$465,265	66	\$541,780	15	\$1,491,398	49

RECAPITULATION.

Total passenger earnings for the year,	\$5,989,625	35
Total freight earnings for the year,	24,536,789	45
Total earnings from all other sources,	1,491,398	49
Total earnings for the year,	\$32,017,813	29

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

Extension and alteration of road,	\$788,495	31
Land or land damages,	399,192	45
Passenger and freight-houses,	36,497	62
New locomotives, number of, 104,	1,070,557	72
New passenger cars, number of, 60,	297,632	34
New postal cars, (letter and storage,) number of, 4,	12,000	00
New freight cars, (8-wheel,) number of, 1,000,	250,000	00
New freight cars, (4-wheel, cabin,) number of, 30,	15,137	25
New steamboats, (including ferry boats and tugs,) number of, 2,	36,000	00
New floating equipment other than "steamboats," number of, 2,	20,000	40
New machinery,	16,497	92
New wood and water stations, (including water tanks,)	7,800	00
Any other expenditures chargeable to this account,	49,652	05
Total,	\$2,949,518	06

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting Transportation.	PASSENGERS.		FREIGHT.		TOTAL.	
Advertising,	\$44,141	13	\$19,351	68	\$63,492	76
Agents,	74,469	30	115,936	37	190,405	57
Baggage-masters,	92,927	11			92,927	11
Brakemen,	109,819	83	1,030,516	77	1,140,336	60
Cars, cleaning,	78,655	28	33,010	26	106,665	54
Car furniture and fixtures,	19,574	87	44,506	21	64,081	08
Car service,	20,521	66	554,140	27	574,661	93
Clerks,	75,079	23	399,752	61	474,831	84
Conductors and train agents,	123,606	56	399,418	22	523,024	78
Dispatchers,	28,826	29	119,373	77	148,200	06
Docks, dredging, and cleaning,			14,452	71	14,452	71
Expenses of grain elevators,			2,671	07	2,671	07
Expenses of stations, except labor,	22,233	44	25,785	34	48,018	78

Foreign agencies,	\$55,911	35	\$1,850	14	\$57,761	49
Heating cars,	20,073	01	1,809	00	21,882	01
Heating stations,	16,053	68	13,154	65	29,208	28
Incidentals,	70,746	56	150,174	22	220,920	78
Insurance,	13,866	69	48,446	57	62,313	26
Labor at stations,	33,963	89	311,218	59	345,182	48
Legal expenses,	7,742	56	21,841	80	29,584	36
Lighting cars,	23,453	87	4,237	90	27,691	77
Lighting stations,	23,452	58	30,696	01	54,148	59
Loss and damage,	20,923	14	97,505	89	118,429	03
Mail expenses,	8,876	52			8,876	52
Oil for lamps,	10,418	40	44,500	80	54,919	20
Stationery and printing,	55,323	92	136,167	54	191,491	46
Stations, repairs of and furniture for,	156,096	54	171,450	11	327,546	65
Superintendents,	13,866	61	44,320	19	58,186	80
Switchmen,	19,342	32	67,646	97	86,989	29
Taxes on stations,	14,620	67	49,384	53	64,005	20
Taxes, "State,"	56,475	26	199,473	68	255,948	94
Teaming,	42	00	10,567	46	10,609	46
Telegraph expenses,	74,345	92	210,335	45	290,681	37
Watchmen,	19,063	12	70,564	05	89,632	17
Wharves and landings, repairs of,			8,602	89	8,602	39
Wrecks, clearing,	1,376	67	37,708	85	39,085	52
Tolls paid other corporations,	9,274	75	50,577	73	59,852	48
Pittsburgh transfer,			118,491	14	118,491	14
Totals,	\$1,412,169	68	\$4,685,940	79	\$6,078,110	47
Motive Power.						
Enginemen and firemen,	\$270,777	69	\$993,708	81	\$1,264,486	50
Engine-houses, machine shops, &c., repairs of,	21,543	86	77,858	98	99,402	84
Fuel for heating,	2,087	82	7,702	74	9,790	56
Fuel for locomotives,	168,425	43	935,290	70	1,103,716	18
Incidentals,	19,285	21	72,123	63	91,408	84
Laborers,	73,196	13	275,666	71	348,862	84
Locomotive furniture and fixtures,	17,061	39	65,939	77	83,001	16
Locomotives, repairs of,	2,18,267	16	1,357,343	61	1,575,610	77
Oil for locomotives,	15,895	24	53,113	25	69,008	49
Sand for locomotives,	4,552	90	16,810	91	21,363	81
Stationery and printing,	3,674	95	14,171	82	17,846	77
Tallow for locomotives,	13,370	89	66,081	75	79,452	64
Taxes on engine-houses and shops,	8,021	22	32,083	13	40,104	35
Tools and machinery, repairs of,	22,198	32	88,045	83	110,244	65
Waste for locomotives,	8,191	40	22,903	90	31,095	30
Watchmen,	6,732	20	24,472	42	31,204	62
Water, wood, and coal stations, expenses and repairs of,	60,797	50	199,981	45	260,778	95
Totals,	\$934,079	81	\$4,303,299	41	\$5,237,379	22
Maintenance of Way.						
Ballast,	\$70,212	55	\$239,149	71	\$309,362	26
Bridges, repairs of,	80,499	94	163,113	02	248,612	96
Cars, repairs of, (in M. of W. service,)	7,507	72	22,631	51	30,139	23
Clerks,	4,031	43	12,769	58	16,801	01
Cross-ties,	135,168	89	378,361	55	514,030	44
Expenses on property,	23,927	51	76,198	87	100,126	38
Foreman, tool, and watch-houses, repairs of,	4,403	19	12,472	62	16,875	81
Frogs,	7,597	39	24,232	46	31,829	85
Incidentals,	6,392	54	23,065	64	29,458	18
Oil, tallow, waste, &c.,	2,055	68	7,572	77	9,623	45
Rails, iron,	11,078	54	21,813	14	32,891	68
Rails, steel,	87,888	22	252,327	33	340,215	55
Road-bed, repairs of, labor and material,	136,389	81	378,739	08	515,128	19
Snow and ice, removing,	18,459	85	60,454	59	78,944	44
Spikes,	7,698	01	25,144	59	32,842	60
Splices,	13,975	68	40,777	50	54,753	18
Stationery and printing,	1,456	02	4,896	24	6,352	26
Superintendents and supervisors,	15,443	80	45,459	99	60,903	79

Switches,	\$15,670	91	\$54,701	89	\$70,372	80
Taxes on real estate for road,	16,822	86	57,808	09	74,630	45
Telegraph, repairs of,	17,307	34	54,190	35	71,497	69
Tools and repairs of tools,	12,644	43	87,184	73	49,829	18
Track, repainting,	205,452	23	624,794	47	830,246	70
Watchmen,	32,389	42	102,628	79	185,018	21
Totals,	\$934,503	46	\$2,725,988	01	\$3,660,491	47
Maintenance of Cars.						
Car-shops and sheds, repairs of,	\$6,666	19	\$26,070	92	\$32,727	11
Cars, repairs of freight,			1,915,167	90	1,915,167	90
Cars, repairs of passenger, baggage, express, and postal,	534,084	09			584,084	09
Fuel for heating,	788	71	2,781	77	3,520	48
Incidentals,	1,222	23	4,889	83	6,111	85
Insurance,	7,316	78	21,566	65	28,913	48
Laborers,	17,261	63	67,708	07	84,969	70
Oil, tallow, waste, &c.,	13,003	23	57,373	84	70,377	07
Tools and repairs of tools,	9,689	22	37,873	01	47,562	23
Watchmen,	3,749	49	14,639	16	18,388	65
Totals,	\$593,761	56	\$2,148,010	95	\$2,741,772	51
General Expenses.						
Advertising,	\$4,270	77	\$17,083	04	\$21,353	81
Attendants,	6,380	38	23,253	78	29,634	16
Clerks,	55,969	59	161,490	87	217,460	46
Fuel and light,	1,905	86	7,621	51	9,526	87
Incidentals and legal expenses,	4,556	47	18,225	85	22,782	32
Office expenses, repairs, and furniture,	14,322	92	57,291	61	71,614	53
Salaries of president and other officers,	42,749	36	147,597	48	190,346	84
Stationery and blanks,	6,899	65	27,598	63	34,498	28
Taxes on real estate,	1,283	52	5,154	10	6,442	62
Totals,	\$138,343	02	\$465,316	87	\$603,659	89

EARNINGS—Summary.

Passenger transportation, local,	\$4,143,260	29	} Total,	\$5,969,625	35
Passenger transportation, through,	1,846,365	06			
Freight transportation, local,	19,344,921	07	} Total,	24,536,789	45
Freight transportation, through,	6,191,868	86			
Mail service,				484,352	68
Express service,				465,265	66
Miscellaneous,				541,780	15
Total,				\$32,017,813	29

OPERATING EXPENSES—Summary.

	Passenger.		Freight.		Total.	
Conducting transportation,	\$1,412,169	68	\$4,665,940	79	\$6,078,110	47
Motive power,	934,079	81	4,303,299	41	5,237,379	22
Maintenance of way,	931,503	46	2,725,988	01	3,660,491	47
Maintenance of cars,	593,761	56	2,148,010	95	2,741,772	51
General expenses,	138,313	02	465,316	87	603,659	89
Totals,	\$4,012,857	53	\$14,308,556	03	\$18,321,413	56
Earnings,					\$32,017,813	29
Expenses,					18,321,413	56
Net earnings,					13,696,399	73

Philadelphia and Erie.

EARNINGS FOR THE YEAR.—From Transportation of Passengers.

MONTHS.	THROUGH.			LOCAL.			TOTAL.		
	Pass'gers	Miles.	Amount.	Pass'gers	Miles.	Amount.	Pass'gers	Miles.	Amount.
January, 1883.	229	65 815	\$1,776 99	72 339	1,487,223	\$45 370 40	72 568	1,553 038	\$45,147 39
February, 1883.	133	84 081	1 475 00	66,734	1,230,661	40,933 01	66,922	1,344 692	42,408 01
March, 1883.	167	45 129	1 330 11	84,291	1 568 663	50,712 46	84,465	1,644 802	52,042 67
April, 1883.	184	62 882	1 473 50	85,804	1 780 083	56 478 10	85 986	1 832 915	57,951 60
May, 1883.	385	96 185	2,275 58	90,791	1,845,220	57,865 32	91,126	1 941 855	60,121 15
June, 1883.	209	60 210	1 342 01	88,112	1,867,045	57,442 27	88 321	1,927 265	58 734 28
July, 1883.	278	79 468	1,944 92	99,124	2 078 938	50,209 22	99 400	2 158 402	62,154 14
August, 1883.	261	71,994	1,849 89	100,563	2 075,227	61,080 86	100 814	2 147 221	62 910 25
September, 1883.	282	75,155	1,989 87	91 821	1 935 555	58 729 50	92,068	2,010,710	60,717 67
October, 1883.	277	79 466	2,143 74	92 563	1 936 039	58 432 68	92 870	1,915 504	59 596 24
November, 1883.	173	51,157	1,437 04	79 621	1 554,194	49 083 32	79 799	1,805 351	53,445 85
December, 1883.	211	60,755	1,613 79	90,494	1,766 144	51,389 50	90,705	1,826,929	53,453 20
Totals.	2,767	795 235	\$20,632 10	1,042 287	21,112,939	\$647 080 56	1,045,054	21 908 174	\$667,742 66

The Rate of Fare for Passengers Charged for the Respective Classes per Mile.

For through business, 2.60 cents; for local business, 3.08 cents; total business, 3.05 cents.

From Transportation of Freight.

MONTHS.	THROUGH FREIGHT.			LOCAL FREIGHT.			TOTALS.		
	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.	Tons.	Money.	Mileage.
January, 1883.	67,622	\$94,519 83	19,448,384	853,068	\$162,646 17	17 850,763	420,580	\$257,166 10	36,737,147
February, 1883.	75 286	104,201 14	21,713,720	300 337	134 803 97	14,466,975	376 732	239 005 11	36,130,701
March, 1883.	58 500	75 943 21	16 847,965	364 692	163 216 80	18 075,249	422,192	239 080 01	34 923,284
April, 1883.	58 907	79 120 67	16 936,505	329 522	160 117 23	17 053,637	323 359	238 227 90	33 990,192
May, 1883.	93 836	105,910 45	27 903,115	351 706	182 484 07	20,254,689	445 592	263,294 52	48 917,204
June, 1883.	82 938	84 768 55	23 684 650	355 296	182 191 60	22,571,870	483 229	266,960 15	46,456,020
July, 1883.	75 955	80 937 93	21 875,003	323 959	167 877 67	20 653 242	396 914	248,815 60	42,553,245
August, 1883.	97 510	102 859 97	28 062,782	382 249	203 628 19	24 896 837	479 750	306 238 16	52 968,699
September, 1883.	94 118	103 463 00	27 105 850	372 453	204 084 05	24 402 635	466 571	307 532 05	51,508 485
October, 1883.	103 835	121,705 79	31 358 714	396 835	234 838 31	28 149,733	507 720	354 394 10	59 503 447
November, 1883.	87 816	104 027 84	25 319 807	377 132	204 567 48	23 597 962	465 096	308 585 32	43 917 789
December, 1883.	41,982	48,104 30	12 065,354	289,227	138,109 28	16 197,196	341,189	186,213 56	23,282,553
Totals.	946 389	1,105 167 78	272 559 853	4 208 546	\$2 138,404 80	247 689,361	5,154,935	\$3,243 572 58	620,249,716

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1883, . . .	\$2,291	56	\$3,010	49	\$9,104	68	\$14,406	73
February, 1883, . . .	2,291	56	3,313	28	8,665	30	14,270	14
March, 1883,	2,291	06	2,568	97	12,106	61	16,966	64
April, 1883,	2,291	56	3,344	47	8,790	77	14,446	80
May, 1883,	2,291	56	4,659	65	7,982	53	14,933	74
June, 1883,	2,291	81	4,340	00	12,395	23	19,026	84
July, 1883,	2,291	56	4,875	20	10,895	07	18,061	83
August, 1883,	2,291	56	2,773	65	9,626	82	14,692	03
September, 1883, . .	2,291	61	5,007	10	10,705	35	18,004	06
October, 1883,	2,291	56	2,880	89	12,276	31	17,448	76
November, 1883, . . .	2,291	56	4,108	67	11,230	43	17,630	66
December, 1883, . . .	2,291	61	3,919	41	11,428	67	17,639	69
Totals,	\$27,498	37	\$44,821	78	\$125,207	77	\$197,527	92

RECAPITULATION.

Total passenger earnings for the year,	\$667,742	66
Total freight earnings for the year,	3,243,572	58
Total earnings from all other sources,	197,527	92
Total earnings for the year,	\$4,108,843	16

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting Transportation.	Passenger.		Freight.		Total.	
Advertising,	\$3,769	35	\$1,069	26	\$4,858	61
Agents,	9,245	95	27,796	69	37,042	54
Baggage-masters,	11,468	08			11,468	08
Brakemen,	8,603	96	137,964	51	146,568	47
Cars, cleaning,	4,477	43	8,141	30	12,618	73
Car furniture and fixtures,	1,599	72	5,229	68	6,829	40
Car service,	12,596	32	163,935	24	176,471	56
Clerks,	13,400	63	62,603	41	76,004	04
Conductors and train agents,	10,968	84	56,974	00	67,942	84
Dispatchers,	5,575	55	20,427	94	26,003	49
Docks, dredging, and cleaning,			50	00	50	00
Expenses of stations, except labor,	2,063	51	1,472	77	3,536	28
Foreign agencies,	1,297	29	1,254	05	2,521	34
Heating cars,	1,739	52	278	96	2,013	48
Heating stations,	2,065	24	3,920	94	5,986	18
Incidentals,	3,479	09	9,688	48	13,167	57
Insurance,	2,995	81	11,008	54	14,004	35
Labor at stations,	3,498	29	21,184	35	24,682	64
Legal expenses,	933	21	3,757	41	4,675	62
Lighting cars,	925	80	427	27	1,353	07
Lighting stations,	2,507	43	1,345	61	3,853	04
Loss and damage,	25,381	52	23,453	95	48,835	47
Mail expenses,	1,582	99			1,582	99
Oil for lamps,	1,156	60	5,081	74	6,238	34
Stationery and printing, . .	5,197	95	16,788	02	21,985	97
Stations, repairs of and furniture for,	10,337	70	24,005	59	34,343	29
Superintendents,	2,241	45	9,142	04	11,383	49
Switchmen,	1,096	55	4,628	56	5,725	11
Taxes on stations,	326	03			326	03
Taxes, "State,"	6,061	34	27,435	09	33,496	43
Telegraph expenses,	12,232	73	51,088	87	63,321	60
Watchmen,	1,600	46	7,156	44	8,756	90
Wharves and landings, repairs of,			6,985	98	6,985	98
Wrecks, clearing,	53	65	5,701	51	5,755	16
Totals,	\$170,444	99	\$719,973	10	\$890,418	09

Motive Power.						
Enginemen and firemen,	\$27,224	65	\$181,779	47	\$159,004	12
Engine-houses and machine-shop, &c., repairs of,	3,448	25	13,793	01	17,241	26
Fuel for heating,	498	21	1,992	80	2,491	01
Fuel for locomotives,	16,338	54	154,868	59	170,707	13
Incidentals,	2,959	03	10,819	39	13,778	42
Laborers,	11,425	56	45,702	28	57,127	84
Locomotive furniture and fixtures,	1,661	53	6,646	13	8,307	66
Locomotives, repairs of,	25,438	93	212,012	22	237,451	15
Oil for locomotives,	763	11	4,194	34	4,957	45
Sand for locomotives,	746	75	2,986	98	3,733	78
Stationery and printing,	749	66	2,998	62	3,748	28
Tallow for locomotives,	846	81	4,058	68	4,905	49
Taxes on engine-houses and shops,	1,486	93	5,947	76	7,434	69
Tools and machinery, repairs of,	6,509	85	26,037	42	32,546	77
Waste for locomotives,	415	26	1,990	28	2,405	54
Watchmen,	1,326	11	5,304	45	6,630	56
Water, wood, and coal stations, expenses and repairs of,	5,999	57	23,998	32	29,997	89
Totals,	\$107,838	25	\$654,630	74	\$762,468	99
Maintenance of Way.						
Ballast,	\$9,056	53	\$36,226	01	\$45,282	54
Bridges, repairs of,	13,242	17	52,968	73	66,210	90
Cars, repairs of, (in M. of W. service,)	1,324	59	5,298	42	6,623	01
Clerks,	765	95	3,063	90	3,829	85
Cross-ties,	17,616	14	70,464	66	88,080	80
Expenses on property,	1,568	93	6,275	68	7,844	61
Foreman, tool, and watch-houses, repairs of,	946	67	3,786	68	4,733	35
Frogs,	1,290	84	5,163	34	6,454	18
Incidentals,	216	84	867	33	1,084	17
Oil, tallow, waste, &c.,	358	43	1,433	73	1,792	16
Rails, iron,	1,126	21	4,504	86	5,631	07
Rails, steel,	9,653	26	39,618	08	48,266	34
Road bed, repairs of, labor and material,	16,673	64	66,294	59	82,868	23
Snow and ice, removing,	3,171	14	12,684	51	15,855	65
Spikes,	1,386	94	5,547	73	6,934	67
Splices,	1,355	17	5,420	70	6,775	87
Stationery and printing,	152	40	609	63	762	03
Superintendents and supervisors,	2,744	75	10,979	42	13,724	17
Switches,	2,112	54	8,450	19	10,562	73
Taxes on real estate for road,	984	72	3,938	78	4,923	50
Telegraph, repairs of,	1,015	68	4,062	90	5,078	58
Tools and repairs of tools,	1,391	58	5,566	09	6,957	65
Track, repairing,	28,222	86	112,891	45	141,114	31
Watchmen,	9,036	84	36,147	41	45,184	25
Totals,	\$125,314	80	\$501,259	82	\$626,574	62
Maintenance of Cars.						
Car-shops and sheds, repairs of,	\$294	22	\$1,176	80	\$1,471	02
Cars, repairs of freight,			249,173	46	249,173	46
Cars, repairs of passenger, baggage, express, and postal,	41,728	75			41,728	75
Fuel for heating,	127	54	510	15	637	69
Incidentals,	70	94	336	69	407	63
Insurance,	205	26	1,095	09	1,300	35
Laborers,	4,393	18	17,572	61	21,965	79
Oil, tallow, waste, &c.,	1,972	19	11,179	07	13,151	26
Tools and repairs of tools,	1,791	21	7,164	68	8,955	89
Watchmen,	514	02	2,056	06	2,570	08
Totals,	\$51,097	31	\$290,264	61	\$341,361	92

EARNINGS—Summary.

Passenger transportation, local,	\$647,090 56	} Total,	\$667,742	66
Passenger transportation, through,	20,652 10			
Freight transportation, local,	2,138,404 80	} Total,	3,243,572	58
Freight transportation, through,	1,105,167 78			
Mail service,			27,498	37
Express service,			44,821	78
Miscellaneous,			125,207	77
Total,			\$4,108,843	16

OPERATING EXPENSES—Summary.

	Passenger.		Freight.		Total.	
Conducting transportation,	\$170,444	99	\$719,973	10	\$890,418	09
Motive power,	107,838	25	654,630	74	762,468	99
Maintenance of way,	125,314	80	501,259	82	626,574	62
Maintenance of cars,	51,097	31	290,264	61	341,361	92
Total,	\$454,695	85	\$2,166,128	27	\$2,620,823	62
Operating expenses, 63$\frac{1}{10}$ per cent. of earnings.						
Earnings,					\$4,108,843	16
Expenses,					2,620,823	62
Net earnings,					1,488,019	54

Philadelphia and Reading.

EARNINGS FOR THE YEAR—From Transportation of Passengers.

MONTHS.	THROUGH.			LOCAL.			TOTALS.		
	Passengers	Miles.	Amount.	Passengers	Miles.	Amount.	Passengers	Miles.	Amount.
December, 1883,							858, 703	12, 012, 718	\$249, 625 92
January, 1883,							948, 282	12, 881, 109	231, 461 99
February, 1883,							790, 823	9, 233, 246	194, 844 71
March, 1883,							970, 332	11, 925, 352	243, 408 02
April, 1883,							1, 033, 327	12, 754, 428	256, 205 36
May, 1883,							1, 097, 203	13, 805, 854	274, 061 42
June, 1883,							1, 950, 643	24, 907, 181	481, 978 18
July, 1883,							2, 215, 639	30, 642, 710	618, 186 13
August, 1883,							2, 155, 749	30, 536, 431	637, 458 85
September, 1883,							2, 125, 970	27, 854, 313	540, 458 88
October, 1883,							2, 105, 390	28, 944, 190	523, 246 84
November, 1883,							1, 832, 613	21, 514, 674	423, 956 43
Totals,							18, 185, 284	226, 293, 176	\$4, 675, 061 68

The Rate of Fare for Passengers Charged for the respective Classes per Mile.

For passengers, proximate average per mile, 1.99 cents.

From Transportation of Freight.

MONTHS.	MERCHANDISE.*			COAL.			TOTALS.		
	Tons—2000lbs.	Money.	Tons—2000lbs. —1 mile.	Tons—2240lbs.	Money.	Tons—2240lbs. —1 mile.	Tons.	Money.	Mileage.
December, 1883,	444, 907	\$448, 589 98	20, 386, 524	661, 217	\$955, 219 49	57, 588, 563			
January, 1883,	445, 511	427, 552 90	20, 116, 296	835, 083	716 874 46	44, 814, 292			
February, 1883,	452, 176	447, 250 29	20, 337, 982	831, 899	718, 289 02	43, 370, 456			
March, 1883,	516, 737	524 789 01	24, 494, 387	614, 356	771, 676 45	51, 373, 510			
April, 1883,	492, 327	478, 456 85	22 263, 933	648, 658	762, 559 86	82, 908, 004			
May, 1883,	540, 849	533, 915 60	24 612, 562	612, 805	670, 233 81	50, 298, 273			
June, 1883,	729, 642	802, 077 52	33, 759 989	1, 029, 650	1, 298, 032 44	101, 007, 461			
July, 1883,	620, 939	715, 748 99	37, 770, 805	1, 001, 895	1, 230, 919 70	100, 028, 945			
August, 1883,	784, 206	841, 708 56	45, 834, 915	1, 290, 304	1, 734, 096 59	123, 945, 733			
September, 1883,	724, 681	892, 508 42	42, 873, 853	1, 218, 509	1, 640, 728 75	119 898, 450			
October, 1883,	789, 126	869, 508 88	46, 018, 243	1, 332, 555	1, 799, 499 79	123, 324, 242			
November, 1883,	673, 881	706, 162 34	39, 566, 856	1, 200, 631	1, 642, 233 08	116, 959, 118			
Totals,	7, 159, 682	\$7, 637, 241 34	382, 541, 344	10, 677, 532	\$13, 988, 413 24	966, 518, 077		\$21, 675, 654 58	

From all Other Sources.

MONTHS.	Mails.		Steam colliers and coal barges.		Miscellaneous and shipping.		Total.	
December, 1882, . . .	\$4,870	60	\$63,002	82	\$66,871	93	\$134,045	35
January, 1883, . . .	4,656	27	48,815	07	180,195	28	233,666	62
February, 1883, . . .	4,656	26	45,773	92	40,227	11	90,657	29
March, 1883,	4,656	26	54,408	31	68,864	09	122,423	66
April, 1883,	4,656	26	48,985	86	90,873	02	144,515	14
May, 1883,	4,812	06	44,257	83	76,411	29	125,481	18
June, 1883,	7,312	05	49,941	55	74,536	10	131,789	70
July, 1883,	6,362	23	48,967	38	223,810	78	274,140	39
August, 1883,	6,287	83	50,450	63	143,639	65	200,378	11
September, 1883, . .	7,034	23	39,509	28	96,410	86	142,954	87
October, 1883,	7,106	36	47,508	91	144,890	10	199,505	87
November, 1883, . . .	5,902	69	61,686	08	656,377	71	723,966	48
Totals,	\$68,113	10	\$598,302	64	\$1,857,107	92	\$2,523,523	66

RECAPITULATION.

Total passenger earnings for the year,	\$4,675,061	68
Total merchandise and coal earnings for the year,	21,675,654	58
Total receipts from all other sources,	2,523,523	66
Total earnings for the year,	\$28,874,239	92
Proportion of receipts in Pennsylvania,	\$23,372,556	25

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

Extension or alteration of road,	\$1,041,598	95
Land or land damages,	518,763	79
Passenger and freight houses,	137,909	22
Other buildings, (not including shops and engine houses,)	49,988	16
New locomotives,	374,039	78
New passenger cars,	219,134	27
New freight cars, (8-wheel,)	428,831	03
New floating equipment other than "steamboats,"	6,665	82
New cars—roadway department—8-wheel,	1,691	88
New tool, crane, and cabin cars, 8-wheel,	4,321	76
New tool, crane, and cabin cars, 4-wheel,	14,586	44
New shops, (machine and car,) and engine houses,	12,829	35
New machinery,	18,358	81
New wood and water stations, (including water tanks,)	36,029	69
New wharves and coal bunks,	213,697	53
Any other expenditures chargeable to this account,	61,665	49
Total,	\$3,139,619	97
Proportion in Pennsylvania, All in Pennsylvania.		

EXPENDITURES FOR OPERATING DURING THE YEAR.

Conducting Transportation.		
Officers, clerks, agents, &c.,	\$819,772	65
Engineers, conductors, firemen, brakemen, plane hands, &c.,	3,100,782	76
Expenses of stations, except labor,	138,936	55
Labor at stations,	361,222	85
Stationery, printing, advertising, &c.,	126,725	58
Telegraph expenses,	100,169	30
Watchmen at depots, shops, signal towers, &c.,	330,118	98
Pumping water, water rents, and sundries,	187,673	81
Steamboat and ferry expenses,	177,849	35
Total,	\$5,343,251	78

Motive Power.		
Fuel for locomotives,	\$1,175,070	17
Locomotives, repairs of,	1,270,569	37
Oil for locomotives and cars,	192,234	51
Tallow, lard, cotton waste, &c., for locomotives and cars,	126,026	41
Tools and machinery, repairs of,	49,734	21
Total,	\$2,813,624	67
Maintenance of Way.		
Ballast,	\$139,528	57
Bridges, repairs of,	176,209	69
Engines, &c., repairs of, (in M. of W. service,)	83,815	56
Officers, clerks, &c.,	149,394	30
Cross-ties,	369,118	26
Frogs,	30,253	82
Incidentals, stationery and printing,	18,639	86
Oil, tallow, waste, &c.,	10,213	71
Rails, iron and steel,	405,537	57
Buildings, depots, and fixtures, repairs of,	268,974	97
Spikes,	18,024	88
Splices,	48,978	30
Switches,	50,216	78
Tools and repairs of tools and hardware,	32,734	79
Track, road-bed, &c., repairing, labor, and materials,	963,854	13
Wharves, repairing,	104,688	05
Watchmen,	50,776	38
Total,	\$2,870,509	12
Maintenance of Cars.		
Cars, repairs of merchandise and coal cars,	\$1,414,067	67
Cars, repairs of passenger, baggage, express, and postal,	434,333	15
Total,	\$1,848,400	82
General Expenses.		
Insurance,	\$15,068	68
Repairs, &c., of company's property rented,	29,057	30
Salaries of president, other officers, clerks, &c., legal and advertising expenses, stationery and printing, &c.,	527,026	94
Taxes on property,	195,129	74
Taxes on gross receipts and capital stock,	226,838	35
Rents of laterals, &c.,	5,765,169	88
Shipping expenses Pt. Richmond and Elizabethport,	380,210	62
Profit and loss, damages, &c.,	50,405	10
Steam colliers and coal barges,	432,172	33
Total,	\$7,621,078	94

EARNINGS—Summary.

Passenger transportation,	\$4,675,061	68
Merchandise and coal transportation,	21,675,664	58
Mail service,	68,118	10
Miscellaneous: Steam colliers and coal barges,	2,455,410	56
Total,	\$28,874,239	92

OPERATING EXPENSES—Summary.

Conducting transportation,	\$5,343,251	78
Motive power,	2,813,624	67
Maintenance of way,	2,870,509	12
Maintenance of cars,	1,848,400	82
General expenses,	7,621,078	94
	\$20,496,865	33
Less credit for transportation of material received from Central rail- road of New Jersey, account lease May 29, 1883,	150,000	00
Total,	\$20,346,865	33
Operating expenses, including steam colliers and coal barges, 71 per cent. of earnings.		
Earnings per mile of road operated, not including steam colliers and coal barges,	\$25,707	66
Expenses per mile of road operated, not including steam colliers and coal barges,	18,315	47
Net earnings, not including loss on canals,	8,527,374	59

ERRORS AND EXPLANATIONS.

Owing to the increase of labor made necessary by the act of the Legislature requiring the reports of the various railroad, canal, and telegraph companies to "be condensed so as not to exceed five hundred pages," and to unreasonable delay on the part of some of the companies in transmitting their reports to this Department, several of the tabular statements went to press without such thorough scrutiny as they should have undergone. The following corrections and explanations have therefore become necessary :

Table A, page 3, Cumberland Valley railroad, capital stock paid in, printed \$1,770,850, should be \$1,777,850.

Same table, page 6, Pittsburgh, Fort Wayne and Chicago railroad, capital stock paid in, printed \$28,114,200, should be \$28,114,285 71.

Table B, page 10, Mount Pleasant and Latrobe railroad, funded and floating debt, printed \$8,500, should be none.

Same table, page 12, West Chester and Phoenixville railroad should have been inserted, with total debt of \$13,056 50.

Comparative statement of capital stock paid in for five years, page 60, Arnot and Pine Creek railroad, column for 1883, printed \$250,000, should be \$255,000.

Same statement, page 62, Lehigh and Lackawanna railroad, 1883, printed \$375,000, should be \$375,100.

Same statement, page 62, the Mount Pleasant and Latrobe Railroad Company should have been inserted in the column for 1883, with \$8,500 paid in. This amount is erroneously set down to the Meadville Railroad Company, which did not report.

Same statement, page 63, \$5,061,700 should have been set opposite the name of the Pennsylvania and New York Canal's railroad in the column for 1883.

Same statement, page 63, \$85 71 ought to be added to the amount set opposite the name of the Pittsburgh, Fort Wayne and Chicago Railroad Company in the column for 1883, making it \$28,114,285 71.

Same statement, page 63, the Pennsylvania, Slatington and New England Railroad Company should have been inserted in the column for 1883, with \$1,362,000 paid in.

Same statement, page 64, the amount set opposite the name of the Susquehanna and Delaware River Railroad Company in the column for 1883 (\$74,450) should have been \$71,450.

Same statement, page 64, \$70,174 91 should have been set opposite the name of the Selin's Grove and North Branch Railroad Company in the column for 1883.

Comparative statement of funded and floating debt for five years, page 68, the amount set opposite the name of the New York, Pennsylvania and Ohio Railroad in the column for 1883 (\$94,714,005 59) includes \$1,607,047 50 mentioned in a foot-note to table B on page 10, where the total amount of funded and floating debt of this company is stated at \$93,106,958 09, exclusive of the amount in the foot-note.

Same statement, page 69, the amount set opposite the name of the Shamokin, Sunbury and Lewisburg Railroad Company (\$486,958 15) in the column for 1883 should have been \$1,486,958 15.

With the foregoing corrections, the total of the column of capital stock now paid in, table A, page 7, should be \$669,046,853 10; and the total of the column for 1883, in the comparative statement ending on page 65, should be the same. And in table B, page 12, the total of the column of funded and floating debt (including \$1,607,047 50 in the foot-note on page 11) should be \$705,657,696 78; and the total of the column for 1883, in the comparative statement ending on page 70, should be the same.



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